City of Highland Park

Special City Council Meeting
City Hall
1707 St Johns Avenue
Highland Park, Il 60035
October 30, 2025
7:00 PM
Agenda

Individuals with questions or feedback about an agenda item can address the City in the following ways:

1. **Emails with Unlimited Information**. Individuals may email the City an unlimited number of words at cityhp@cityhpil.com. Emails will be forwarded to the City Council if requested. All emails received will be acknowledged.
2. **Telephone**. Individuals with no access to email may leave a message with the City Manager's Office at 847.926.1000.
3. **Live Comments**. Individuals are able to address the Council during the City Council meeting. Questions/comments should be limited to three minutes or less.

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I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Business from the Public (Individuals wishing to be heard regarding items not listed on this agenda)

V. Other Business

Community Development
(Questions concerning these items can be directed to 847-432-0867)

- A Resolution Approving a Preliminary Development Plan and a Preliminary Plat of Subdivision (1660 and 1700 Old Deerfield Road)

VI. Adjournment

Staff Report

Meeting Date: October 30, 2025

Staff Contact: Karl Burhop, Senior Planner

Department: Community Development Department

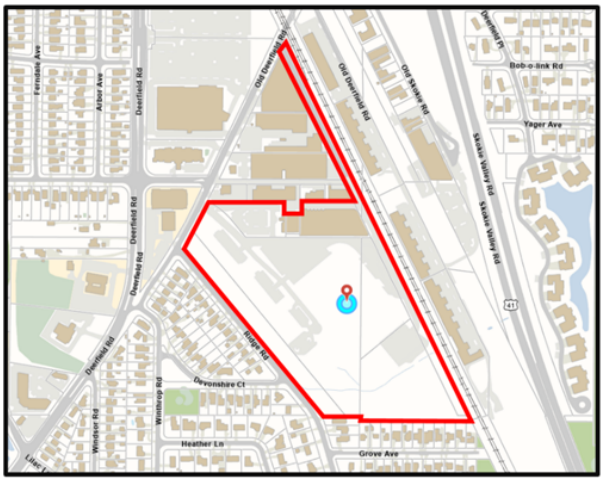
Title: A Resolution Approving a Preliminary Development Plan and a Preliminary Plat of Subdivision (1660 and 1700 Old Deerfield Road)

Recommendation:

Staff recommends consideration of the Preliminary Development Plan[1], Preliminary Plat of Subdivision, and Zoning Map amendment (rezoning) for 1660-1700 Old Deerfield Rd. (the "***Property***")[2].

[1] The Preliminary Development Plan are those plans previously reviewed by the City Council at its Sept. 29 meeting and are included as Exhibits B through L, further reviewed in this report.

[2] Per Resolution Section Five, "Neither the approval of the Preliminary Development Plan as set forth in Section Two of this Resolution nor the approval of the Preliminary Plat of Subdivision as set forth in Section Three of this Resolution, is to be deemed or interpreted as authorizing or entitling the development or the improvement of the Property in any manner whatsoever unless and until the City Council approves the Final Approval Ordinance pursuant to Section 150.540(B) of the Zoning Code and subject to the provisions of Section Nine of this Resolution."



4931-5639-3584, v. 3

Policy Consideration:

Project Description:	227-unit townhome development
Applicant	Habitat Company LLC
Property Owner:	Red Cup Land Company, LLC
Site Location:	1660-1700 Old Deerfield Rd.
Site Area:	28.61 Acres
Zoning:	Current: I Light Industry Proposed: I, RM1, & R7
Public Hearings	April 1, May 20, June 25, July 29, Aug. 26, and Sept. 9, 2025

Prior Consideration.
The City Council considered the 227-residential townhome unit development at its Sept. 29[1], 2025 meeting, and directed City staff to draft a preliminary approval document by vote 7-0. Additional Applicant attachments, not included in resolution but a part of their project, are available for review within the Sept. 29 packet.

Previously, on Sept. 9, 2025, the Plan and Design Commission recommended approval 5-2[2], and the Housing Commission recommended approval on Oct. 8, 2025, 6-0[3].

Project Summary

As stated at the Sept. 29 City Council meeting, The Habitat Company LLC (the "***Applicant***") proposed a redevelopment at the 28.6 acre Property, to include 227 townhouse residential dwelling units in 48 building assemblies with parking provided in first floor garages and on-street. The development also includes:

- A clubhouse with pool amenity along with internal private roads to be maintained by the development.
- Widening Old Deerfield Rd. to accommodate left turn lanes while maintaining on-street parking on-street parking in front of the Police Station using a portion of its property.
- Constructing an emergency access onto Deerfield Rd. at the Police Station for Police use only.
- Preserving 12.9 acres of open space consisting of existing heritage and key trees, wetlands, creek, and grass area, of which ~9.11[4] acres will be subject to a conservation easement and include a walking path, and a playground with fence.

Commission Consideration & Recommendation

- The Plan and Design Commission's comments were included in the Sept. 29 City Council report.
- At the October 8, 2025 Housing Commission meeting, the Commission voted in favor (6-0) of approving the Second Amended Final Inclusionary Plan for 34 units being provided with departures from the Inclusionary Ordinance: location of units dispersed throughout the development – 150.2150(A) and bedroom unit proportional mix – 150.2150 (E)(1); and recommends:
    - A $185,400 payment-in-lieu for 1.0 unit of the required 35.2 inclusionary units. and a by-right $37,080 payment-in-lieu request for the remaining 0.2 fractional unit required. Total payment in lieu of $222,480; and
    - That the affordable unit distribution structure allow an ownership or rental; and
    - To allow 67 percent of the inclusionary housing units in the Proposed Development to be leased at a price affordable to households with gross incomes of up to 60 percent of the Chicago area median income; provided, however, that no less than half of such inclusionary housing units may be leased to households with gross incomes between 51 and 60 percent of the Chicago area median income.

Resolution Summary

A resolution approving a Preliminary Development Plan and Preliminary Plat of Subdivision follows this report. The Resolution summarizes the Applicant's Zoning requests, as follows:

- Section One – Recitals, identifies the applications submitted, public meeting and hearing dates, grants preliminary approval and directs applicant to proceed to final plan and plat approval process etc.

- Section Two – Approval of Preliminary Development Plan - identifies the Preliminary Development Plan, being Exhibits B through L.

- Section Three – Approves the Preliminary Plat of Subdivision.

- Section Four – Submission of Final Development Plan. Authorizes the Applicant to submit to the Plan and Design Commission a final development plan that is in substantial conformance with the Preliminary Development Plan. Following review and recommendation by the Plan and Design Commission, and a determination by both that (1) the Final Plan is in substantial conformance with the Preliminary Development Plan and (2) the conditions for Final Plan approval set forth in Section Eleven of this Resolution have been, or will be, satisfied, the City Council will consider the adoption of an ordinance granting a special use permit for a planned development on the Property and approval of the Final Development Plan

- Section Five – Makes clear that this is a preliminary approval and that Final Approval is required by City Council to confer any development rights related to the land use approvals requested.

- Section Six – Acknowledges the Request for the Proposed Zoning Map Amendment (Exhibit M).

- Section Seven – Acknowledges the Request for Zoning Modifications.

- Section Eight – Acknowledges the Request for Subdivision Variations and Waivers. Including waivers for sidewalks along Access Road and Ridge Rd., among other variations and waivers.

- Section Nine – Acknowledges the Request for Approval of an Inclusionary Housing Plan – Exhibit N.

- Section Ten – Acknowledges the Request to Amend the Restrictive Covenant for the Property. This is related to the 1965 Restrictive Covenant held by the City.

- Section Eleven – Conditions of Approval of Final Approval Ordinance. This identifies the conditions of approval that will be included in the Ordinance adopted at Final Approval stage of this consideration. The conditions address concerns related, but not limited to, 1636 Old Deerfield abutting sidewalk and abutting parking lot landscaping concerns; railroad crossing matters; ADA compliance for woodland path; post development traffic study; construction limitations and requirements; environmental remediation; emergency access; Devonshire crossing safety analysis and other crosswalks; limitations on truck traffic; tree preservation; conservation easement with dedication / donation to City of certain rights; inclusionary housing; plans related to improvements at Police Dept. property; and public benefits related to parking spaces/lot, public access to Access Rd., community room, sharrows, crosswalks, west tot lot, and electric vehicle parking.

- Section Twelve – Time Period for Submission of Final Development Plan. This section provides the time period for next steps; the Applicant must submit the Final Planned Development and related exhibits no later than six months after the effective date of the resolution.

Applicant's Responses to Comment's from Sept. 29 City Council Meeting.

- Railroad Related. The Applicant acknowledges receipt of the Illinois Commerce Commission comments regarding development and proximity to the railroad (see later in report and **Attachment 2** for the Illinois Commerce Commission comments).
- Emergency Access. "We are willing to grant a potential easement 26' wide to connect to Ridge Rd for emergency access only to be constructed and permitted by the City of Highland Park should it be determined in the future that an additional access point is warranted. The Fire and Police Chiefs have reviewed access and have not raised any concerns. Please see attached drawings for access area near Devonshire Ct. and Ridge Rd."
    - Staff Comment: See Section Eleven in the resolution for related condition of approval for 26' wide easement providing access.
- Northwest Parking Lot abutting 1636 Old Deerfield. Regarding additional landscaping in the northwest parking lots the Applicant states, "We will include sustainable grasses in between the parking areas, to be detailed during final engineering," and "The easement holder is willing to allow landscaping on a portion of the hatched area to be determined during final engineering."

- Charging Stations. Regarding providing EV charging stations, “We are willing to determine the location of EV charging stations during final engineering.”
- Crosswalk Safety. Regarding providing their traffic consultant’s review of the pedestrian crossing at Devonshire Ct. and Ridge Rd., the Applicant will provide soon.
- Access Road. Regarding a third lane on the access road (also known as the spur road along the railroad), “The current two-lane access road is more than sufficient to accommodate the very low volume of the total traffic projected to be traversing the access road. As such, a third lane is not warranted or required along the access road. Further, the right-of-way along the access road is not sufficient to accommodate a third lane and would require an easement from the railroad. Currently the employees of the factories to the west park their cars on the east side of the road and truck deliveries use the west paved side of the road for deliveries, loading and access to their garage’s doors.”
- Woodland Trail. Regarding a wider path with improved material for the path along Ridge Rd., “We are willing to install a path that will meet ADA requirements.” Further exploration of options is being conducted and would be subject to City approval.
- South Property Line. Regarding Applicant’s intention for the south property line, abutting the rear yards of single-family homes along Grove Rd., “Our intention is to re-establish the property line as indicated by the current owner in letters to the southern property line owners.”
- Open Space Restrictions. Regarding restrictions on the 12.9 acres of open space, “We are willing to comply.”
- Public Use of Community Room. Regarding public use of the community room for public meetings for nonprofit organizations and community groups, “We’re not entirely comfortable with this and it’s not something we’ve ever done on other projects. We’re open to discussing during negotiation of the Development Agreement, but will need to get comfortable with the terms to make sure we are prioritizing use of that amenity by our residents, adequately protected from liabilities arising out of such public use and retain an appropriate amount of control of that use." It was noted that the Police Station has a room that may be reserved for public use, fit is not being used for City purposes. Further, the Park District of Highland Park is constructing a new center that will include community space. The applicant questioned the need to make this private space available beyond use for the residents in the subdivision.

Public Comment

- New comments submitted since the prior meeting are included in **Attachment 1**.
- Petitions were submitted and are included in **Attachment 1**, by neighbors living near the Property. This Section of the Code pertains to the Zoning Map amendment portion of this consideration, not the Resolution for preliminary approval being considered on Oct. 30th, 2025. However, it will pertain at Final Consideration, which will include the Zoning Map change.
    1. For reference, Sec. 150.1507(A)(1) provided: “In case of a written protest against any proposed amendment, signed and acknowledged by the owners of 20 percent of the frontage proposed to be altered, or by the owners of 20 percent of the frontage immediately adjacent or across an alley therefrom, or by the owners of 20 percent of the frontage directly opposite the frontage proposed to be altered, is filed with the City Clerk, the proposed amendment shall not be passed except by a favorable vote

of two-thirds (⅔) of all the members of the City Council then holding office."

2. Staff and Corporation Counsel are reviewing the petitions and the geographic locations relative to the frontage of the property and will advise the Council at time of Final Consideration as to whether the 2/3rd vote is required for the Zoning Map amendment.

Standards of Approval.
The following provide the standards of review for this Council consideration.

- Sec. 150.1505(A) – Standards in making its recommendations to grant or its recommendations to deny any specific application for an amendment rezoning any given parcel of land.
- Chapter 151 Subdivision – specifically, see Sec. 151.009 for granting variations and exceptions.
- Sec.150.510.B – Construction in Environmentally Sensitive Areas; a PUD standard.
- Sec. 150.520. - Site Planning Constraints and Design Standards for PUDs.
- Sec. 150.1404. – Standards for SUPs.
- Sec. 150.2125 – For Payment In-Lieu for On-Site Affordable Housing Units
- Chapter 176, Article II. – Design Review Standards

Public Benefit
Public Benefit, per Sec. 150.515(A) is defined as: […] "an amenity provided in the form of an improvement, donation or dedication that is not otherwise required as part of the development process and that serves the residents of the Planned Development and the community at large."

Per Sec. 150.515(B), "*Public Benefit Required.* A public benefit shall be required for the following types of Planned Developments: (1) Planned Developments for which the applicant has requested, in accordance with and pursuant to Section 150.510 of this Article, a modification of the periphery yard, floor area ratio, open space, parking, **building height**, or lot coverage requirements otherwise applicable to the Planned Development; and […]". [**Emphasis** added to signify what proposed relief triggers a public benefit for this project]

Per 150.515(C)(1) related to *Standards for Public Benefits: "General Standards.* All proposed public benefits shall be (a) commensurate with all zoning relief requested by the applicant, and (b) proportional to the anticipated impact of the proposed Planned Development on adjacent properties and land uses and on the community at large.)

Code & Covenant Review
Please refer to the Sept. 29 Council posting, to the Sept. 29 Attachment 21 – Supplemental Report, for code review. Attachment 22 includes a Q & A for the project.

Zoning Map Amendment.

The Applicant requests a Zoning Map amendment to rezone a 28.6 acre area (the Property) that has been zoned I Light Industrial (previously I Industrial) since 1947[5]. The properties to the

north are currently and historically zoned Industrial. The property to the northwest (the Police Dept.) was historically zoned Industrial and is now zoned Public Activity District.

The applicant requests to rezone the property into the following three parts:

1. 19.26 acres from the I District to RM1 Medium-To-High Density Residential District ("***RM1 District***").
    - To be used as the development area.
2. 9.11 acres from the I District to R7 Single- and Two-Family Residential District ("***R7 District***").
    - To be a conservation / buffer area along the west and south periphery across the street (Ridge) from or abutted (to the south) single-family residential uses.
3. 0.24 acres to remain I – Light Industrial.
    - To minimizes the regulatory impact on the properties to the north.
    - This area was reduced from 0.42 acres initially proposed based on feedback from last meeting. The new delineation does not change its regulatory effect.

The Applicant proposes to rezone a part of the property to the lowest density multi-family Zoning District (RM-1), and seeks a density in that portion of the property of 11.8 units per acre, which is less than the maximum allowed for RM-1 Districts (15 per ac.). Importantly, the overall density of the property as a whole (as opposed to the only the RM-1 portion) would be 7.9 units per acre given the significant open space proposed.

Overall, the proposed rezoning to RM-1 and R7 represents a significant down-zoning from the rights provided by the property's current I - Light Industrial zoning designation, but provides the right to develop residential uses, which are not allowed in Light Industrial Districts. The Applicant proposed an RM-1 District to achieve the 227 units proposed, which is estimated to be greater than what would be allowed if the entire 28.6 ac. property were zoned R7. Regardless, given concerns about the open space and density, the attached Resolution requires a conservation easement for 9.11 ac., and limits use of the property to 227 Single-Family Attached (Townhouse) units and related accessory structures, all of which further limits what would otherwise be allowed in the RM-1 Zoning Districts. Moreover, the City maintains its existing covenant along Ridge Rd., with exceptions to allow for a tot lot, walking path etc.

Analysis

Zoning Districts are like steps on a regulatory ladder, conferring rights upon a property. As one goes up ("up-zoning") or down ("down-zoning") the ladder of Zoning District rights will be generally greater or less, with exceptions. Each step up or down changes property rights in terms of uses allowed, intensity, and other land use controls. In general, fewer steps on the Zoning District ladder represents less change and a more homogeneous development pattern.

The R7 portion of this request represents a regulatory buffer between the existing R6 neighborhood and the more intense RM-1 proposed, and the significantly more intense existing I District, which as proposed would abut the RM-1. Importantly, the R6 neighborhood to the west and south would no longer abut an I-District like it does today. The proposal allows for a gradual change in zoning from the abutting R6 neighborhood to the west and south then currently exists – as RM-1 is one-step up from R7, which is one step up from R6.

City Staff & Other Agency Comments
Comments were included in the Sept. 29 Council Packet at the end of the staff report and in Attachment 20. The following are updated comments

- *Public Works - Forestry Unit:*
  - Given the significant encroachment on these oaks [regarding the woodland path], augmentation of soil pH is a significant concern.
- *Public Works - Engineering Division:*
  - The City has plans to resurface the extension of Richfield Ave. (the public right-of-way east of the Richfield Ave. and Old Deerfield Rd. intersection and will coordinate with the Applicant as appropriate. See **Attachment 2** – the Engineering Division's comments on the proposed improvements for the Richfield Ave. extension.
- *Community Development – Building Division & Fire Department:*
  - Provide street name and unit address exhibit (provided), fire hydrant exhibit, and updated emergency access exhibit.
- *Community Development – Planning Division:*
  1. Provide complete inventory of all plantings that includes their species and install heights. The landscaping sheets should be updated as well, to reflect species and quantity on the detail sheets.
  2. The Applicant should incorporate CivilTech's May 13, 2025 comments (memo attached in **Attachment 2**). Note that there is a typo in CivilTech's memo. The memo references a revised study dated Feb. 10, 2025, but the revised study was actually dated March 21, 2025 and the memo refers to that March 21 study.
  3. To effectuate the proposed 42 space off-street parking lot in the Northwest portion of the property, the applicant must formally apply for a special use permit for a conditional use for an Off-Street Parking Lot, Freestanding.
- *Illinois Commerce Commission:*
  - Stan Milewski, P.E., with the Illinois Commerce Commission, provided comments regarding the development in **Attachment 2**, including two exhibits (within the same attachment). There is a condition of approval in the Resolution that the Applicant review and incorporate comments from the Illinois Commerce commission, to the City's satisfaction.

[1] Hyperlink to the Sept. 29 City Council meeting packet.

[2] Vice Chair Kerch and Commissioner Henry voting nay.

[3] Commissioner Beasley was absent.

[4] 12.9 acres is the overall open space on the site, which includes the two tot lots, the clubhouse and swimming pool, the tree preserve, the two dog parks, and yard space, all of which is identified on the Proposed Open Space drawing within Exhibit B. A subset of the overall open space area, 9.11 acres, is subject to the conservation easement (matching the propose R7 zoned area , running mostly within the west and south portions of the Tree Preserve identified on the same Proposed Open Space Drawing and also identified on the plat in Exhibit M.

[5] Staff is referring to a zoning map on file with the Planning Div. with latest date of March 4, 1947.

Core Priorities:

Public Safety Public safety elements such as traffic management plans have been thoroughly reviewed by the applicant's traffic consultant, and then reviewed by an independent third-party consulted retained by the City.

Economic Development. This is a land use application that develops land and as such adds jobs (permanently or temporarily) and adds to the tax base.

Infrastructure Investment. The development is providing improvements to Old Deerfield Rd., including two dedicated left hand turn lanes, one southbound and one northbound, at the Old Deerfield Rd. and Richfield Ave. intersection. Additional improvements are proposed as public benefits in the vicinity of the development, such as improved crosswalks at three locations (see the resolution).

Environmental Sustainability. This development provides for 9.11 acres in a conservation easement with limited encroachments.

Vibrancy

Attachments:

1. Exhibit A - Legal Description of the Property
2. Exhibit B - Site Plan
3. Exhibit C - Architectural Layout, Materials, Unit Matrix, and Garage Plans
4. Exhibit D - Clubhouse Elevations and Renderings
5. Exhibit E - Townhouse Elevations and Renderings
6. Exhibit F - Height Exhibit
7. Exhibit G - Landscaping Plan
8. Exhibit H - Site Improvement Plan
9. Exhibit I - Photometric Plan
10. Exhibit J - Site Lighting Plan
11. Exhibit K - Fire Turn Exhibit
12. Exhibit L - Police Property Improvements
13. Exhibit M - Preliminary Plat of Subdivision
14. Exhibit N - Proposed Rezoning Map
15. Exhibit O - Inclusionary Housing Plan
16. Attachment 1 - Public Comment
17. Attachment 2 - City & Agency Comments

City of Highland Park

Resolution No.

A Resolution Approving a Preliminary Development Plan and a Preliminary Plat of Subdivision (1660 and 1700 Old Deerfield Road)

WHEREAS, the Habitat Company LLC ("***Applicant***") is the contract purchaser of that certain parcel of real property consisting of approximately 28.61 acres, located in the I Light Industrial District of the City (***"I District"***), commonly known as 1660 and 1700 Old Deerfield Road, Highland Park, Illinois, and legally described in **Exhibit A** attached to and, by this reference, made a part of this Resolution ("***Property***"); and

WHEREAS, the Property is currently owned by Red Cup Land Company, LLC ("***Owner***"); and

WHEREAS, the Applicant proposes, and has requested relief from the City, to develop 48 townhouse-style residential structures, containing a total of 227 residential units, along with a clubhouse with a resort style pool and outdoor garden ("***Clubhouse***"), two tot lots, two dog parks, a maintenance building, off-street parking facilities and additional accessory residential amenities and improvements on the Property, and certain specified public benefits (collectively, the "***Proposed Development***"); and

WHEREAS, pursuant to Articles V, XIV, XV, and XXI of the "City of Highland Park Zoning Ordinance of 1997," as amended ("***Zoning Code***") and Chapter 151 of "The Highland Park Code of 1968," as amended ("***City Code***"), the Applicant, with the consent of the Owner, has filed an application with the City, as amended, for approval of:

(i) rezoning of the Property, as follows:

1. 19.26 acres of the Property from the I District to the RM1 Medium-To-High Density Residential District ("***RM1 District***");

2. 9.11 acres of the Property from the I District to the R7 Single- and Two- Family Residential District ("***R7 District***")

with 0.24 acres of the Property remaining in the I District (which remainder portion has been reduced from 0.42 acres as was initially provided in the original application);

(ii) a special use permit for a planned development on the Property in two steps, consisting of a preliminary development plan and a final development plan;

(iii) a preliminary and a final plat of subdivision for the Property;

(iv) certain zoning modifications within the Proposed Development; and

(v) certain subdivision variances and waivers within the Proposed Development

(collectively, the "***Zoning Relief***");

WHEREAS, a public hearing of the Plan and Design Commission of the City of Highland Park ("***PDC***") to consider approval of the Zoning Relief was duly advertised on March 17, 2025 in the Lake County News-Sun, opened on April 1, 2025, continued on May 20, June 24, July 29, and August 26, 2025, and concluded on September 9, 2025; and

WHEREAS, on September 9, 2025, the PDC adopted Findings of Fact, Public Hearing No. PUD-2025-00041, recommending that the City Council approve the Zoning Relief; and

WHEREAS, Section 150.2135 of the Zoning Code requires the submission of an inclusionary housing plan for approval by the City, detailing the manner in which the Proposed Development will comply with the requirements set forth in the Zoning Code for the provision of affordable housing units in the City; and

WHEREAS, the Applicant, with the consent of the Owner, has filed an application with the City for approval of a proposed inclusionary housing plan for the Proposed Development; and

WHEREAS, on October 8, 2025, the City Housing Commission voted to recommend that the City Council approve the Applicant's proposed inclusionary housing plan; and

WHEREAS, at a special meeting of the City Council on September 29, 2025, the City Council entertained additional public comment concerning the Proposed Development and allowed the Applicant to address specific questions and issues raised by neighboring property owners and by members of the City Council; and

WHEREAS, the City Council has determined that it will serve and be in the best interest of the City and its residents to (a) approve the preliminary development plan and the preliminary plat of subdivision for the Proposed Development of the Property and (b) enable the Applicant to proceed to the final plan and final plat approval process as contemplated in the Zoning Code and the City Code;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS, as follows:

SECTION ONE: RECITALS. The foregoing recitals are incorporated into, and made a party of, this Resolution as findings of the City Council.

SECTION TWO: APPROVAL OF PRELIMINARY DEVELOPMENT PLAN. The preliminary development plan for the Proposed Development on the Property, consisting of the following documents (collectively, the "***Preliminary Development Plan***"), is hereby approved:

A. The Site Plan, consisting of nine sheets and prepared by BSB Design, with a latest revision date of September 16, 2025, a copy of which is attached to

and, by this reference, made a part of this Resolution as **Exhibit B**;

B. The Architectural Layout, Materials, Unit Matrix, and Garage Plans, consisting of six sheets and prepared by BSB Design, with a latest revision date of September 16, 2025 for the "Site Plan – Building Key" and of August 12, 2025 for the other five sheets, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit C**;

C. The Clubhouse Elevations and Renderings, consisting of four sheets and prepared by BSB Design, with a latest revision date of August 12, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit D**;

D. The Townhouse Elevations and Renderings, consisting of eight sheets by BSB Design, with latest revisions date of August 12, 2025, and thirty-eight sheets prepared by BSB Design, with a latest revision date of August 25, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit E**;

E. The Height Exhibit, consisting of four sheets and prepared by BSB Design, with a latest revision date of July 22, 2025 for the first sheet and August 25, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit F**;

F. The Landscaping Plan, consisting of 13 sheets and prepared by Dickson Design Studio, with a latest revision date of October 24, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit G**;

G. The Site Improvement Plan, consisting of 12 sheets and prepared by Spaceco, with a latest revision date of September 16, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit H**;

H. The Photometric Plan, consisting of one sheet and prepared by Salas O'Brier, with a latest revision date of August 12, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit I**;

I. The Site Lighting Plan, consisting of one sheet and prepared by Salas O'Brier, with a latest revision date of August 12, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit J**;

J. The Fire Turn Exhibit, consisting of four sheets and prepared by Spaceco, with a latest revision date of September 16, 2025, a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit K**; and

K. The Police Department Property Improvement Plan, consisting of two sheets

and prepared by Dickson Design Studio and Spaceco, with a latest revision date of August 20, 2025 a copy of which is attached to and, by this reference, made a part of this Resolution as **Exhibit L**.

SECTION THREE: Approval of Preliminary Plat of subdivision. The preliminary plat of subdivision for the Proposed Development on the Property ("***Preliminary Plat of Subdivision***") attached to and, by this reference, made a part of this Resolution as **Exhibit M** is hereby approved.

SECTION FOUR: SUBMISSION OF FINAL DEVELOPMENT PLAN. Pursuant to and in accordance with Section 150.535(A) of the Zoning Code, the adoption of this Resolution authorizes the Applicant to submit to the PDC a final development plan for the Proposed Development on the Property that is in substantial conformance with the Preliminary Development Plan (the "***Final Development Plan***"). Following review and recommendation by the PDC, and a determination by both the PDC and the City Council that (1) the Final Plan is in substantial conformance with the Preliminary Development Plan and (2) the conditions for Final Plan approval set forth in Section Eleven of this Resolution have been, or will be, satisfied, the City Council will consider the adoption of an ordinance granting a special use permit for a planned development on the Property and approval of the Final Development Plan (the "***Final Approval Ordinance***").

SECTION FIVE: EFFECT OF APPROVALS. Neither the approval of the Preliminary Development Plan as set forth in Section Two of this Resolution nor the approval of the Preliminary Plat of Subdivision as set forth in Section Three of this Resolution, is to be deemed or interpreted as authorizing or entitling the development or the improvement of the Property in any manner whatsoever unless and until the City Council approves the Final Approval Ordinance pursuant to Section 150.540(B) of the Zoning Code and subject to the provisions of Section Eleven of this Resolution.

SECTION SIX: Acknowledgment of Request for Proposed Zoning Map Amendment. The City Council hereby acknowledges that the Applicant has requested, and that the Proposed Development contemplates, the rezoning of portions of the Property into the RM1 District and the R7 District as depicted on the Rezoning Map attached to this Resolution as **Exhibit N** ("***Proposed Rezoning***"). The City Council will consider an ordinance adopting the Proposed Rezoning concurrent with the adoption of the Final Approval Ordinance.

SECTION SEVEN: ACKNOWLEDGMENT OF REQUEST FOR ZONING MODIFICATIONS. The City Council hereby acknowledges that the Applicant has requested, and that the Proposed Development contemplates, the following modifications from the Zoning Code:

A. Height Modification. A modification from Section 150.704 of the Zoning Code to increase the maximum height limit: (i) for the townhomes in the Proposed Development, from 35 feet to 41 feet; and (ii) for the Proposed Clubhouse, from 15 feet to 25 feet.
B. Loading Space Modification. A modification from Section 150.851 of the Zoning Code to decrease the minimum required loading spaces for the Proposed Development, from two to zero.

C. Sign Modifications.
    1. Ground Sign Modification. A modification from Section 150.2023(B) of the Zoning Code to increase the maximum permitted ground signs for the Proposed Development, from one to five; and
    2. Sign Face Modification. A modification from Section 150.2023(B) of the Zoning Code to increase the maximum permitted sign faces for the Proposed Development, from two to nine.

D. Landscape Modifications.
    1. Vehicular Use Area Landscaping Modification. A modification from Section 150.2220(C) of the Zoning Code to waive the requirement to improve vehicle use areas within the Proposed Development with landscaping.
    2. Foundation Landscaping Modification. A modification from Section 150.2225 of the Zoning Code to decrease the minimum required planting area for the Proposed Development, from five feet to four feet.

E. Environmentally Sensitive Area Modification. A modification from Section 150.520(B) of the Zoning Code to permit development of the Proposed Development within an environmentally sensitive area along the southern property line of the Property.

F. Driveway Access Modification. A modification from Section 150.106 of the Zoning Code to permit a portion of the Proposed Development to be developed as driveway access between the Property and a parcel of land located in the I District.

G. Rental Unit Distribution Modification. A modification from Section 150.2155(B) of the Zoning Code to permit 67 percent of the inclusionary housing units in the Proposed Development to be leased at a price affordable to households with gross incomes of up to 60 percent of the Chicago area median income; provided, however, that no less than half of such inclusionary housing units may be leased to households with gross incomes between 51 and 60 percent of the Chicago area median income.

The City Council will consider an ordinance adopting the requested zoning modifications concurrent with the adoption of the Final Approval Ordinance.

SECTION EIGHT: Acknowledgment of Request for Subdivision Variations AND WAIVERS. The City Council hereby acknowledges that the Applicant has requested, and that the Proposed Development contemplates, the following variations from the City Code:

A. A variation from Section 151.004(A)(1) of the City Code, to allow for the creation of a lot on the Property with: (i) more than four sides; and (ii) lot lines intersecting at angles other than right angles, due to the infeasibility of establishing intersections of lot lines at right angles.

B. A variation from Section 151.008(B)(1) of the City Code to waive the requirement for the installation of sidewalks: (i) along Ridge Road adjacent to the western property line of the Property; (ii) along Old Deerfield Road adjacent to the north property line of the Property; and (iii) on the Access Road.

C. A variation from Section 151.008(B)(7) of the City Code to waive the requirement that the Applicant bury underground all utility distribution lines located on public rights-of-way adjacent to the Property.

The City Council will consider an ordinance adopting the requested subdivision variations and waivers concurrent with the adoption of the Final Approval Ordinance.

SECTION NINE. ACKNOWLEDGMENT OF REQUEST FOR APPROVAL OF INCLUSIONARY HOUSING PLAN. The City Council hereby acknowledges that the Applicant has requested approval of, and that the Proposed Development contemplates development in accordance with the inclusionary housing plan for the Proposed Development as recommended for approval by the City Housing Commission and set forth in **Exhibit O** attached to and, by this reference, made a part of this Resolution (the "***Inclusionary Housing Plan***"). The City Council will consider a resolution approving the Inclusionary Housing Plan concurrent with the adoption of the Final Approval Ordinance.

SECTION TEN: Acknowledgment of Request to Amend Restrictive Covenant. The City Council hereby acknowledges that the Applicant has requested, and that the Proposed Development contemplates, an amendment to that certain Declaration of Protective Covenant dated January 8, 1965 governing certain portions of the Property ("***Restrictive Covenant***"), as follows:

A. A modification of Section 2 of the Restrictive Covenant to allow for the construction and use of the West Tot Lot (defined below) and the proposed walking path along Ridge Road; and

B. A modification of Section 5 of the Restrictive Covenant to allow a driveway access on the Property to be constructed within 200 feet of Ridge Road.

The City Council will consider a resolution approving the requested amendments to the Restrictive Covenant concurrent with the adoption of the Final Approval Ordinance.

SECTION ELEVEN: CONDITIONS OF APPROVAL OF FINAL APPROVAL ORDINANCE. In addition to all other requirements of the Zoning Code governing approval of final development plans for planned developments, the Final Approval Ordinance not be approved by the City Council unless each of the following provisions or conditions has either been included in the Final Development Plan, or has otherwise been satisfied by the

Applicant:

A. The Applicant must execute a development agreement with the City, to be prepared by the City's Corporation Counsel and subject to the approval of the City Council (***"Development Agreement"***), which Development Agreement will govern and restrict the use and development of the Property and the construction and maintenance of the Proposed Development.
B. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of either the RM1 District or the R7 District, the Property may only be developed and used as follows:

on the RM1 portion of the Property: 227 single-family attached units, each of which will be subject to the height limitations and will be in the building locations depicted on the Site Plan; and the Clubhouse, a tot lot, a dog run, a maintenance building, off-street parking facilities and additional accessory residential amenities and improvements;

on the R7 District portion of the Property: open space, a tot lot ("**West Tot Lot**"), a dog run, lighting and fencing,

all pursuant to, and in accordance with, the terms and provisions of the Development Agreement and its exhibits, including, without limitation, the development conditions set forth in this Section 11. Development of the Property in a manner deviating from these conditions will be strictly prohibited.

C. The Applicant must prepare and submit final exterior lighting specifications for the Property that comply with the requirements of the City Code.
D. The Applicant must include in the Final Plan a depiction of the locations at which signage will be installed prohibiting parking along all driveway and garage approaches on the Property to allow for emergency access.
E. The following public benefits proposed by the Applicant to satisfy Section 150.515 of the Zoning Code must be included the Final Development Plan and codified as development conditions in the Development Agreement, all of which shall be constructed or provided at no expense to the City:

1. improvement and dedication of a public access easement for ingress and egress over the access road running along the Union Pacific Railroad right-of-way located on the northeast part of the Property, from Richfield Ave. to Old Deerfield Road ("***Access Road***");

2. construction of 14 off-street parking spaces in the parking lot located on the east side of Old Deerfield Road across the street from the Highland Police Department building located at 1677 Old Deerfield Road, Highland Park, IL (the "***Police Department Property***") for the use of the Highland Park Police Department and its visitors;

3. construction of 12 parking spaces for public use on the Access Road;

4. construction of sharrows to support bicycle traffic on (i) that portion of Old Deerfield Road adjacent to the Property and (ii) the Access Road;

5. construction of pedestrian crosswalks at each of the intersections of: (i) Cavell Avenue and Richfield Avenue; (ii) Winthrop Road and Devonshire Court; and (iii) Ridge Road and Devonshire Court;

6. construction and maintenance of the West Tot Lot on the Property, which West Tot Lot will, at all times, be accessible to the public through the recordation of an easement on the Property. The West Tot Lot must adhere to CPSC Guidelines ASTM F1487 and ASTM F2223 standards;

7. inclusion of at least four electric vehicle charging stations within the Property, accessible to the general public, in the locations depicted on the Site Plan; and

8. the allowance of reasonable use of the community room to be located within the Clubhouse by the general public for public community meetings or non-profit community organizations.

J. The Applicant must obtain and submit to the City a determination of No Further Remediation for the Property issued by the Illinois Environmental Protection Agency and issued in accordance with best practices, and submit proof of such No Further Remediation determination at the appropriate timing during construction of the Proposed Development in accordance with the phasing plan set forth in the Development Agreement.

K. Prior to the commencement of any vertical construction on the Property, the Applicant will deliver to the City Manager evidence of financial wherewithal or final and construction loan documents sufficient to cover the cost of construction of the Proposed Development.

L. No light fixture installed on the Property as part of the Proposed Development may exceed a correlated color temperature of 3,000 Kelvin.

M. The Applicant must pay an inclusionary housing fee-in-lieu for 1.2 affordable units in the amount of $222,480.00, pursuant to Section 150.2115(A)(2)(b) of the Zoning Code and calculated based on the City's current Annual Fee Resolution.

N. The Development Agreement must contain, among other provisions, the following provisions governing construction in addition to the standard City construction requirements:

1. strict compliance with the Occupational Safety and Health Agency's requirements concerning construction dust and debris;
2. strict compliance with the City's hours of operation for construction activity;

3. an approved route for construction traffic and construction vehicle parking; which must include a prohibition of construction traffic on Ridge Road, except as necessary to construct improvements along the west edge of the Property, on the Police Department Property and other required off-site or utility improvements; and
4. a construction phasing plan that includes a provision the requires that all portions of the Property on which construction has not yet commenced be maintained in a park-like condition.

O. The Applicant must provide and restrict, within the Property, 12.9-acres of open space in the areas designated on the Preliminary Development Plan as "***Open Space.***" That portion of the Open Space consisting of 9.11 acres and designated on the Preliminary Development Plan as "***Conservation Easement***" shall, in the sole determination of the City, be dedicated or donated by the Applicant to an entity designated by the City, in the City's sole discretion. The Conservation Easement will (i) be subject to, and incorporate, all comments made by the Lake County Stormwater Management Commission and (ii) allow for such encroachments as the City deems necessary to provide for a possible emergency driveway, the southern dog park, light poles, signage, the woodland path, and the West Tot Lot.

P. At the request of the City Council, the Applicant will dedicate, at no expense to the City, land for a 26-foot wide emergency access within the Conservation Easement to the intersection of Devonshire Road and Ridge Road. The actual construction and permitting of the emergency access, if determined necessary by the City, will be at the City's expense.

Q. The proposed woodland path on the Property must comply with the accessibility requirements of the Americans with Disabilities Act, 42 U.S. Code §12101, with materials to be determined at time of Final Plan approval.

R. The Development Agreement must contain a provision obligating the Applicant to conduct, at its expense, an updated professional traffic study consisting of the same scope as the existing traffic study, and obligating the Applicant to construct or perform any traffic improvements recommended by the updated traffic study. The updated traffic study must be conducted while schools are in session. The updated traffic study must be performed at the time that the Proposed Development achieves 90 percent occupancy, or at such earlier time during the construction of the Proposed Development that the City Manager, in its sole discretion, may determine is necessary and warranted.

S. The Development Agreement must contain a provision obligating the Applicant to conduct, at its expense, a professional traffic engineer assessment of the safety of the proposed crosswalk at the intersection of Devonshire Court and Ridge Road, and obligating the Applicant to construct or perform any traffic improvements recommended by the professional traffic engineer.

T. Vehicles related to landscape maintenance and garbage collection for the Property may only access and exit the Property via the Access Road.

U. The height of the townhomes in the Proposed Development may not exceed: (i) 42.92 feet, as measured from the grade adjacent to the foundation of the townhome to the peak of the roof of the townhome, or (ii) 37.92 feet, as measured from the grade adjacent to the foundation of the townhome to a point that is the mean distance between the height of the peak of the roof to the height of the eaves of the townhome.

V. The Applicant must construct the proposed sidewalk located within the right-of-way abutting the property located at 1636 Old Deerfield Road, Highland Park, in a manner that minimizes impact to the existing landscaping located within the right-of-way.

W. The Applicant must provide a tree preservation plan that includes preventative treatment plan for the two-lined chestnut borer.

X. The Applicant must provide final engineering and other drawings and plans, as appropriate, for all changes and improvements on the Property as well as changes and improvements on the Police Department Property that are related to the Proposed Development.

Y. The final landscaping plan must include: (i) a landscape buffer between the proposed parking lot located at the northwest part of the Property and the 1636 Old Deerfield Road property; and (ii) additional internal landscaping within said proposed parking lot.

Z. The Applicant must review and incorporate comments from the Illinois Commerce Commission in Final Development Plan, or other means as appropriate, and to the City's satisfaction.

AA. The Applicant must provide specifications for sound mitigation measures for the townhomes nearest to the northern and eastern property lines of the Property.

BB. The Applicant must provide an access easement for the public's use of the parking spaces on the Access Road.

CC. The Final Engineering Plan must depict right-of-way improvements, including paving, vehicle parking, loading, and landscaping along the Access Road, to the City's satisfaction.

DD. In addition to any other costs, payments, fees, charges, contributions, or dedications required by the City's codes, ordinances, resolutions, rules, regulations, or by the Development Agreement, the Applicant must pay to the City, immediately upon presentation a written demand or demands therefor, all legal, engineering, and other consulting or administrative fees, costs, and expenses incurred or accrued in connection with the review and processing of the plans for the Proposed Development and in connection with the negotiation, preparation, consideration, and review of the Development Agreement.

SECTION TWELVE: TIME PERIOD FOR SUBMISSION OF FINAL DEVELOPMENT PLAN. The Final Development Plan must be submitted by the Applicant

for review and approval by the City no later than the date that is six months after the effective date of this Resolution, in accordance with and pursuant to Section 150.535(A) of the Zoning Code. Pursuant to Section 150.535(C) of the Zoning Code, upon the written request of the Applicant, the PDC, for good cause, may extend the period for filing the final development plan for a period not to exceed an additional six months.

SECTION THIRTEEN: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval by the City Council.

EXHIBIT A

Legal Description of the Property

The subject property, commonly known as 1660 and 1700 Old Deerfield Road, Highland Park, IL, is legally described as:

Parcel 1:
Lots 10 Through 13, Both Inclusive, In Deer-Ridge Industrial Subdivision, Being Part Of Section 27, Township 43 North, Range 12 East Of The Third Principal Meridian, According To The Plat Thereof Recorded November 27, 1968 As Document No. 1402659, In Lake County, Illinois.

Parcel 2:
Lots 2 And 3 In Cherry's Resubdivision, Being Part Of Section 27, Township 43 North, Range 12 East Of The Third Principal Meridian, According To The Plat Thereof Recorded January 29, 1971 As Document No. 1489161, In Lake County, Illinois.

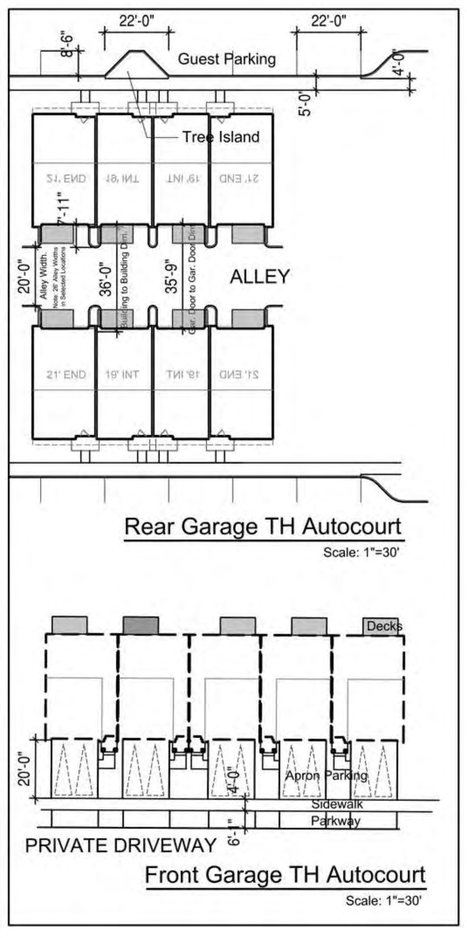
PINs: 1627302009; 1627302008; 1627401003; 1627401002; 1627401001; 1627122001; 1627302007; 1627302006; and 1627302005

EXHIBIT B

Site Plan

QUANTATIVE SUMMARY	
Three St. Rear Garage TH	177 Homes
Three St. Front Garage TH	50 Homes
Total Homes	227 Homes
Site Area	
RM-1 (Gross Bldg. Area)	839,265 sf
RM-1 (Driveway Area)	118,068 sf
RM-1 (Net Area)	721,097 sf
RM-7 (Net Area)	397,066 sf
INDUSTRIAL	9,435 sf
Total Site Area	1,245,766 sf (28.6 Ac.)
Total Open Space	561,141 sf (45.0%)
Proposed Density	
Total Units	227
SF Lot Area/Unit Proposed (RM-1)	3,176 SF
SF Lot Area/Unit Req. (RM-1)	2,904 SF
Coverage Calculations	
IMPERVIOUS COVERAGE (Tot. Site-R-7/Ind. /RM-1)	
Total Impervious Coverage:	535,835 SF (12.3 acres) .43

PARKING	TOTAL
Garages (All Units Two Car)	454 (2:1 Ratio)
*Garage Apron	100
Internal Surface Parking	107
Parking Subtotal	661 (2.92:1 Ratio)
Public Parking Parking Lot	14
Private Easement Parking Lot	28
Access Drive Parking	12
Parking Total	715
*Front Garage Units	



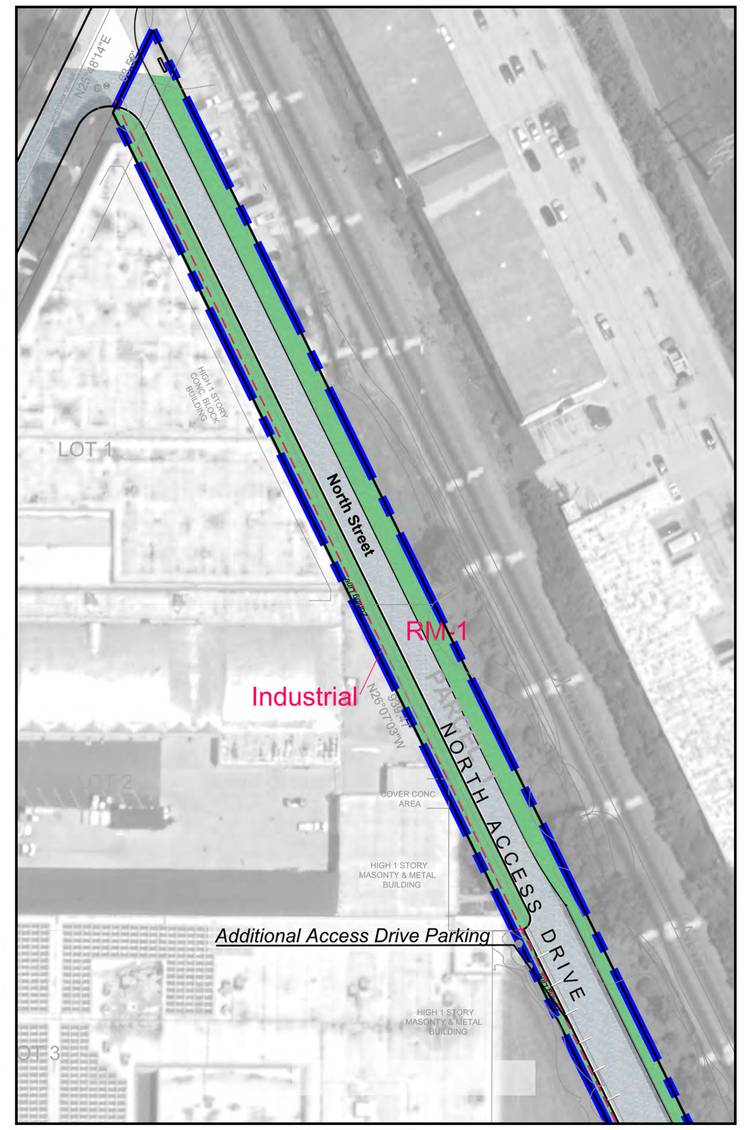
Site Illustrative Plan and Quantative Summary
HIGHLAND PARK TOWNHOMES
Highland Park, IL

BSB DESIGN
BSBDESIGN.COM

Date: October 20, 2025

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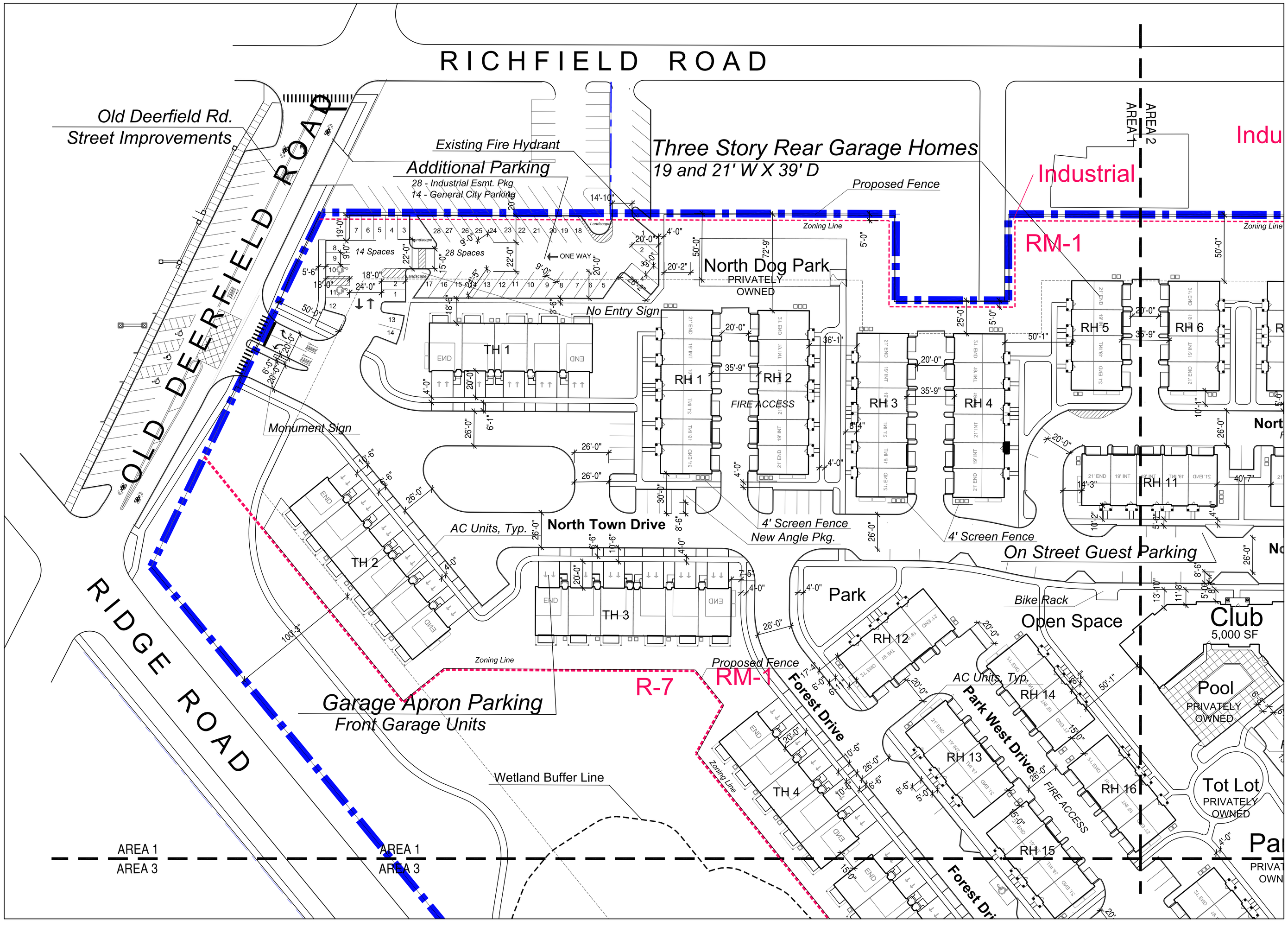
Site Illustrative Plan
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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bsbdesign.com

Date: October 20, 2025

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.



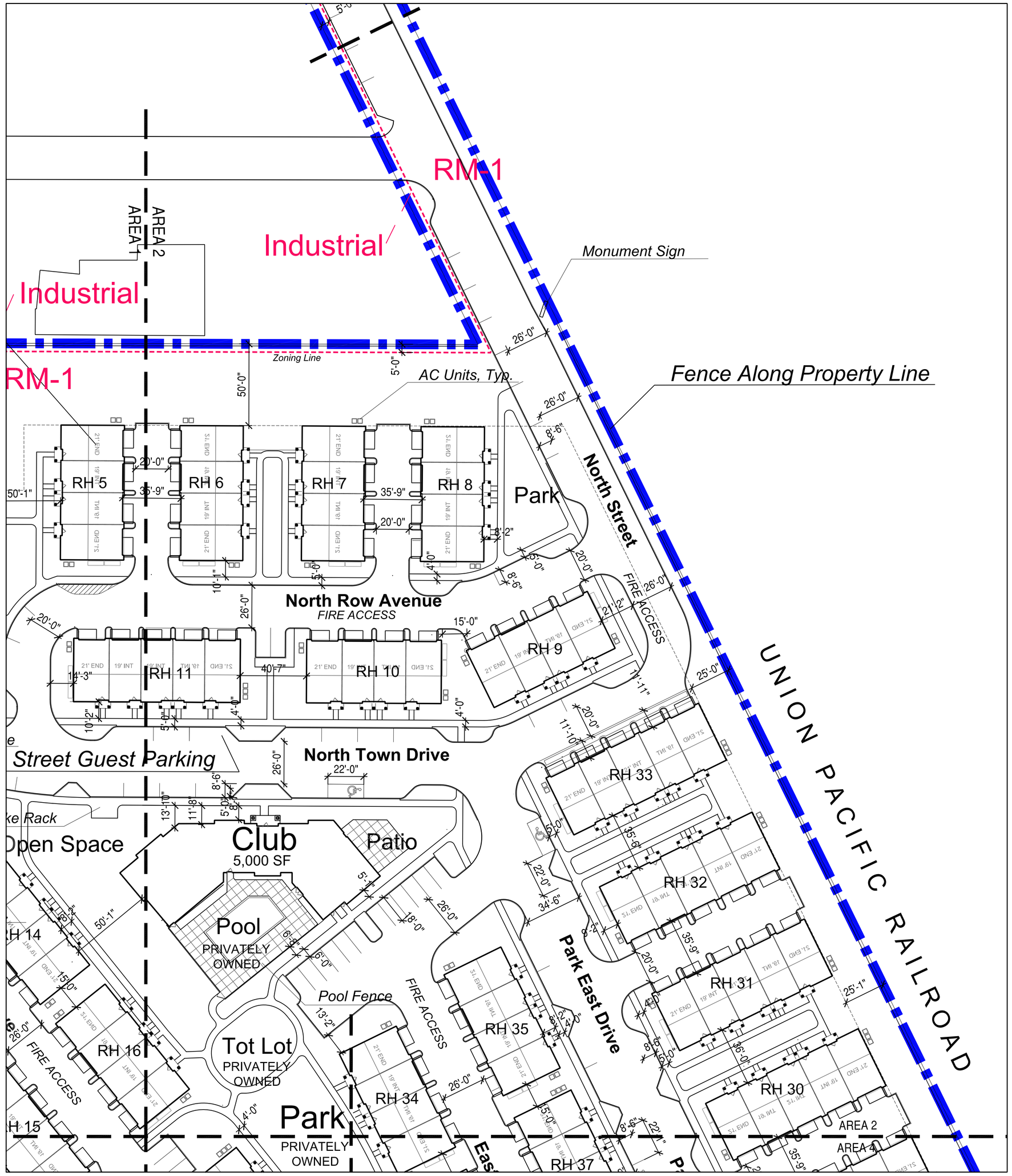
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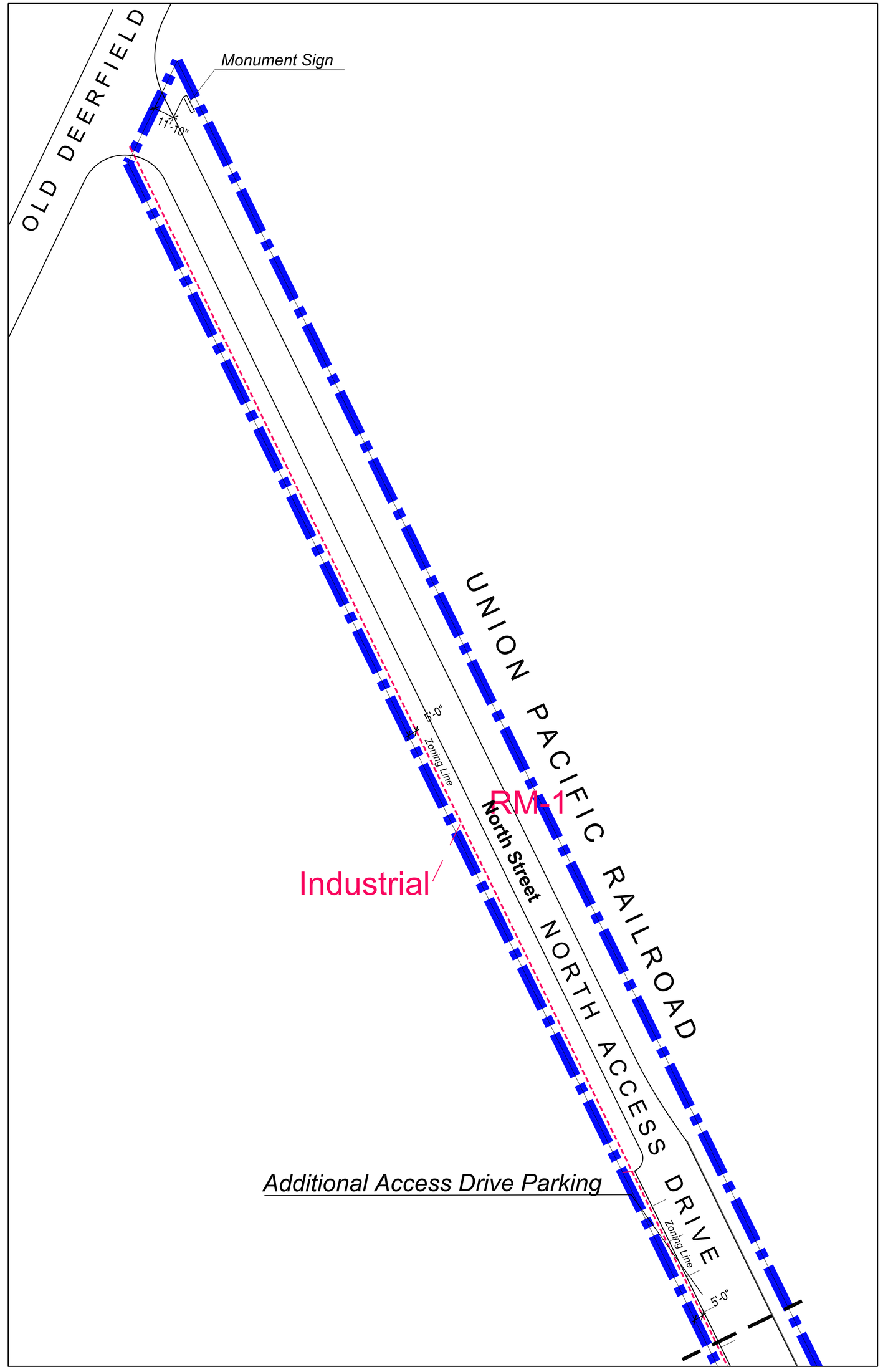
Site Dimension Plan- Area One
HIGHLAND PARK TOWNHOMES
Highland Park, IL

Date: October 20, 2025

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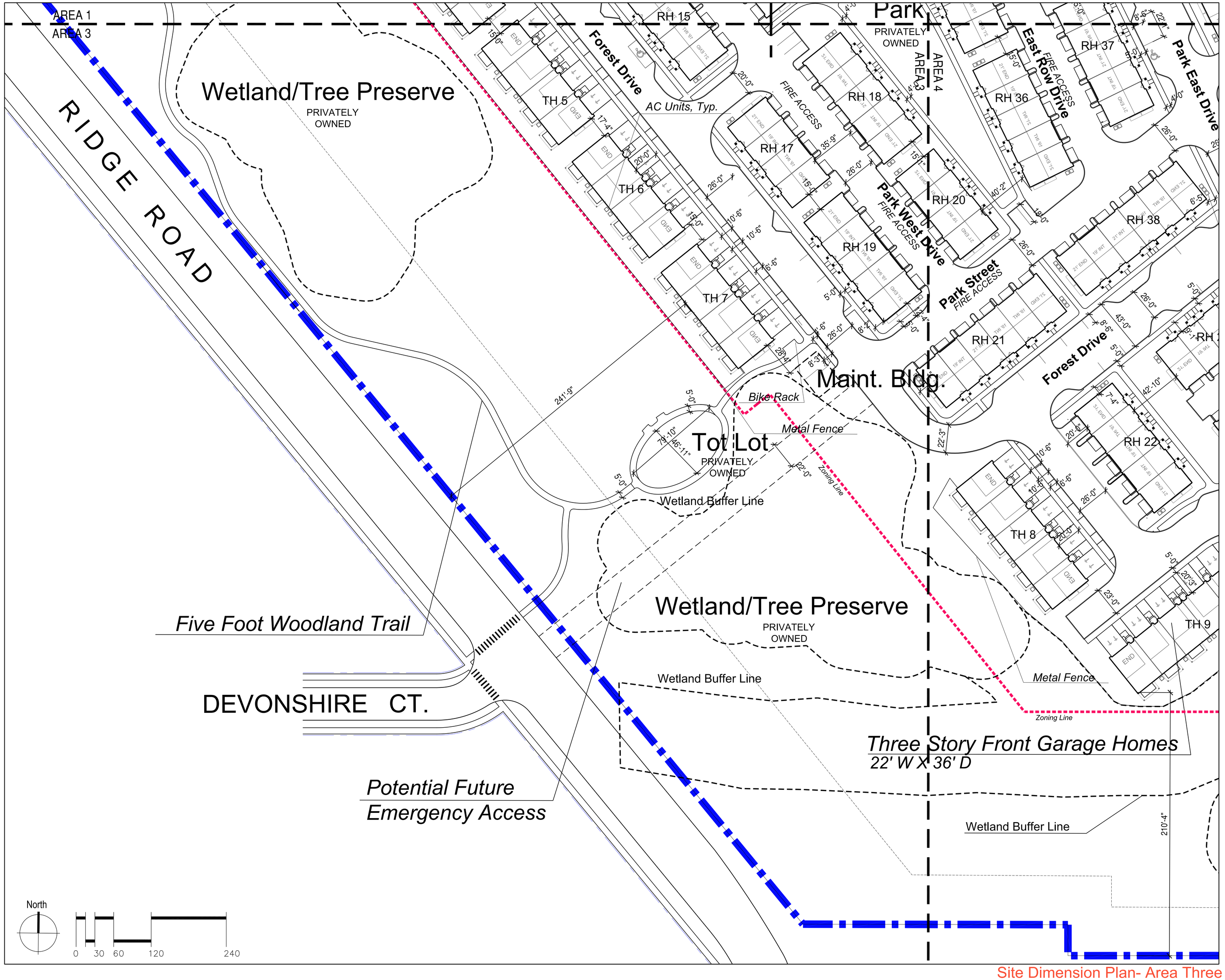
Site Dimension Plan- Area Two
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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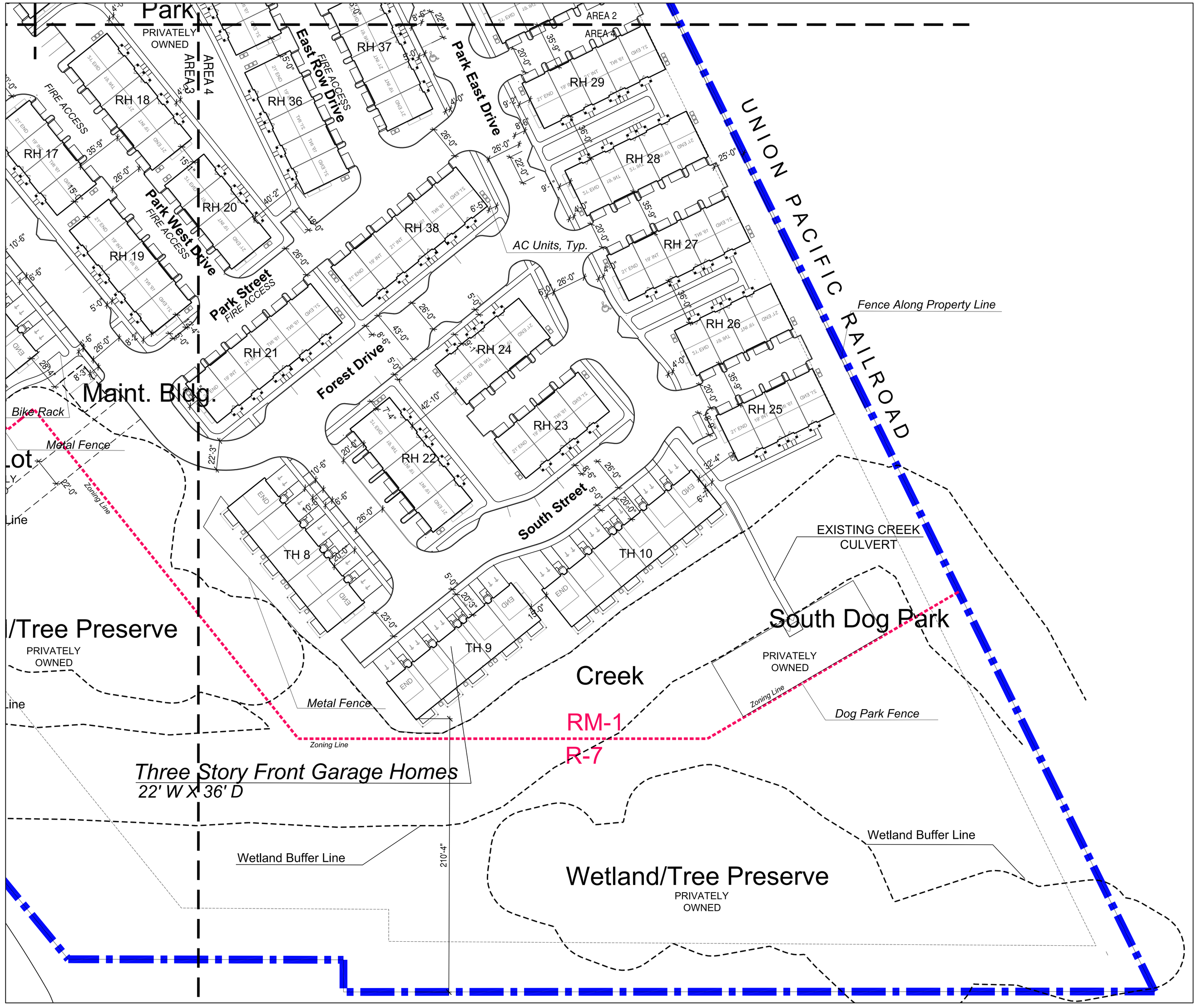
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Site Dimension Plan- Area Three
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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Date: **October 20**, 2025



North

0 30 60 120 240

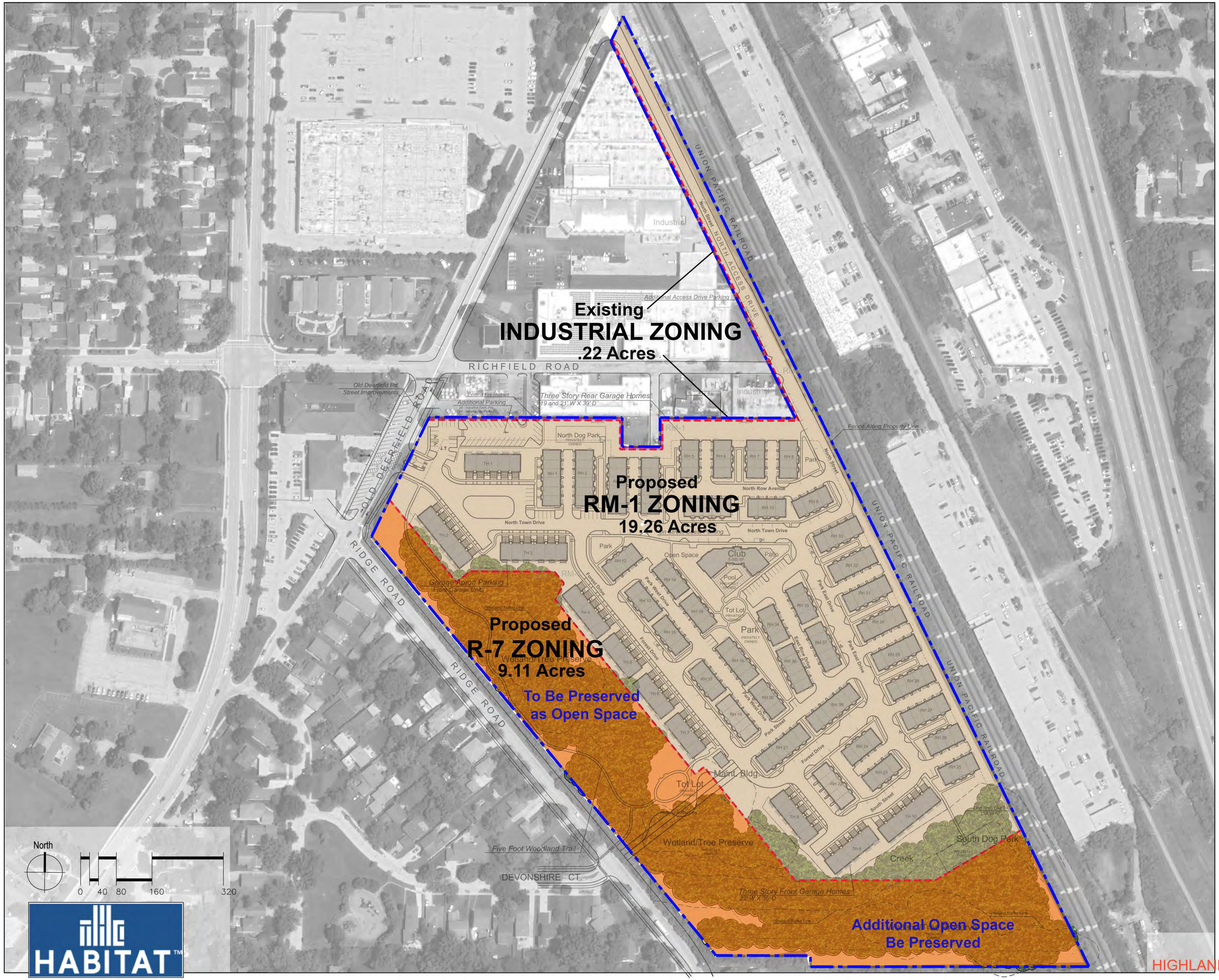
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Site Dimension Plan- Area Four
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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Date: **October 20**, 2025



Proposed Zoning
HIGHLAND PARK TOWNHOMES
Highland Park, IL

Date: October 20, 2025

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Proposed Open Space
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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Date: September 16, 2025



North

0 40 80 160 320

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Proposed Construction Phasing
HIGHLAND PARK TOWNHOMES
Highland Park, IL

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Date: September 16, 2025

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EXHIBIT C

Architectural Layout, Materials, Unit Matrix, and Garage Plans



Color Palette A - Front Load Towns



Color Palette B - Rear Load Rows



Color Palette C - Front Load Towns



Color Palette A - Rear Load Rows



Color Palette B - Front Load Towns



Color Palette C - Rear Load Rows



	BUILDING LEGEND
1	Building Assembly Type
*2	2-BR Affordable Unit Entry
*3	3-BR Affordable Unit Entry

HABITAT
Chicago, IL

Site Plan - Building Key

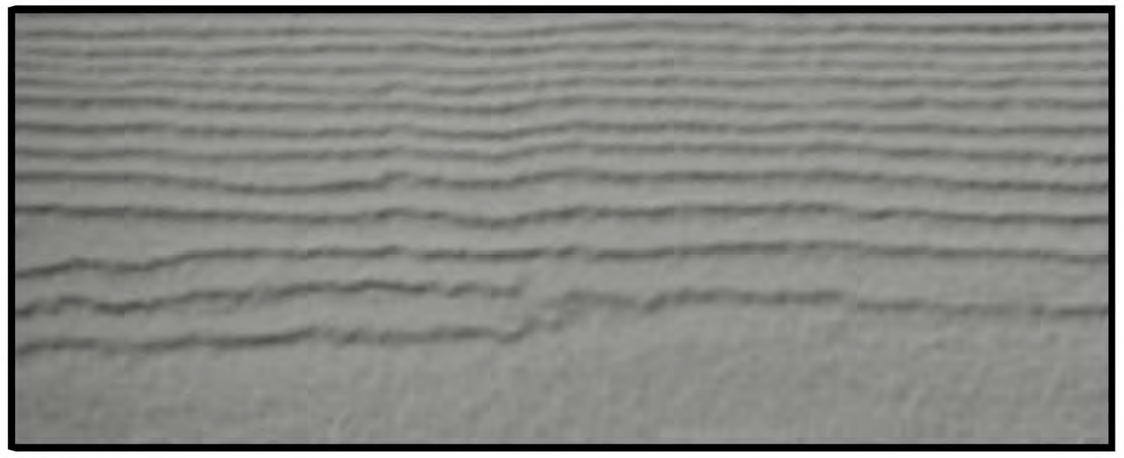
Highland Park Townhomes

Highland Park, IL

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September 16, 2025 | 25-0030

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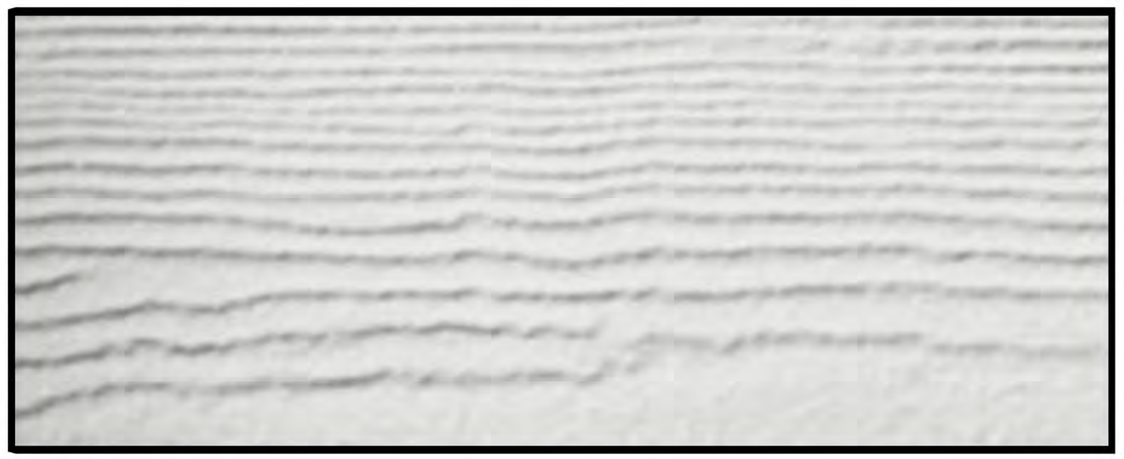
Siding A:
James Hardie *“Gray Slate” (or Approved Equal)*



Standing-Seam Metal
“Matte Black” (or Approved Equal)



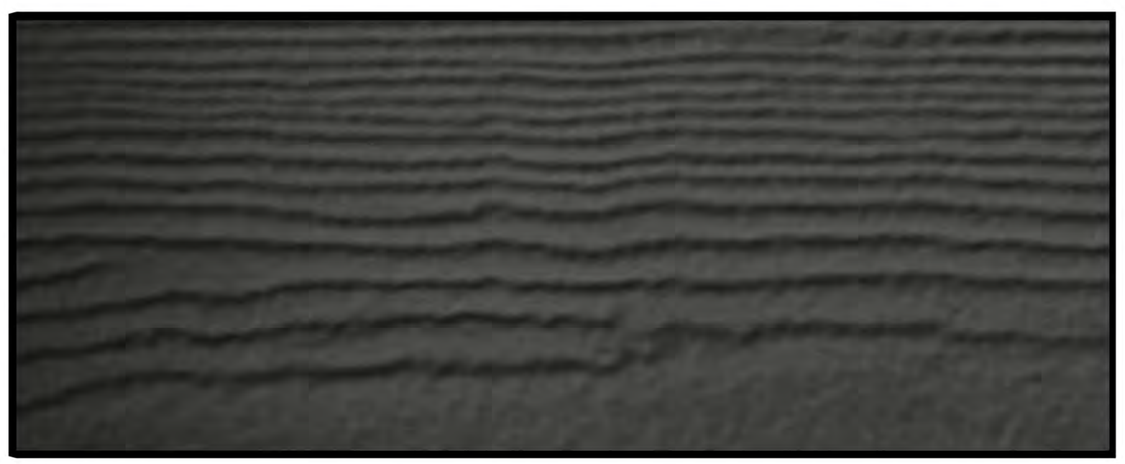
Architectural Asphalt Shingles
Owens Corning *“Onyx Black” (or Approved Equal)*



Siding B:
James Hardie *“Arctic White” (or Approved Equal)*



Engineered Wood Column



Trim A:
James Hardie *“Iron Gray” (or Approved Equal)*

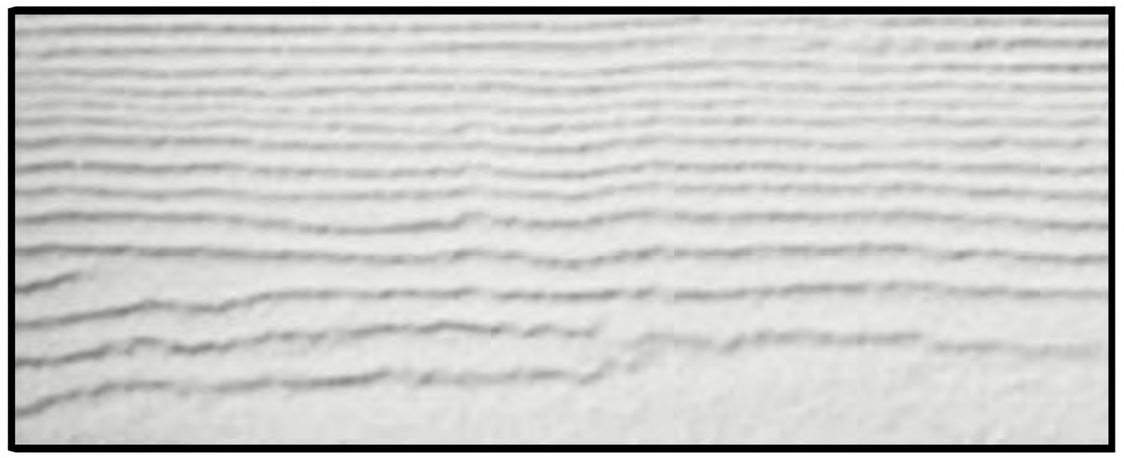


Doors & Windows
“Black” (or Approved Equal)



Brick Veneer
Glen-Gery *“Titanium Metallix” (or Approved Equal)*

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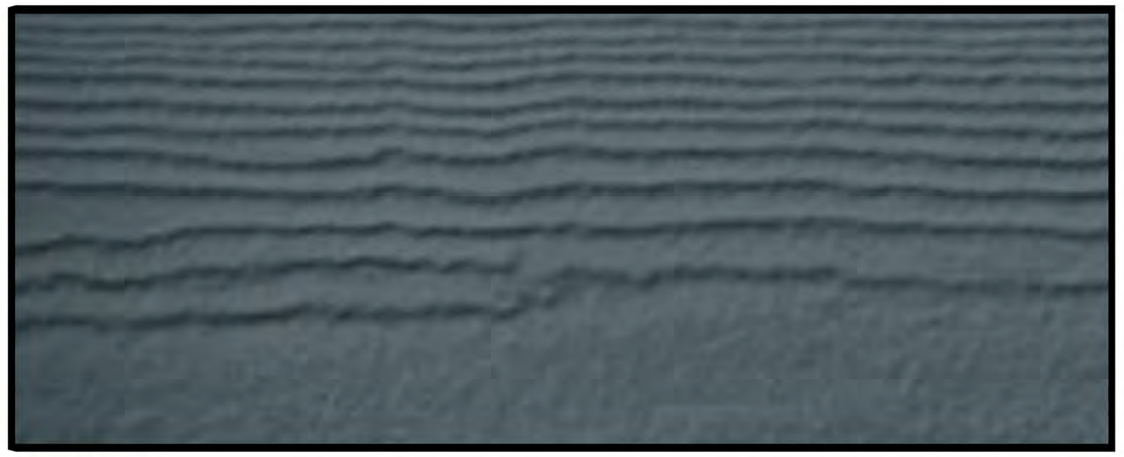
Siding A:
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Standing-Seam Metal
“Matte Black” (or Approved Equal)



Architectural Asphalt Shingles
Owens Corning *“Onyx Black” (or Approved Equal)*



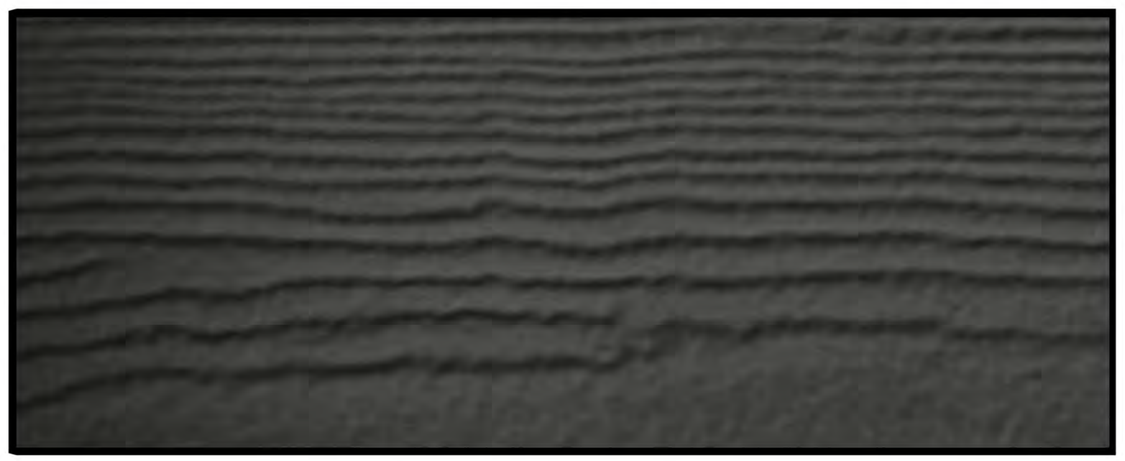
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James Hardie *“Evening Blue” (or Approved Equal)*



Engineered Wood Column



Brick Veneer
Glen-Gery *“Titanium Metallix” (or Approved Equal)*

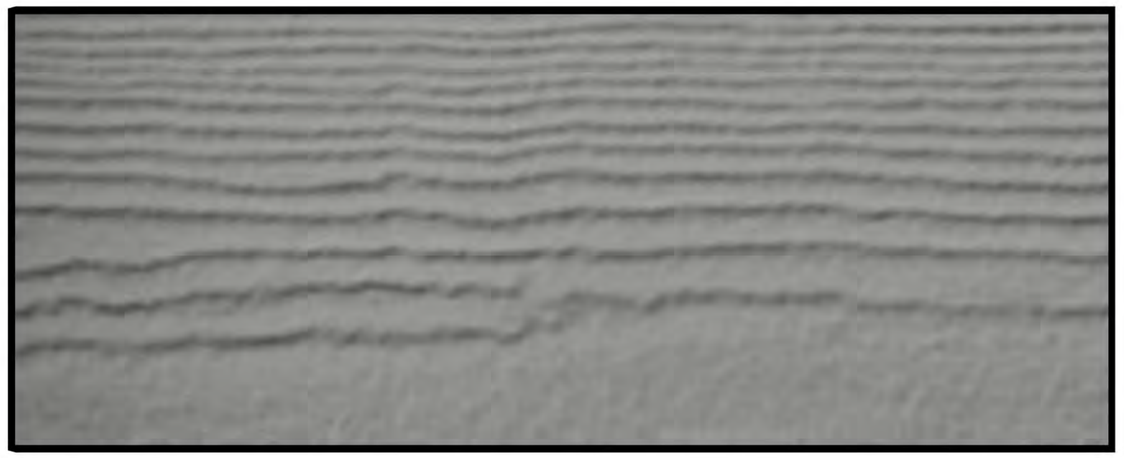


Trim A:
James Hardie *“Iron Gray” (or Approved Equal)*



Doors & Windows
“Black” (or Approved Equal)

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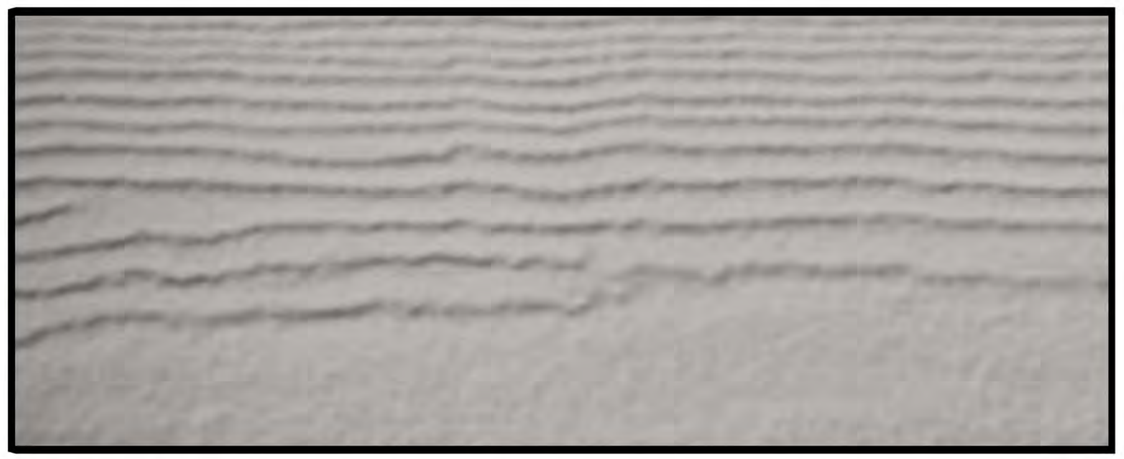
Siding A:
James Hardie *“Gray Slate” (or Approved Equal)*



Standing-Seam Metal
“Matte Black” (or Approved Equal)



Architectural Asphalt Shingles
Owens Corning *“Onyx Black” (or Approved Equal)*



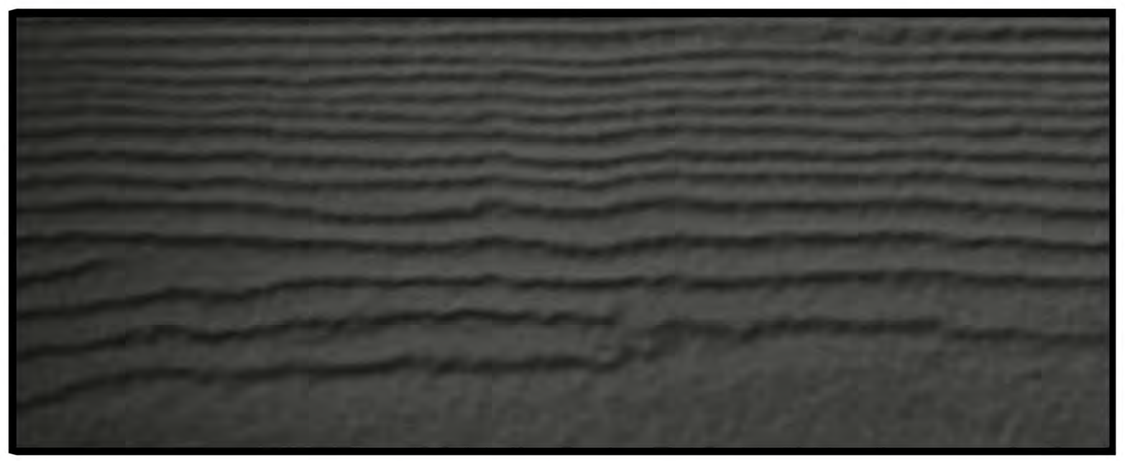
Siding B:
James Hardie *“Pearl Gray” (or Approved Equal)*



Engineered Wood Column



Brick Veneer
Glen-Gery *“Aspen White” (or Approved Equal)*



Trim A:
James Hardie *“Iron Gray” (or Approved Equal)*



Doors & Windows
“Black” (or Approved Equal)

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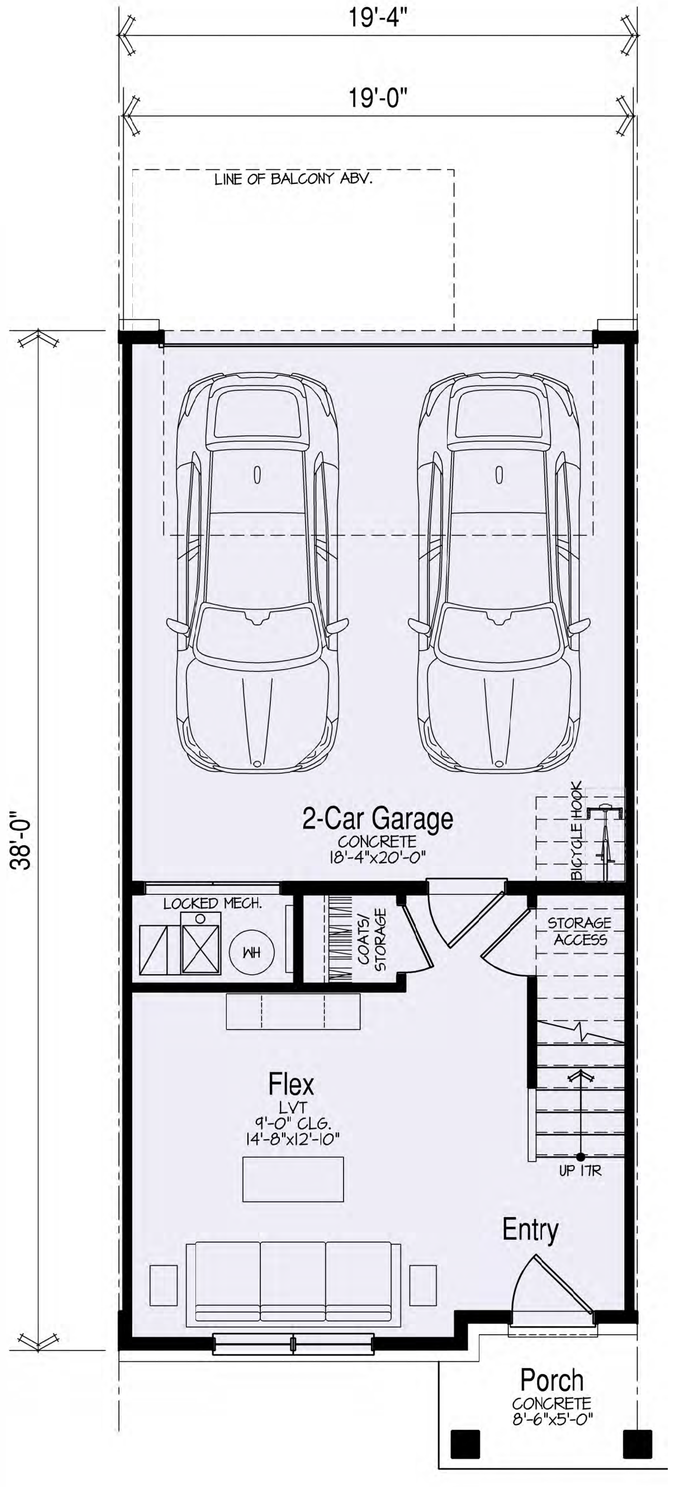
Highland Park Townhomes

Habitat Company

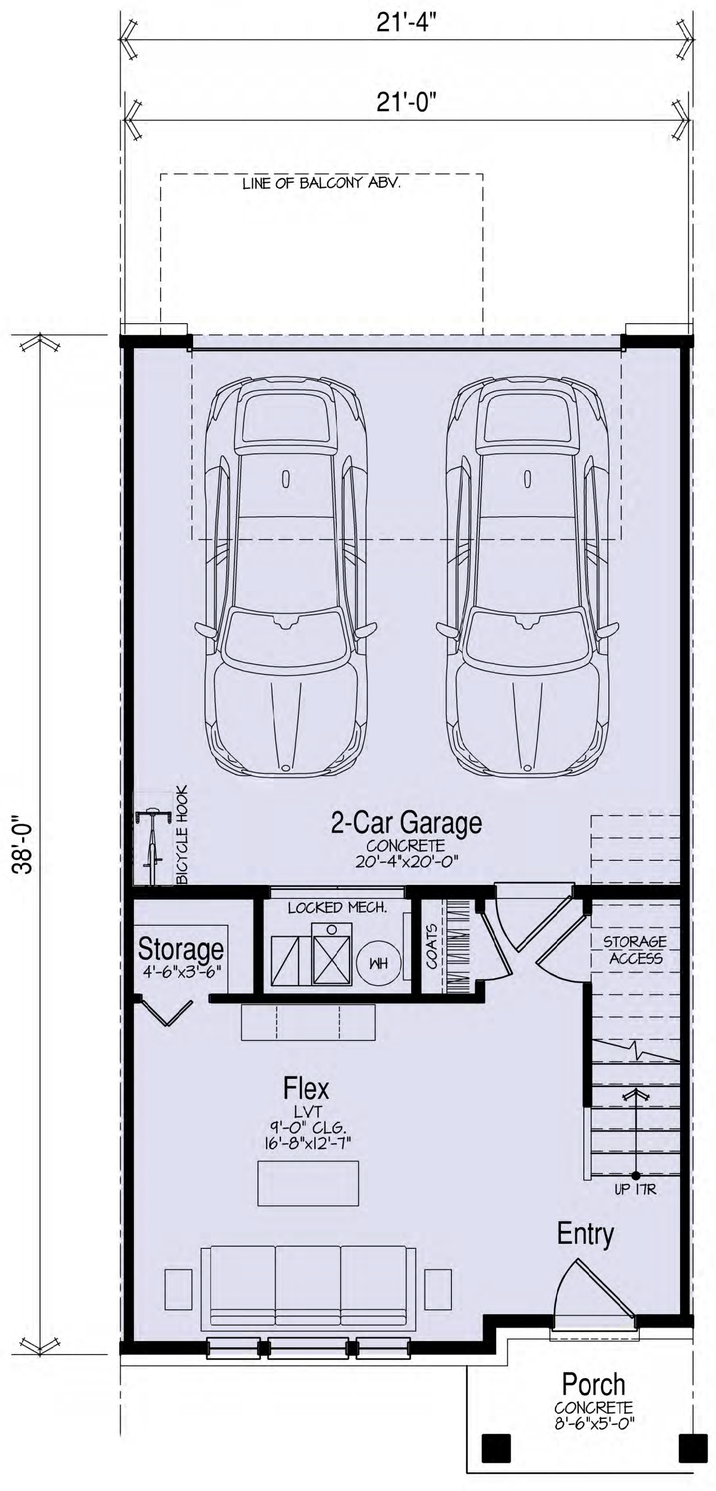
Date	5-Sep-25
Phase	Schematic Design

Unit	Description	NRSF (sf)	Garage (sf)	GSF (sf)	Unit Count		Total NRSF	Total GSF	Notes:
					Total	Percent			
Townhome Units									
Plan A	2 Bed / 2.5 Bath	1,787	397	2,184	51	22.47%	91,137	111,384	Rear-Load Garage
Plan A2 - Affordable	2 Bed / 2.5 Bath	1,787	397	2,184	12	5.29%	21,444	26,208	Rear-Load Garage. 35% 2-BR for Affordable Units
Plan A3 - Affordable	3 Bed / 2.5 Bath	1,826	397	2,223	22	9.69%	40,172	48,906	Rear-Load Garage. 65% 3-BR for Affordable Units
Plan B - Interior/End	3 Bed / 3.5 Bath	2,014	438	2,452	92	40.53%	185,288	225,584	Rear-Load Garage
Plan C - Interior	3 Bed / 3.5 Bath	2,209	404	2,613	30	13.22%	66,270	78,390	Front-Load Garage
Plan C - End	3 Bed / 3.5 Bath	2,224	404	2,628	20	8.81%	44,480	52,560	Front-Load Garage
Total Townhome Units					**227**	**100.00%**	**448,791**	**543,032**	
Totals					**227**	**100.00%**	**448,791**	**543,032**	
							1977	2392	
							Mean NRSF	**Mean GSF**	

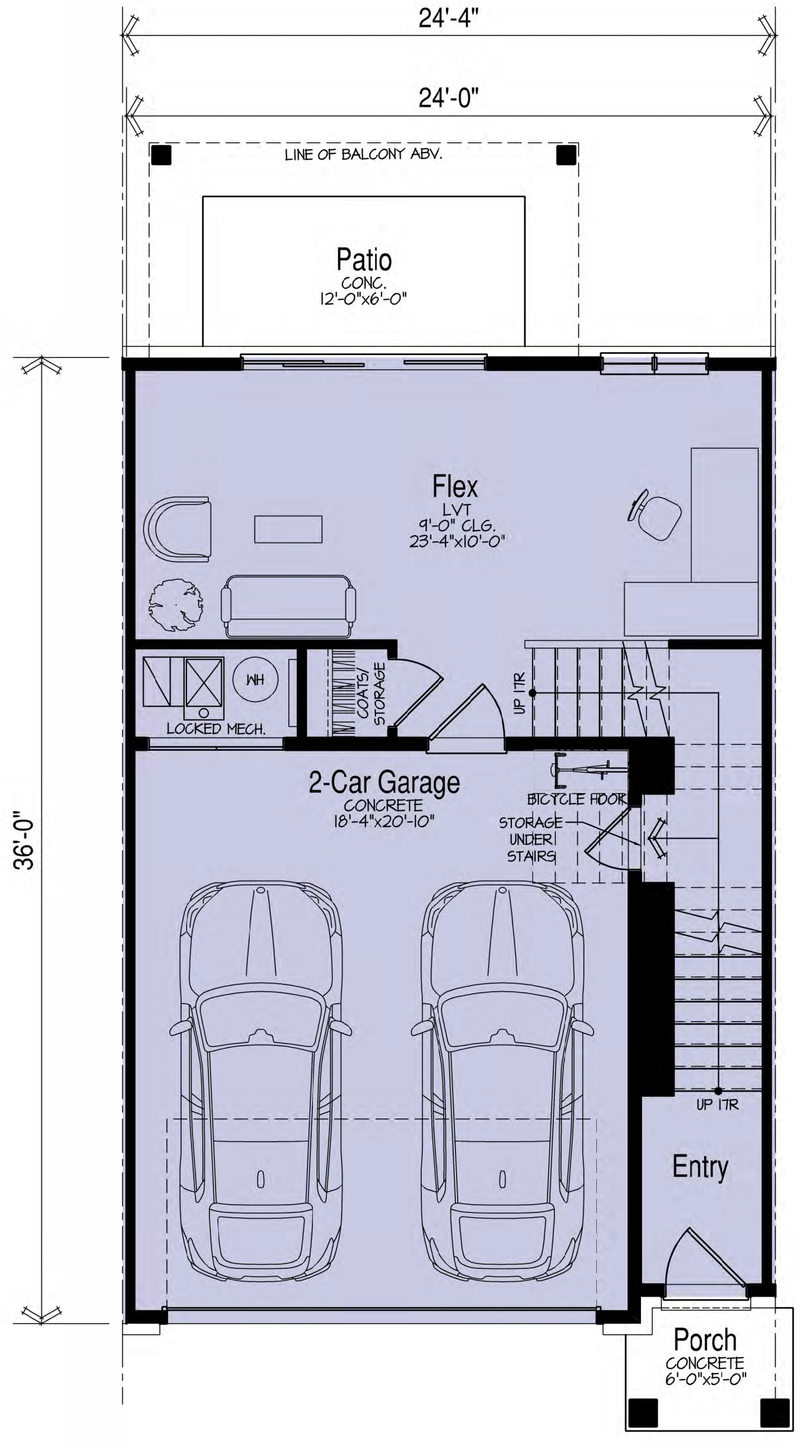
NRSF:	Measured to exterior face of stud at exterior and to centerline of demising wall; including all stair openings but **excluding garage.**
GSF:	Total buildable square footage including NRSF and garage.



Unit Plan A



Unit Plan B



Unit Plan C

HABITAT
Chicago, IL

Garage Floor Plans

Highland Park Townhomes
Highland Park, IL

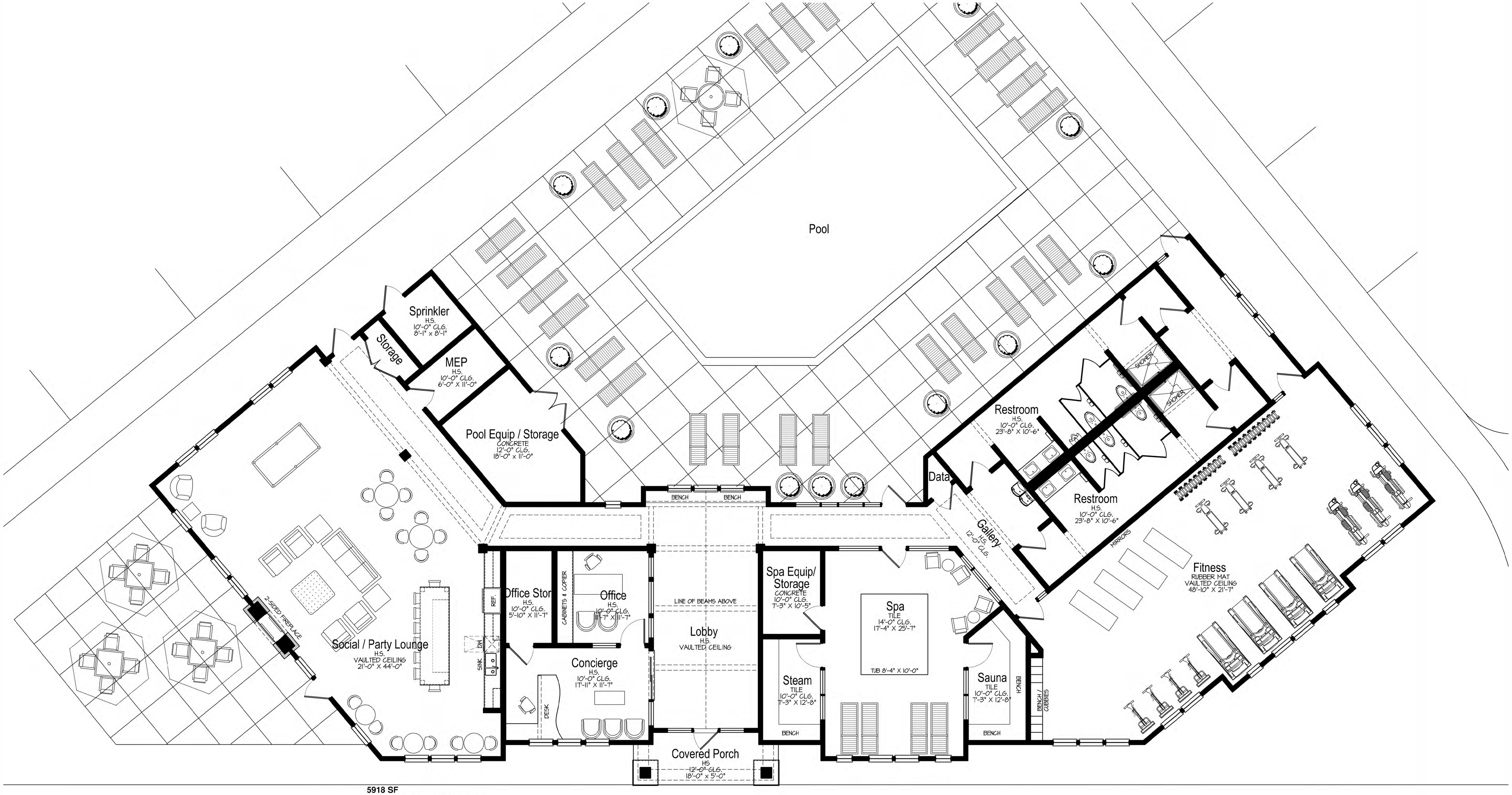
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EXHIBIT D

Clubhouse Elevations and Renderings



5918 SF

Main Floor Plan

SCALE: 3/16"=1'-0"

HABITAT
Chicago, IL

Clubhouse Concept

Highland Park Townhomes

Highland Park, IL

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Front Elevation:
Scale: 3/16" = 1'-0"



Left Elevation:
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Clubhouse Concept

Highland Park Townhomes
Naperville, Illinois

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Rear Elevation:
Scale: 3/16" = 1'-0"



Right Elevation:
Scale: 3/16" = 1'-0"

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HABITAT
Chicago, IL

Character Perspective
Clubhouse Building

Highland Park Townhomes
Highland Park, IL

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EXHIBIT E

Townhouse Renderings

HABITAT
Chicago, IL

Character Perspective - Palette A
3-Story Rearload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Character Perspective - Palette B
3-Story Rearload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Character Perspective - Palette C
3-Story Rearload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Character Perspective - Palette A
3-Story Frontload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Character Perspective - Palette B
3-Story Frontload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Character Perspective - Palette C
3-Story Frontload Townhomes

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Streetscape Perspective
Entry Drive

Highland Park Townhomes
Highland Park, IL

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HABITAT
Chicago, IL

Streetscape Perspective
Typical Private Drive

Highland Park Townhomes
Highland Park, IL

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Front Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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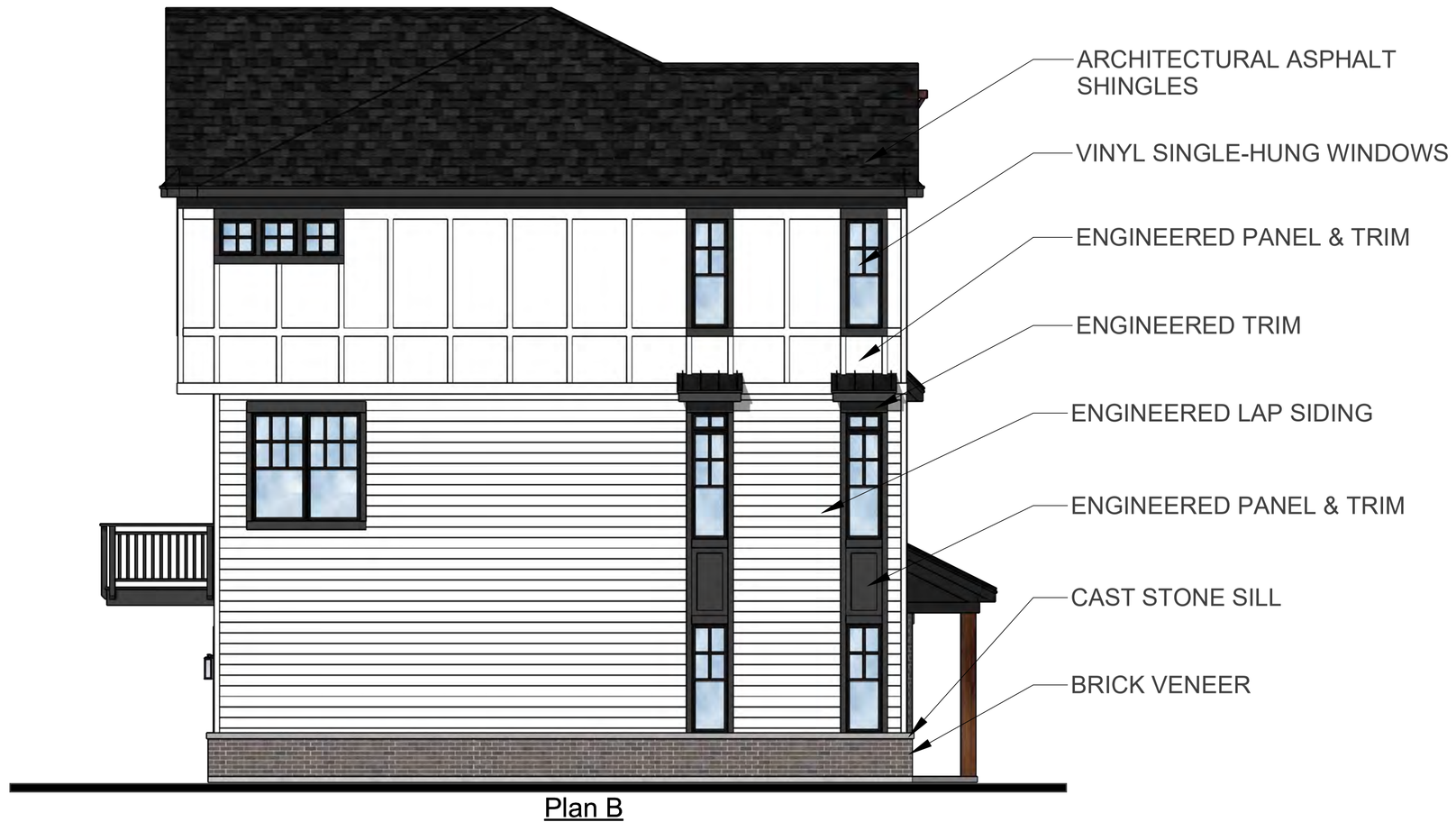
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Plan B

Right Elevation

Scale: 3/16" = 1'-0"



Plan B

Left Elevation

Scale: 3/16" = 1'-0"



Plan B | Plan A | Plan A3 *(Affordable)* | Plan B

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "A")

Highland Park Townhomes

Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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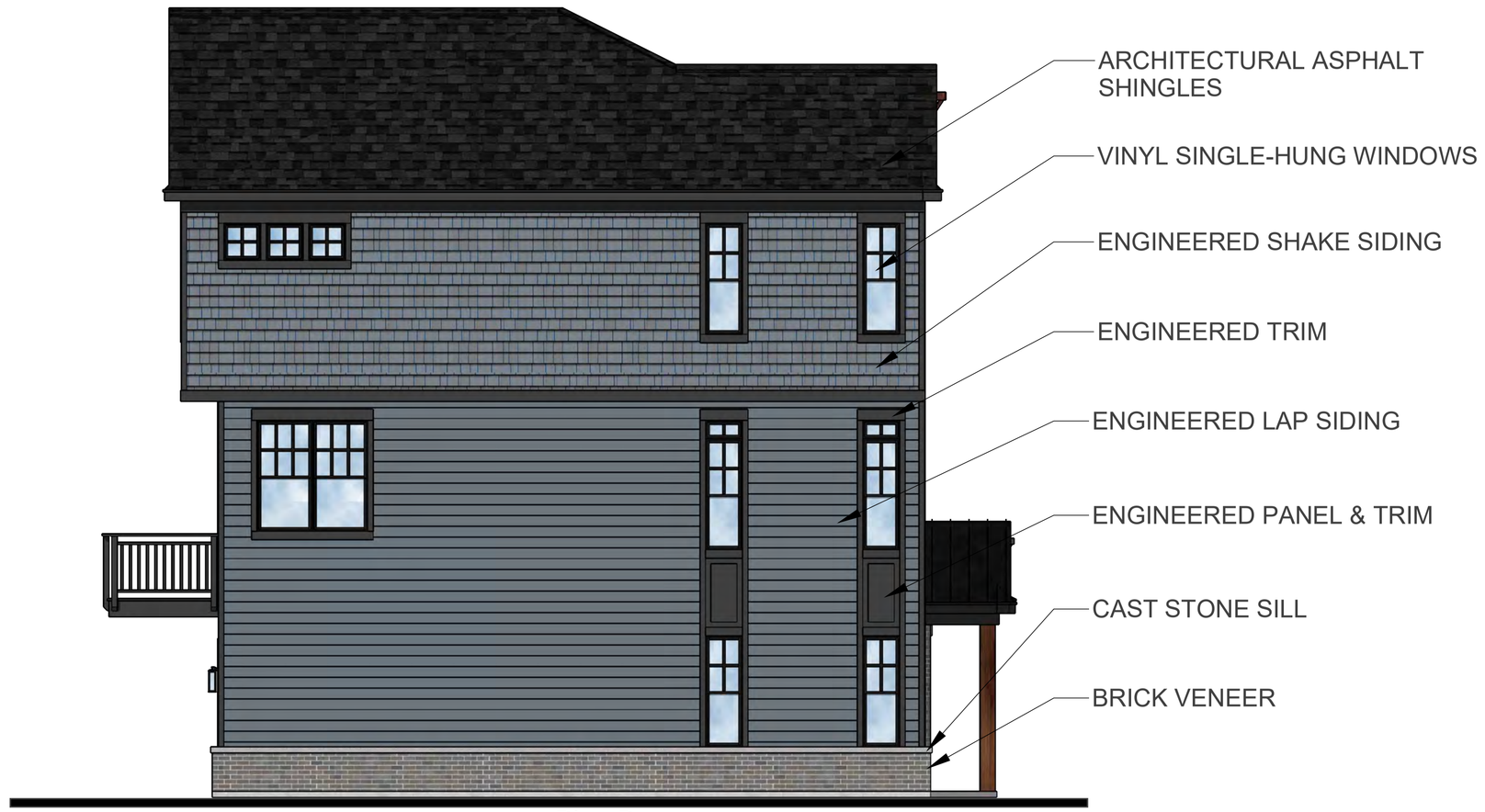
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Plan B

Right Elevation

Scale: 3/16" = 1'-0"



Plan B

Left Elevation

Scale: 3/16" = 1'-0"



Plan B | Plan A | Plan A3 *(Affordable)* | Plan B

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "B")

Highland Park Townhomes

Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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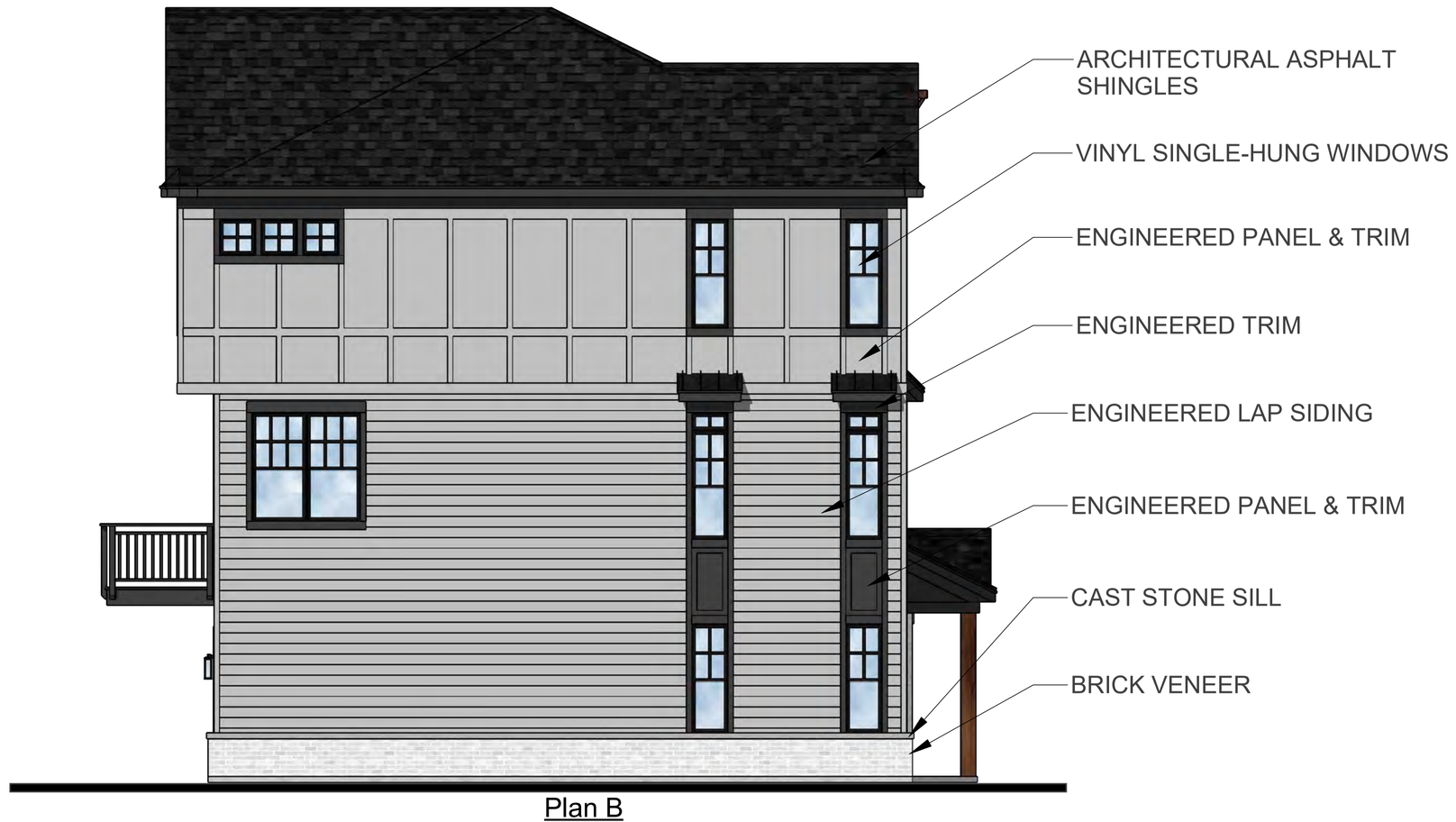
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Plan B

Right Elevation

Scale: 3/16" = 1'-0"



Plan B

Left Elevation

Scale: 3/16" = 1'-0"



Plan B | Plan A | Plan A3 *(Affordable)* | Plan B

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Rowhome Building Elevations
Building Type 1: B-A3-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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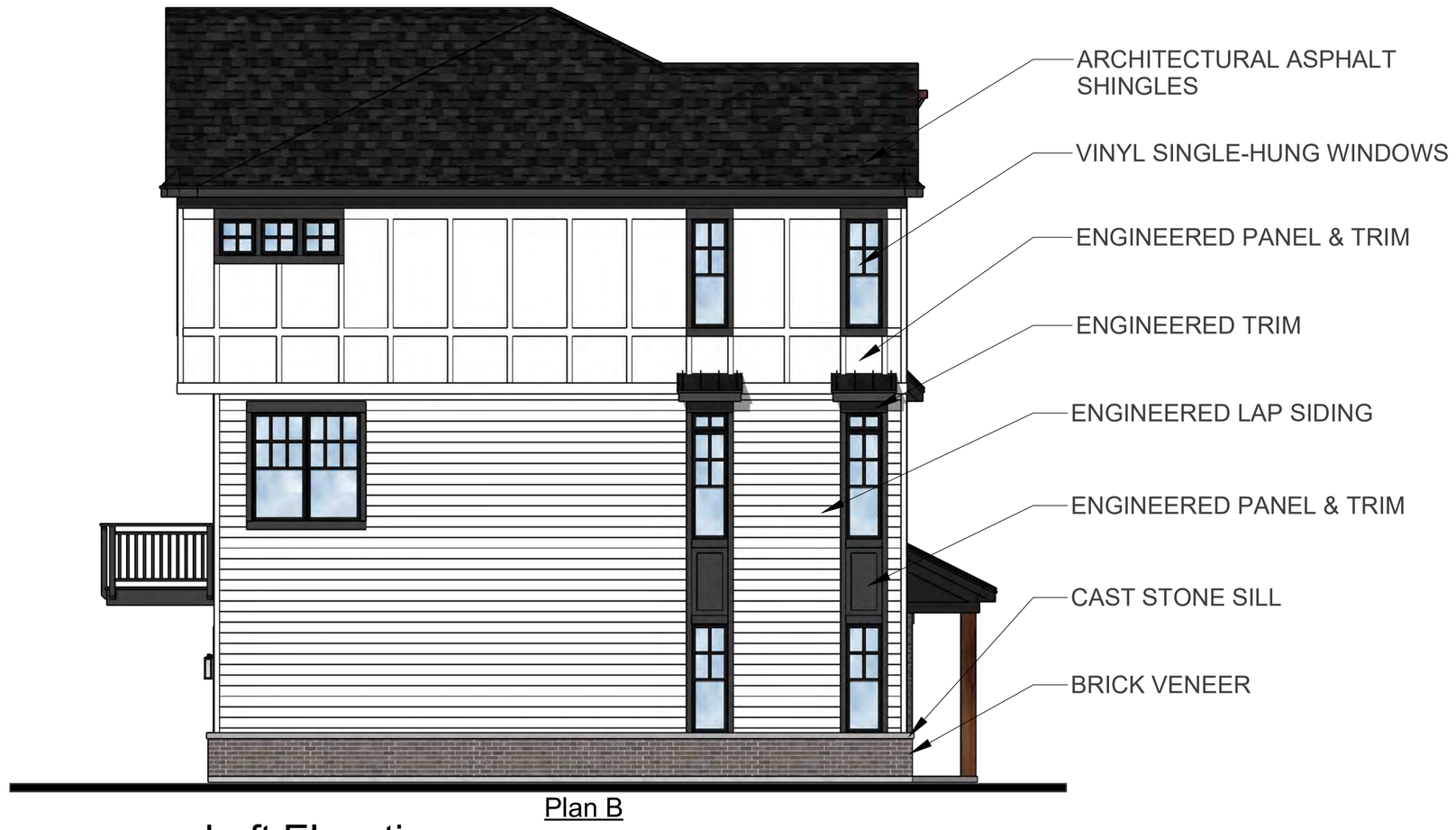
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Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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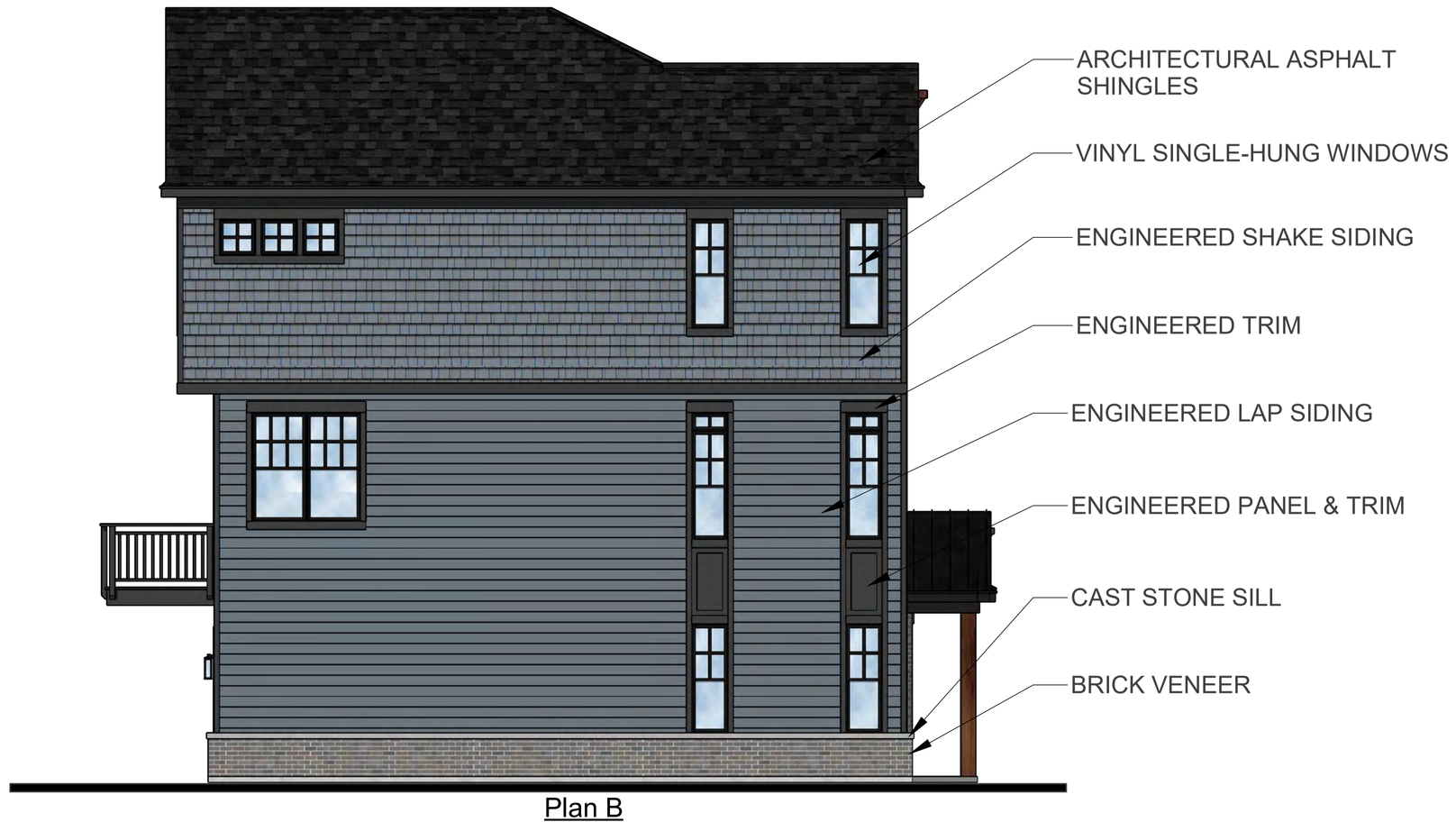
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Plan B

Right Elevation

Scale: 3/16" = 1'-0"



Plan B

Left Elevation

Scale: 3/16" = 1'-0"



Plan B | Plan A | Plan A3 *(Affordable)* | Plan A | Plan B

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "B")

Highland Park Townhomes

Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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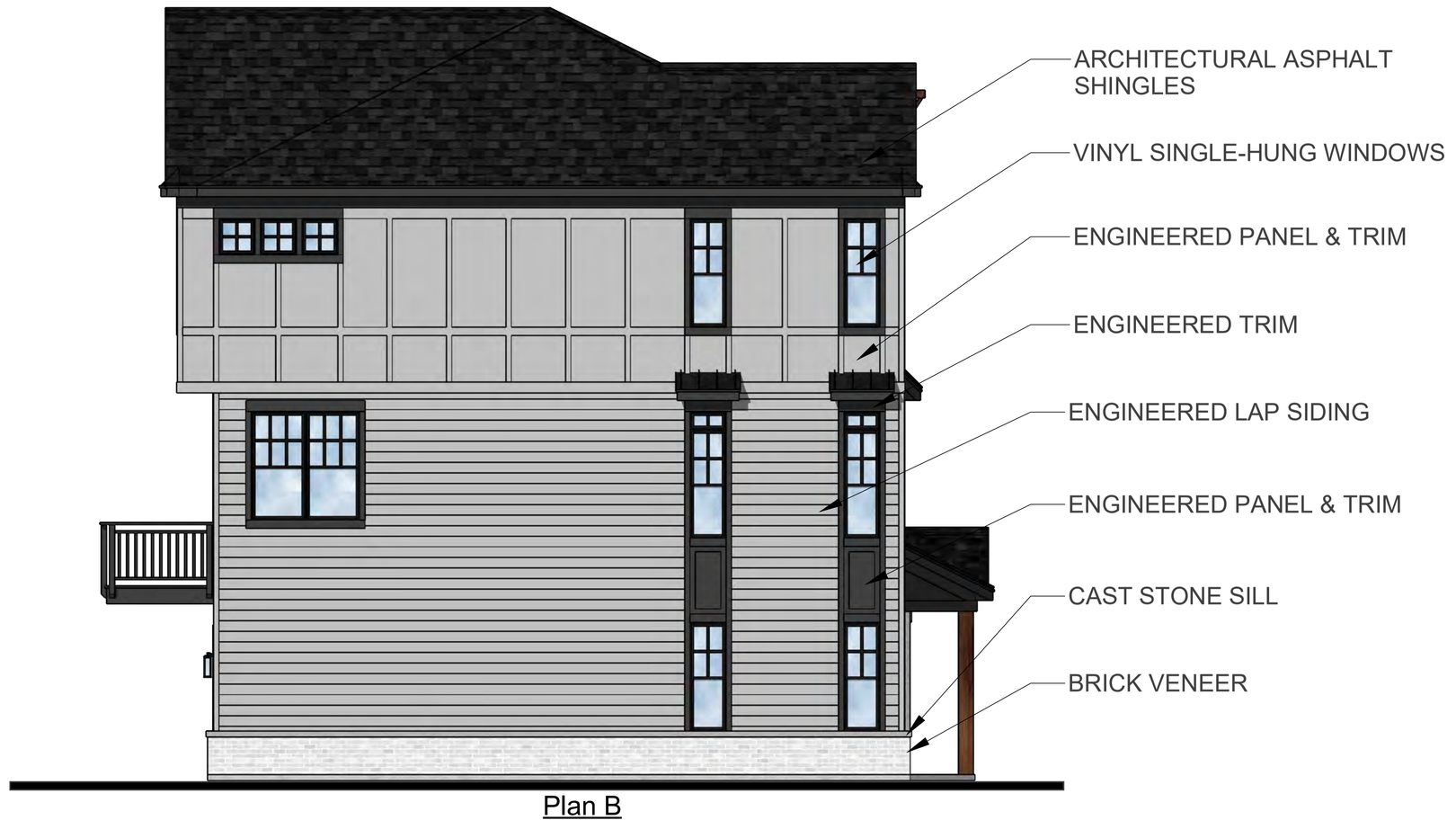
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Plan B

Right Elevation

Scale: 3/16" = 1'-0"



Plan B

Left Elevation

Scale: 3/16" = 1'-0"



Plan B | Plan A | Plan A3 *(Affordable)* | Plan A | Plan B

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 2: B-A-A3-A-B (Color Palette "C")

Highland Park Townhomes

Naperville, Illinois

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Front Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 3: B-A-B-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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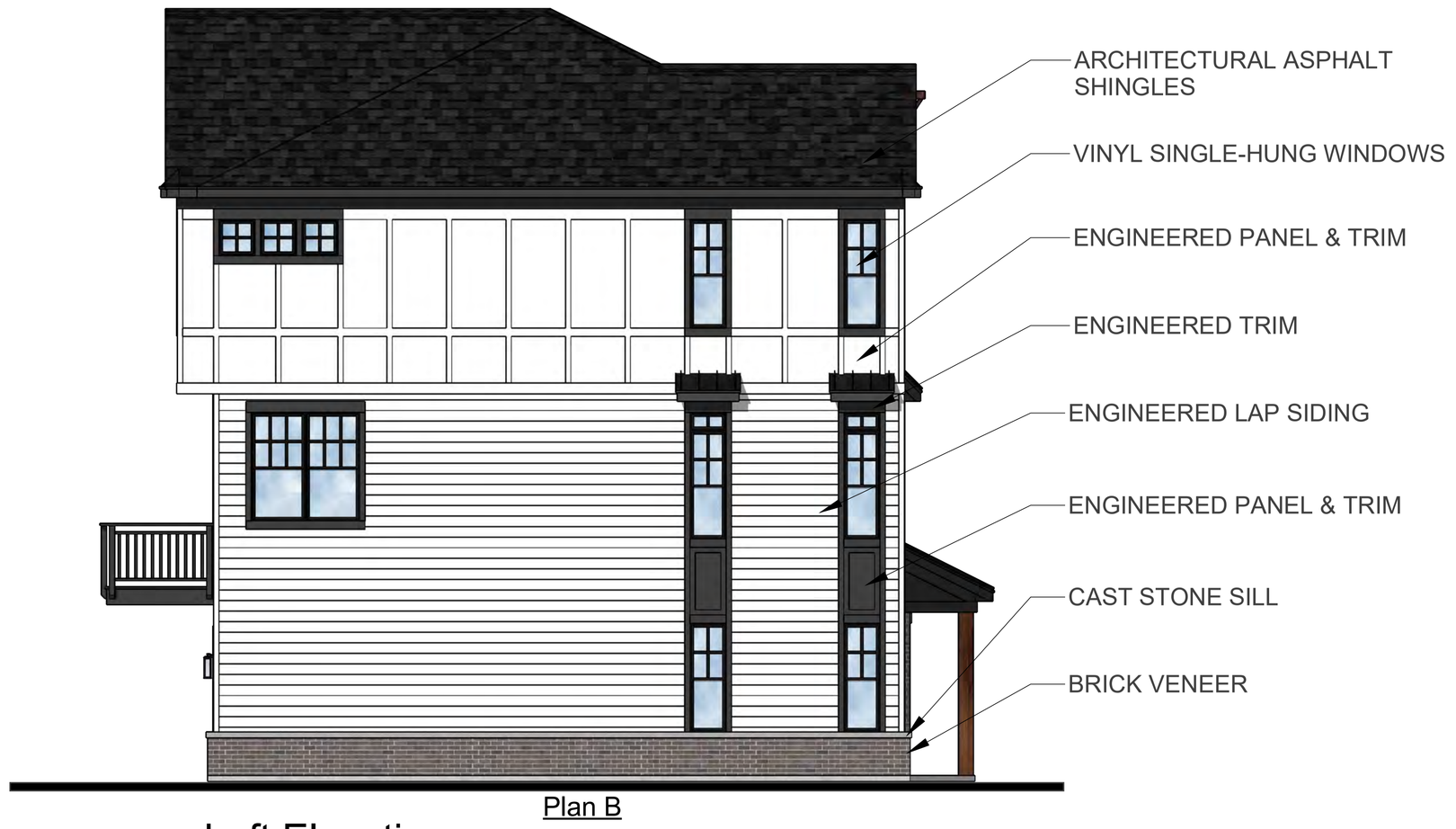
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Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 3: B-A-B-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 3: B-A-B-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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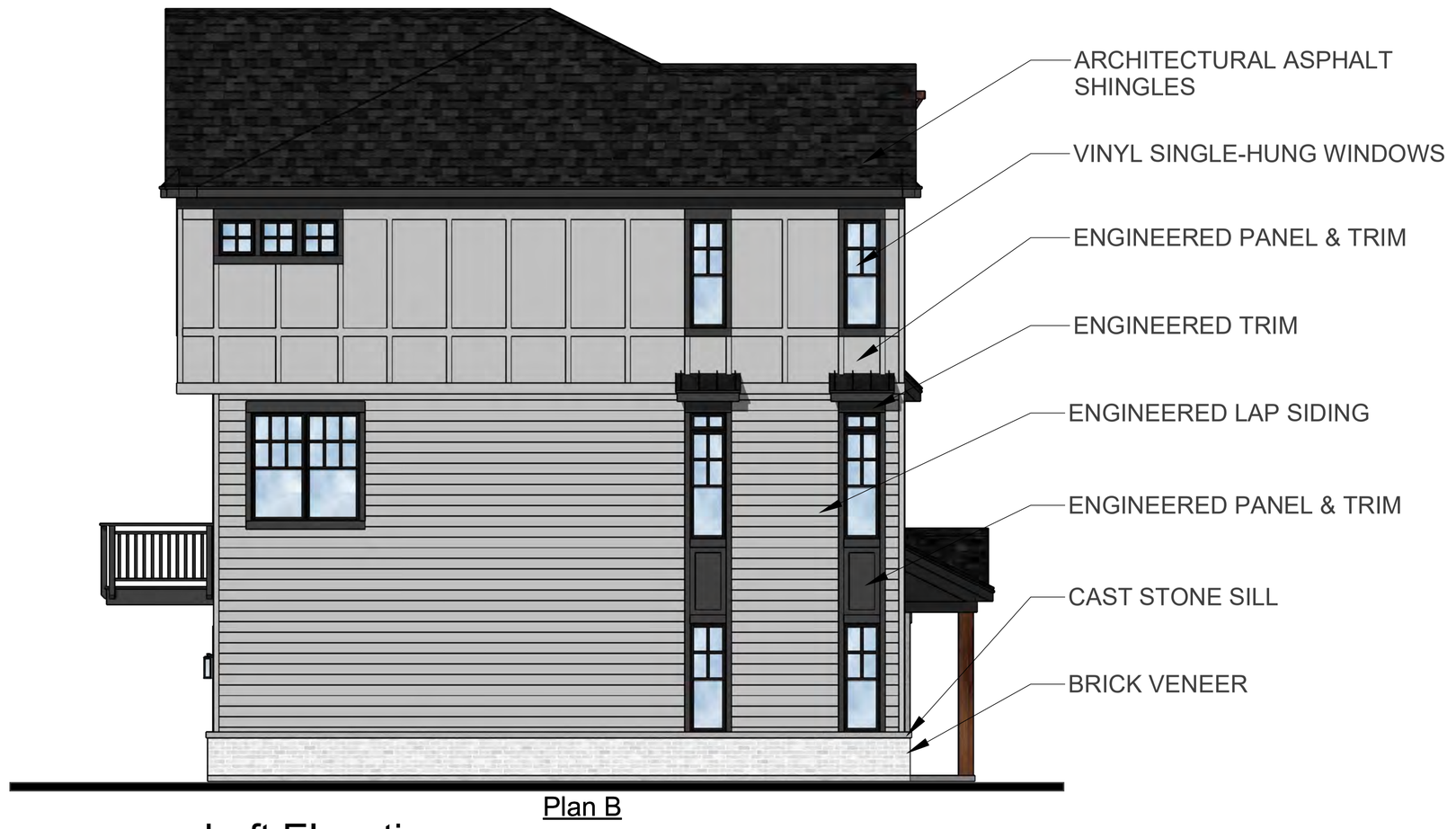
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Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 3: B-A-B-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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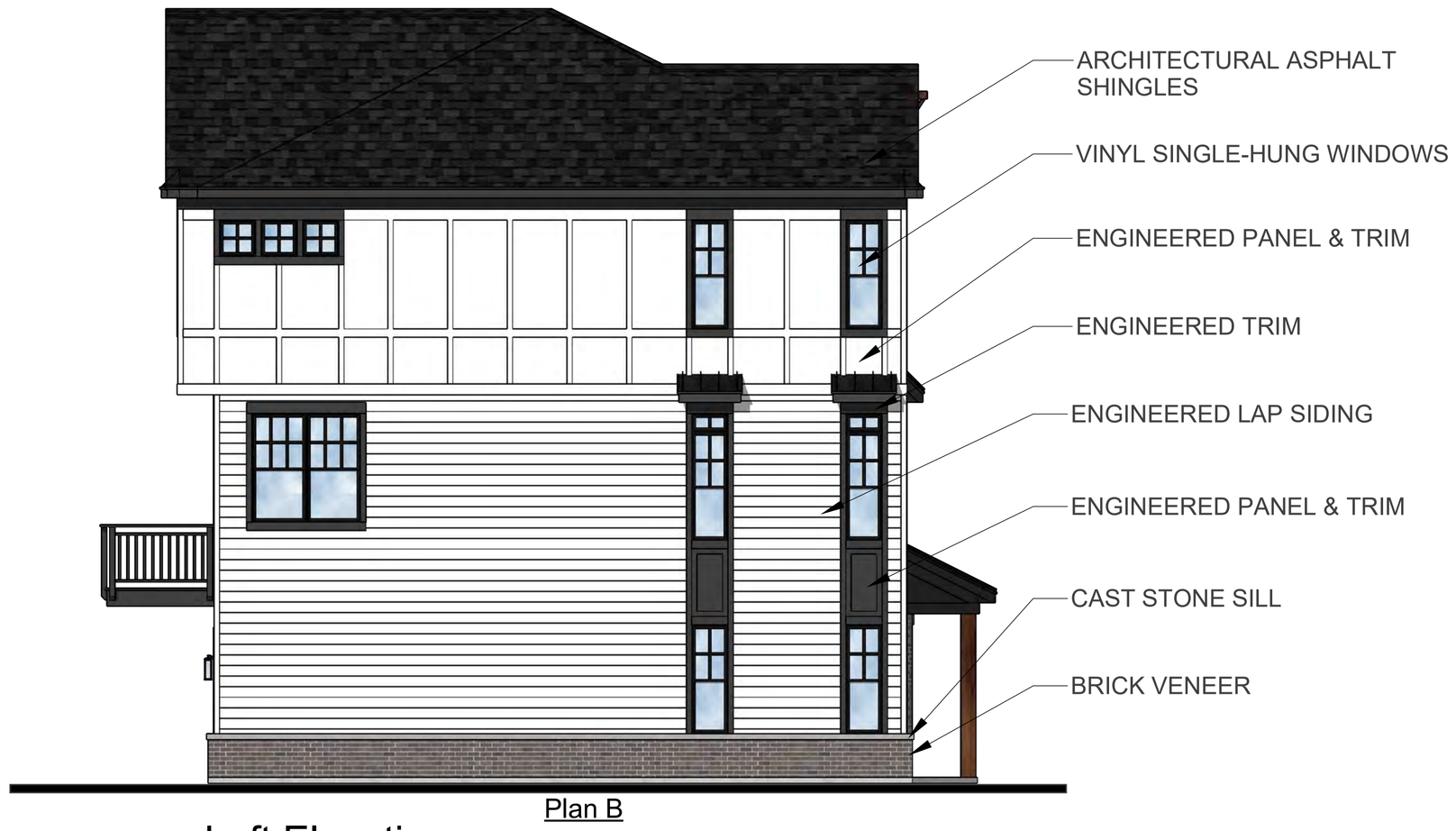
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BSB DESIGN
BSBDesign.com



Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

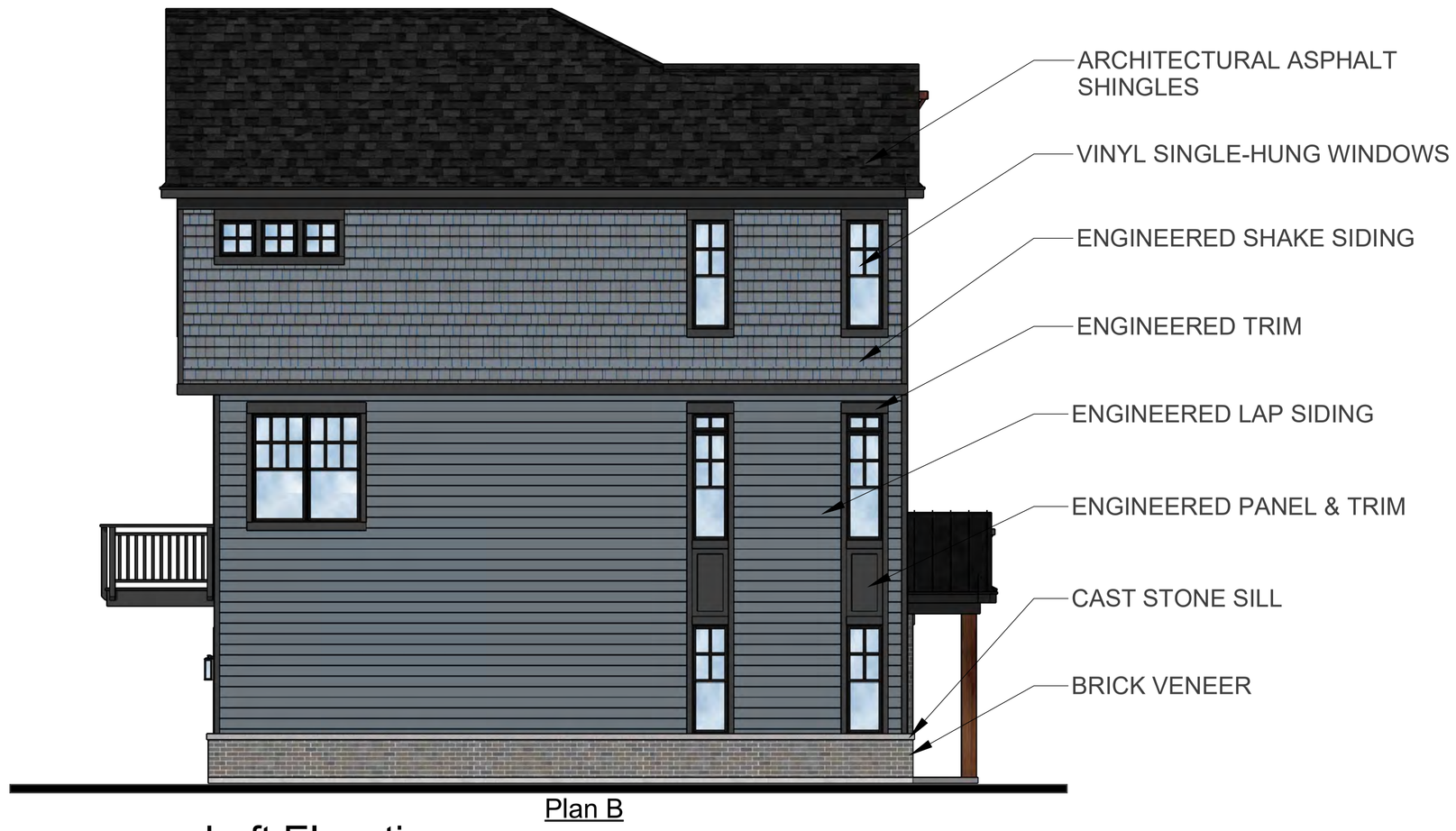
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Right Elevation
Scale: 3/16" = 1'-0"



Left Elevation
Scale: 3/16" = 1'-0"



Rear Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

BSB DESIGN
BSBDesign.com

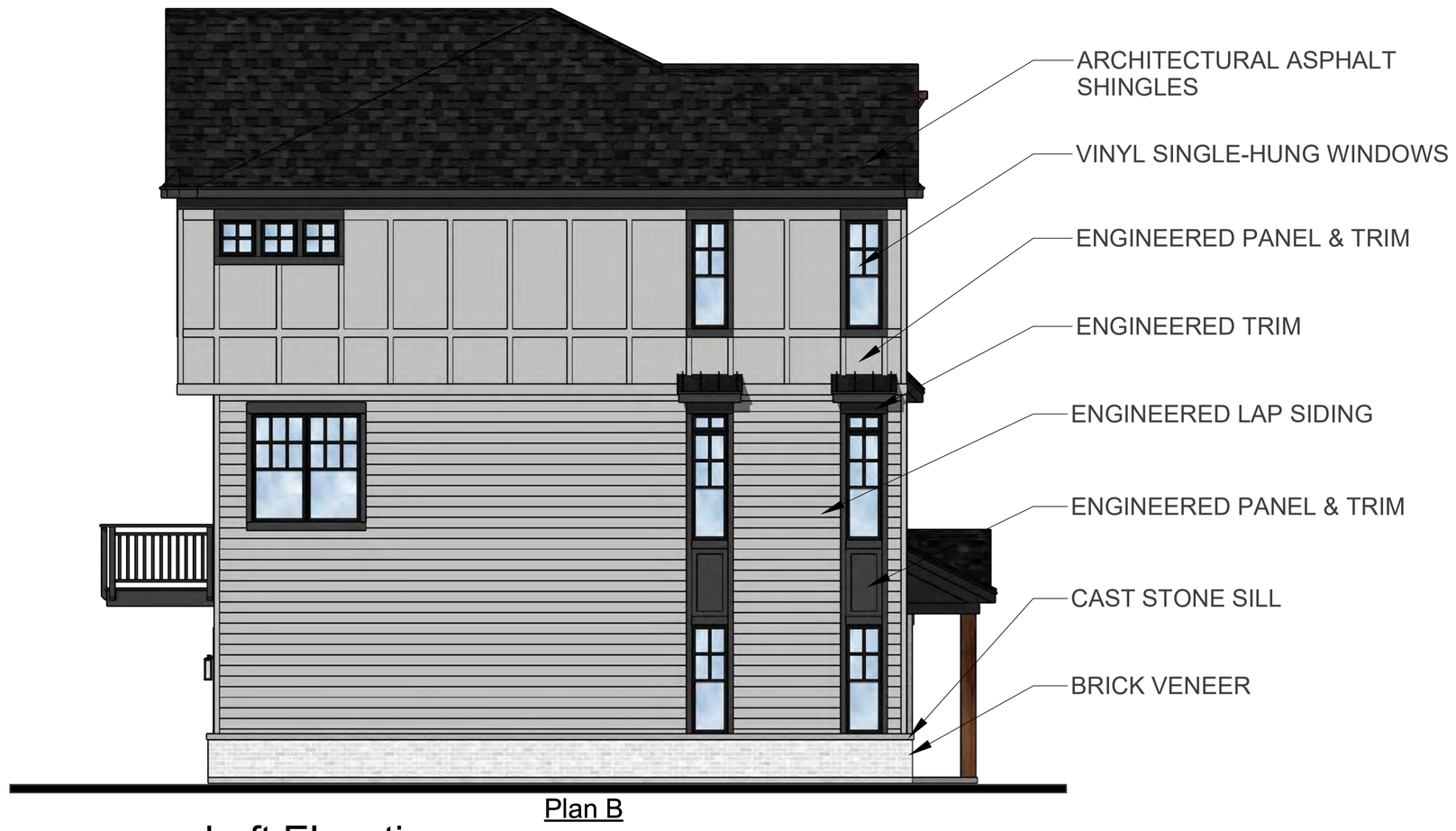
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August 25, 2025 | 25-0030



Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 4: B-A2-B-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "A")

Highland Park Townhomes

Naperville, Illinois

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BSBDesign.com

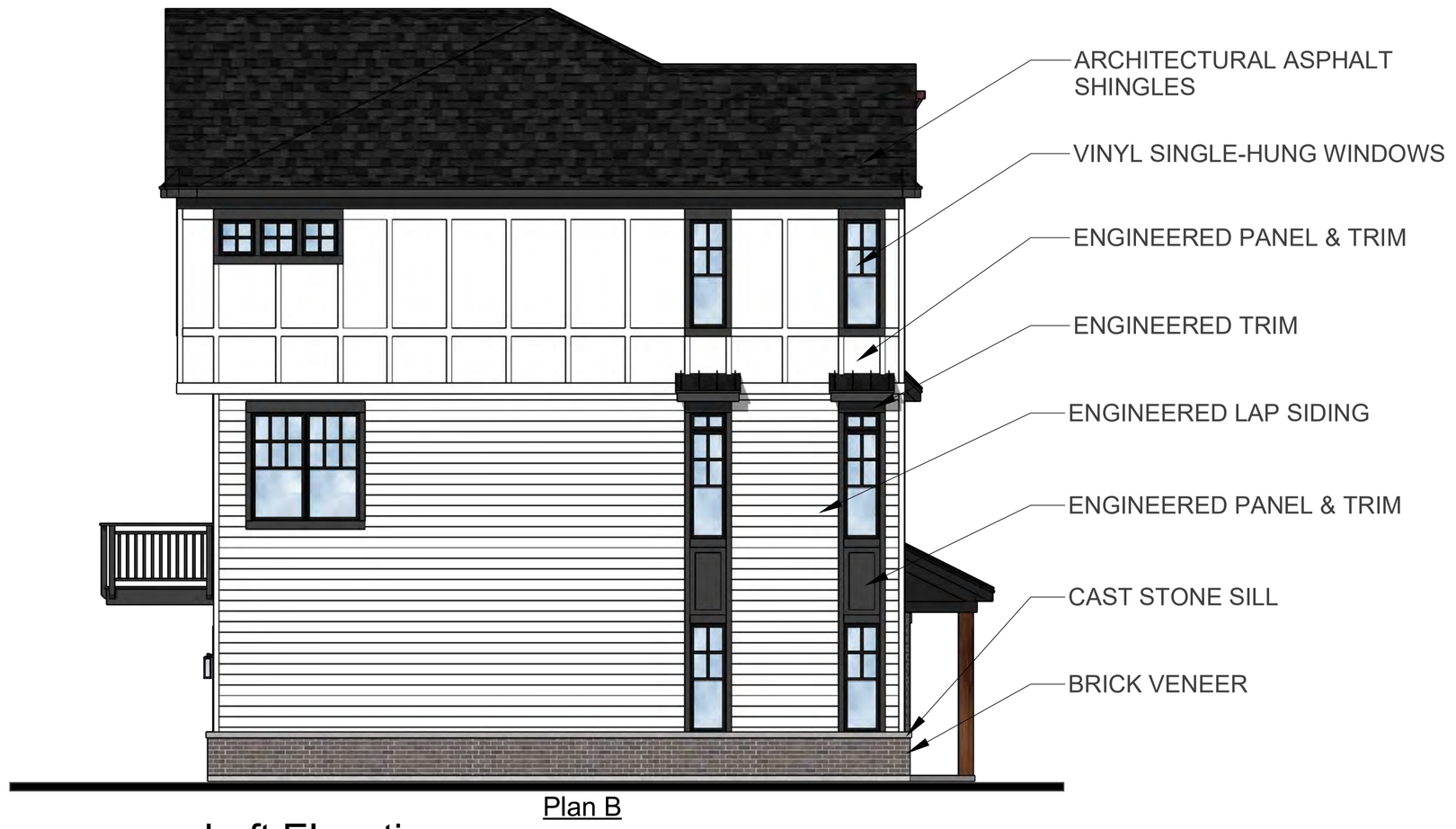
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

August 25, 2025 | 25-0030



Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

BSB DESIGN
BSBDesign.com

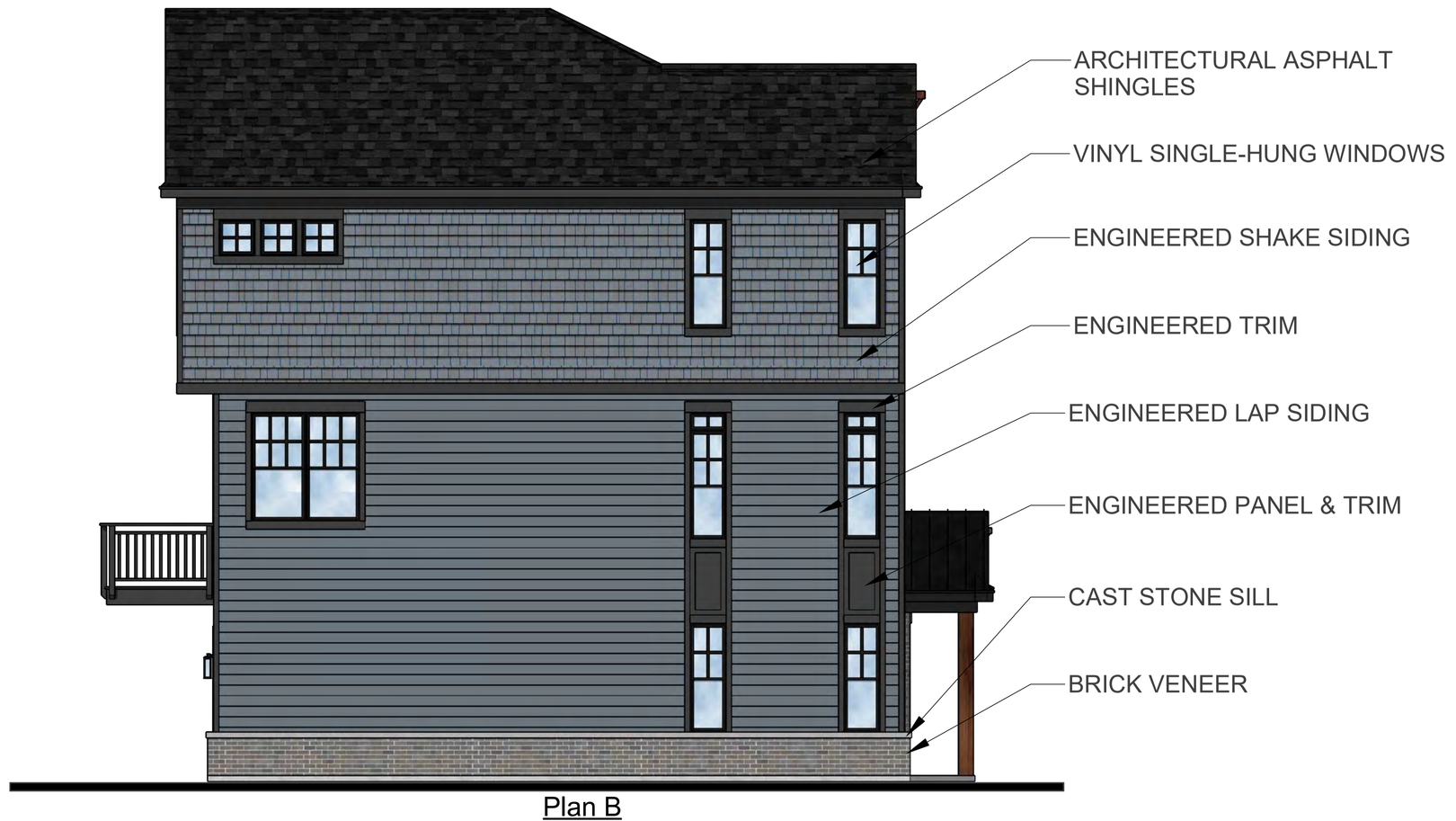
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

August 25, 2025 | 25-0030



Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

BSB DESIGN
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August 25, 2025 | 25-0030



Front Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

BSB DESIGN
BSBDesign.com

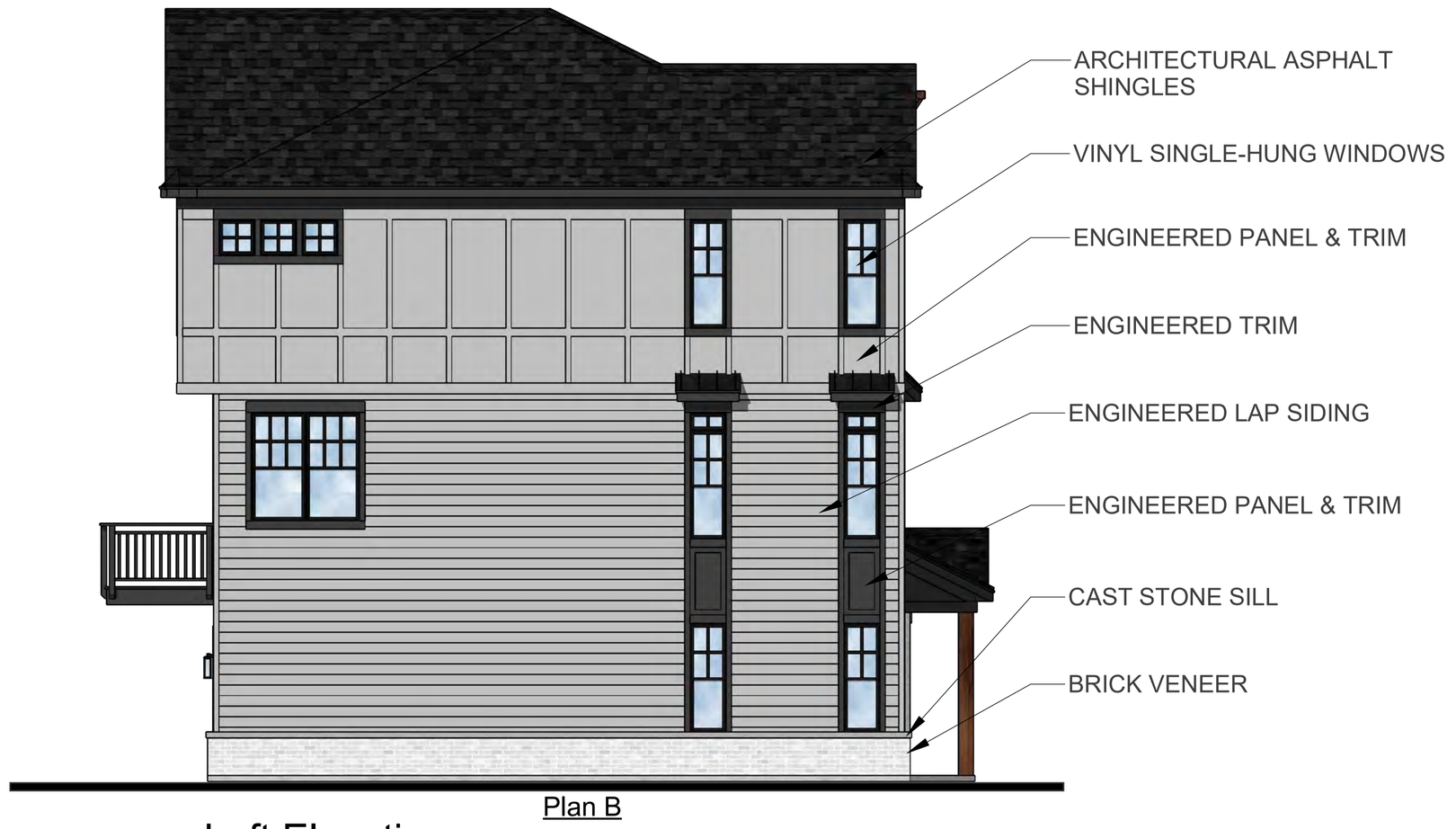
The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

August 25, 2025 | 25-0030



Right Elevation

Scale: 3/16" = 1'-0"



Left Elevation

Scale: 3/16" = 1'-0"



Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 5: B-A-B-A2-A-B (Color Palette "C")

Highland Park Townhomes

Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 6: C-C-C-C (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030

BSB DESIGN
BSBDesign.com



Plan C

Right Elevation

Scale: 3/16" = 1'-0"



Plan C

Left Elevation

Scale: 3/16" = 1'-0"



Plan C | Plan C | Plan C | Plan C

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 6: C-C-C-C (Color Palette "B")

Highland Park Townhomes

Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 6: C-C-C-C (Color Palette "C")

Highland Park Townhomes
Naperville, Illinois

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Plan C

Right Elevation

Scale: 3/16" = 1'-0"



Plan C

Left Elevation

Scale: 3/16" = 1'-0"



Plan C | Plan C | Plan C | Plan C

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 6: C-C-C-C (Color Palette "C")

Highland Park Townhomes

Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 7: C-C-C-C-C (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030

BSB DESIGN
BSBDesign.com



Right Elevation
Scale: 3/16" = 1'-0"



Left Elevation
Scale: 3/16" = 1'-0"



Rear Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 7: C-C-C-C-C (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 7: C-C-C-C-C (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Right Elevation
Scale: 3/16" = 1'-0"



Left Elevation
Scale: 3/16" = 1'-0"



Rear Elevation
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 7: C-C-C-C-C (Color Palette "B")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Front Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 8: C-C-C-C-C-C (Color Palette "A")

Highland Park Townhomes
Naperville, Illinois

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August 25, 2025 | 25-0030



Plan C

Right Elevation

Scale: 3/16" = 1'-0"



Plan C

Left Elevation

Scale: 3/16" = 1'-0"



Plan C | Plan C | Plan C | Plan C | Plan C | Plan C

Rear Elevation

Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Townhome Building Elevations
Building Type 8: C-C-C-C-C-C (Color Palette "A")

Highland Park Townhomes

Naperville, Illinois

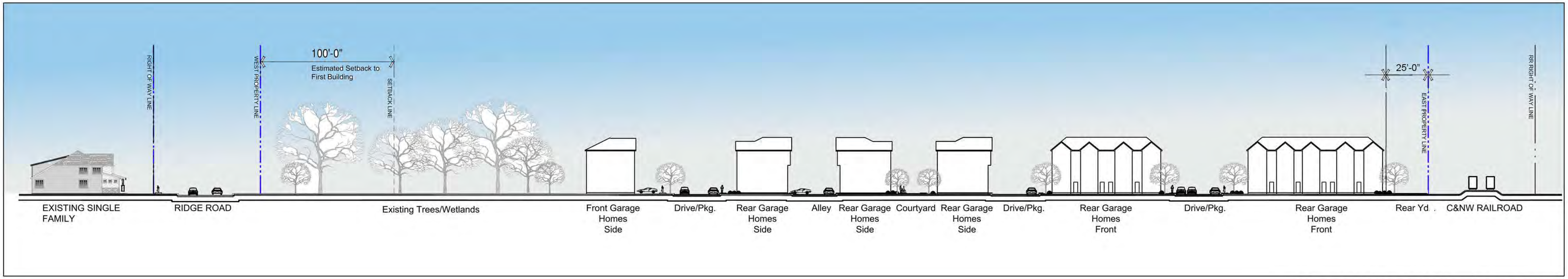
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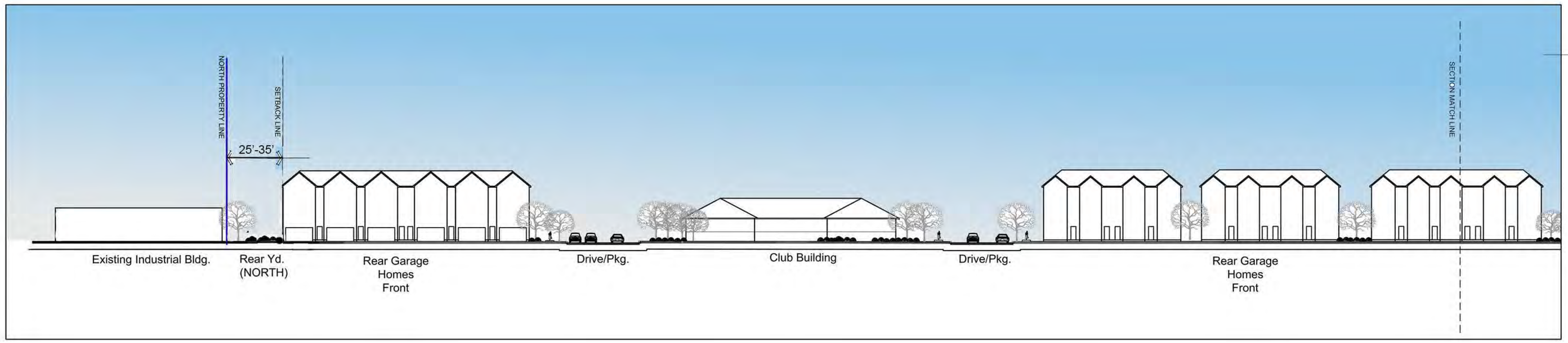
August 25, 2025 | 25-0030

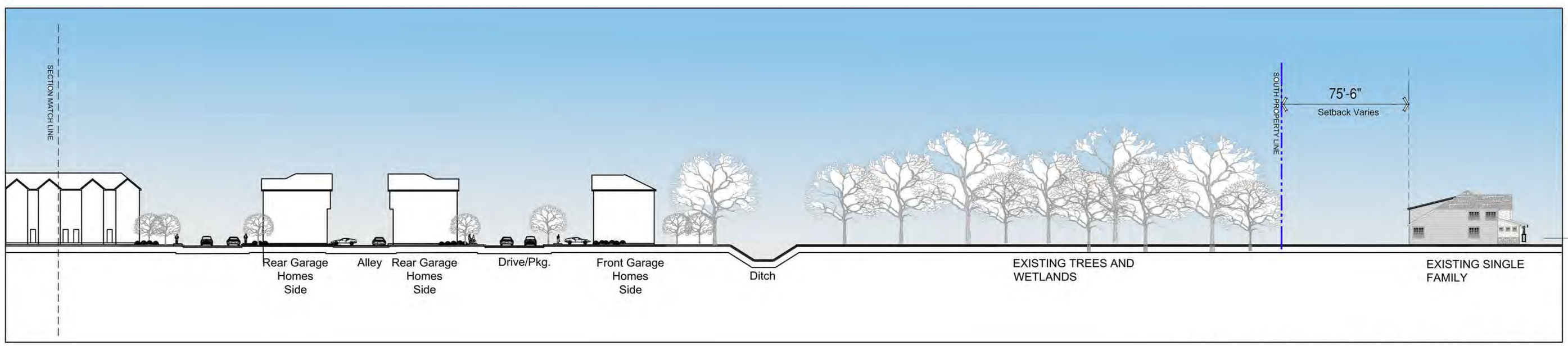
EXHIBIT F

Height Exhibit

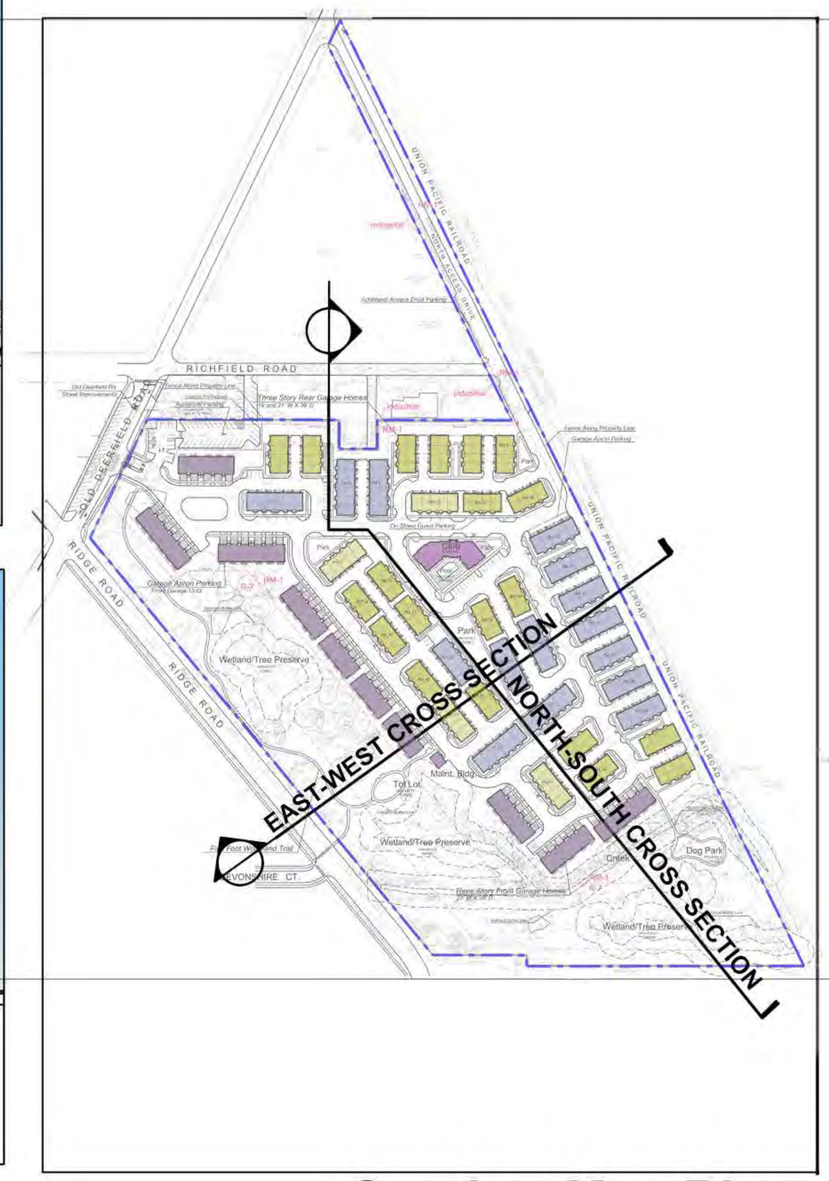


East West Site Section





North South Site Section



Section Key Plan

0 15 30 60 120

HABITAT™

Site Cross Sections
HIGHLAND PARK TOWNHOMES
Highland Park, IL

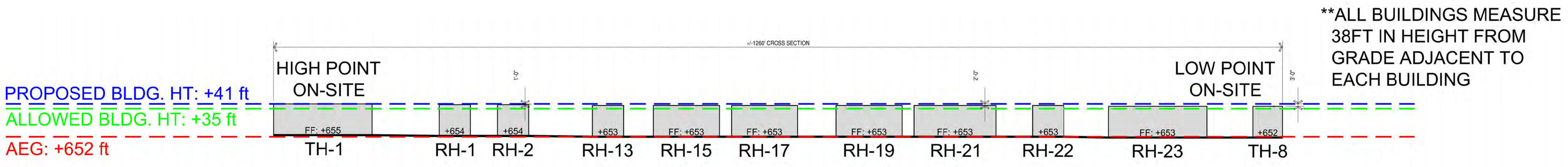
Date: July 22, 2025

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BSBDESIGN.COM

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Plan View



Section View

HABITAT
Chicago, IL

Site Cross Section

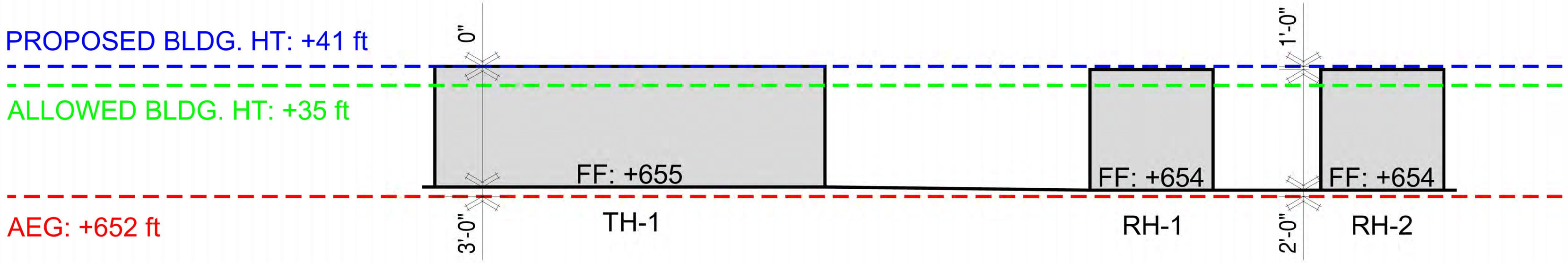
Highland Park Townhomes
Highland Park, IL

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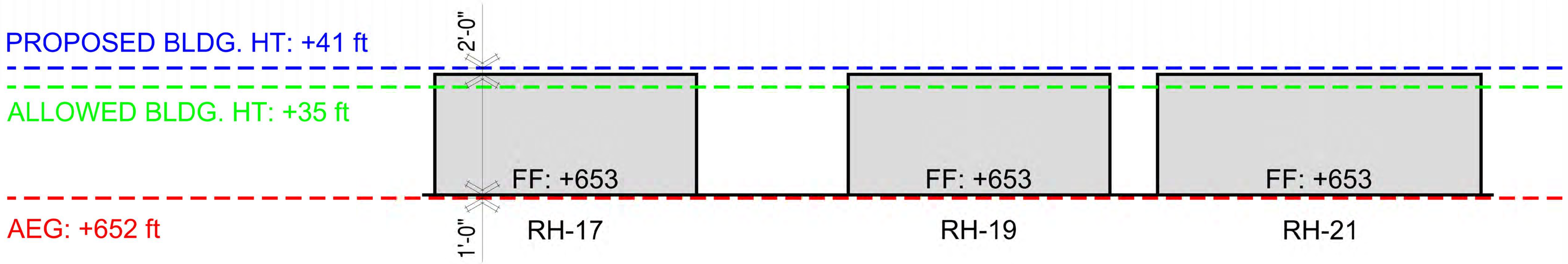
August 25, 2025 | 25-0030

BSB DESIGN
BSBDESIGN.COM

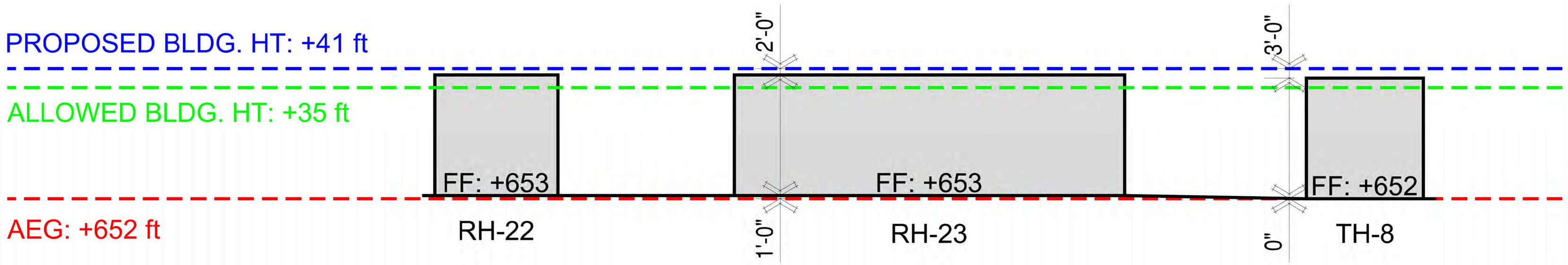
HIGH POINT
NW SIDE OF PARCEL



MID POINT
CENTER OF PARCEL



LOW POINT
SE SIDE OF PARCEL



HABITAT
Chicago, IL

Site Cross Section

Highland Park Townhomes
Highland Park, IL

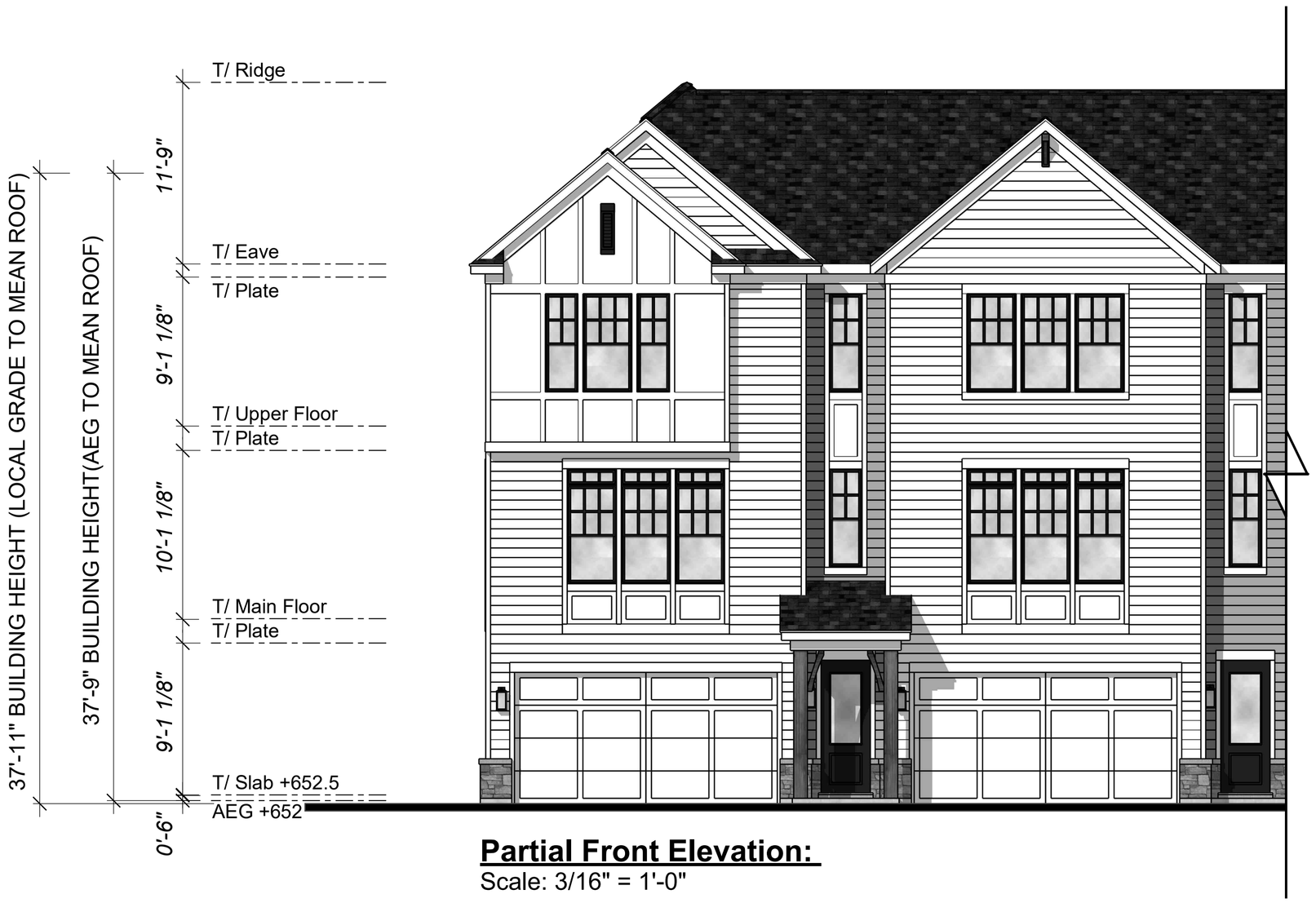
BSB DESIGN
BSBDESIGN.COM

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August 25, 2025 | 25-0030

Building Height Exhibit 'A'

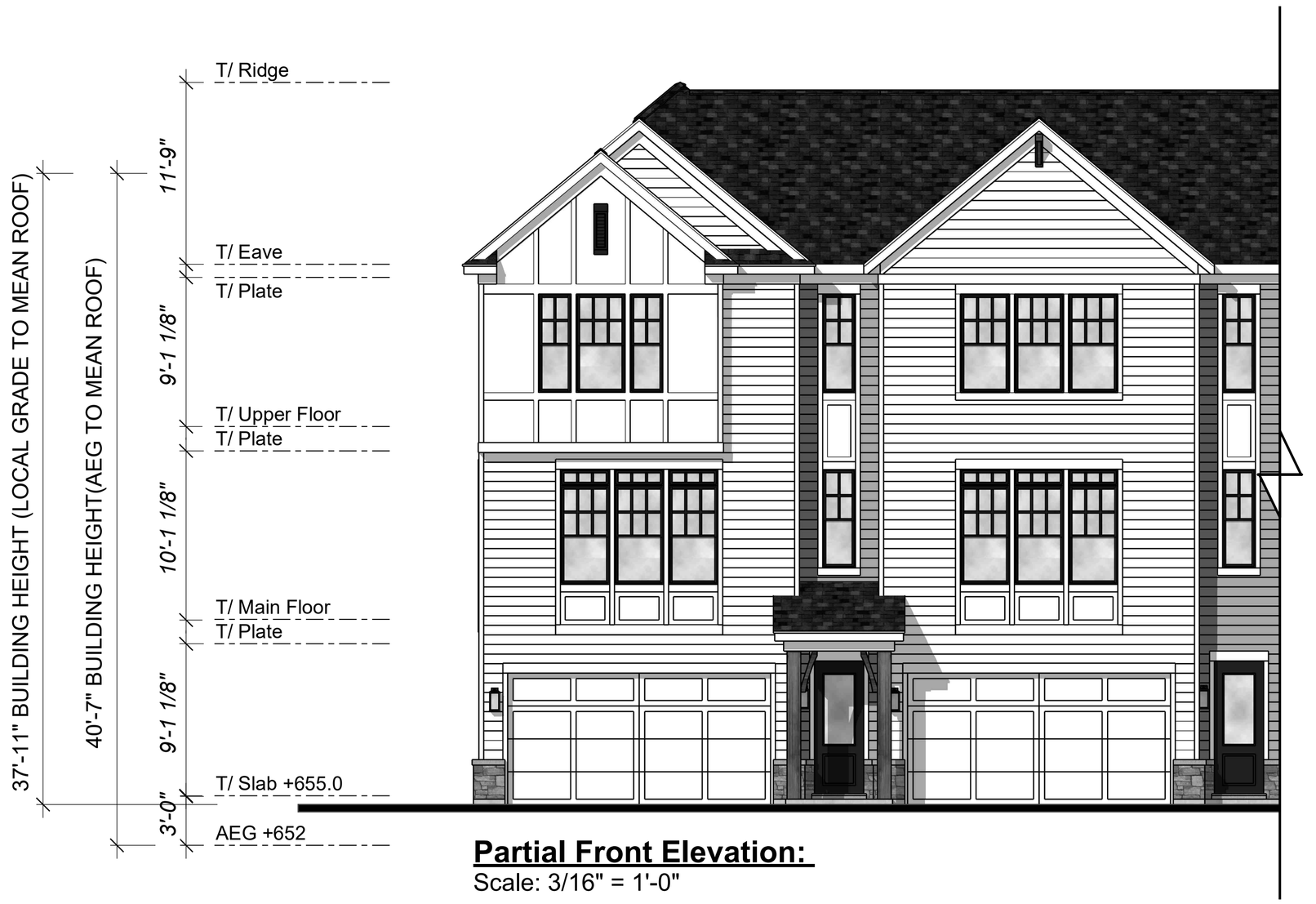
***Lowest Building Elevation On Site (T/Slab +652.5)**
***Average Existing Grade (AEG) On SIte (+652.0)**



Partial Front Elevation:
Scale: 3/16" = 1'-0"

Building Height Exhibit 'B'

***Highest Building Elevation On Site (T/Slab +655.0)**
***Average Existing Grade (AEG) On SIte (+652.0)**



Partial Front Elevation:
Scale: 3/16" = 1'-0"

HABITAT
Chicago, IL

Building Height Exhibit

Highland Park Townhomes
Naperville, Illinois

BSB DESIGN
BSBDesign.com

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August 25, 2025 | 24-0586

EXHIBIT G

Landscaping Plan

HIGHLAND PARK TOWNHOMES

1700 OLD DEERFIELD ROAD | HIGHLAND PARK, ILLINOIS

PROJECT TEAM

OWNER / DEVELOPER:
THE HABITAT COMPANY, LLC
350 W. HUBBARD STREET, SUITE 500
CHICAGO, IL 60654
TEL (312) 527-7465
CONTACT: ZACK ZALAR

SURVEYOR:
UNITED SURVEY SERVICE, LLC
7710 CENTRAL AVENUE
RIVER FOREST, IL 60305
TEL (847) 299-1010

PLANNER:
BSB DESIGN
220 N. SMITH STREET, SUITE 210
PALATINE, IL 60067
TEL (847) 776-3294
CONTACT: TERRY SMITH

ARCHITECT:
BSB DESIGN
220 N. SMITH STREET, SUITE 210
PALATINE, IL 60067
TEL (847) 776-3612
CONTACT: NATALIE VISCUSO

CIVIL ENGINEER:
SPACECO, INC.
9575 W. HIGGINS ROAD, SUITE 700
ROSEMONT, IL 60018
TEL (847) 696-4061, x1021 / x1011
CONTACT: BRETT DUFFY / ROB ANDERSON

ARBORIST:
URBAN FOREST MANAGEMENT
960 ROUTE 22, SUITE 207
FOX RIVER GROVE, IL 60021
TEL (847) 516-9708
CONTACT: TODD SINN

LANDSCAPE ARCHITECT:
DICKSON DESIGN STUDIO, INC.
9 CRYSTAL LAKE ROAD, SUITE 110
LAKE IN THE HILLS, IL 60156
TEL (224) 241-8181
CONTACT: SHARON DICKSON / JEFF TORRENS

ARBORIST:
DICKSON DESIGN STUDIO, INC.
CONTACT: KARL KROGSTAD
(CERTIFIED ARBORIST: IL-5462A)

SHEET INDEX

L0.1	SHEET INDEX PROJECT TEAM
L0.2	DETAIL: FENCING DETAIL: ORNAMENTAL FENCING DETAIL: BIKE RACK PLANT SYMBOLS KEY DETAILS: PLANTING NOTES: GENERAL LANDSCAPE
L0.3	TREE INVENTORY NOTES: TREE REMOVAL & REPLACEMENT SUMMARY ARBORIST METHODS FOR ADDRESSING EXITING TREES RATING SCALE: TREE CONDITION / FORM NOTES: TREE PRESERVATION DETAIL: TREE PROTECTION FENCE
L0.4	SHEET KEY PRELIMINARY LANDSCAPE PLAN / TREE PRESERVATION / REMOVAL PLAN
L1.1	TREE PRESERVATION / REMOVAL PLAN - FAR NORTH
L1.2	TREE PRESERVATION / REMOVAL PLAN - NORTH
L1.3	TREE PRESERVATION / REMOVAL PLAN - SOUTH
L2.1	LANDSCAPE PLAN - FAR NORTH
L2.2	LANDSCAPE PLAN - NORTH
L2.3	LANDSCAPE PLAN - SOUTH
L3.1	PLAN DETAILS: ENTRIES DETAIL: ENTRY MONUMENT
L3.2	PLAN DETAILS: FEATURES
L3.3	DETAIL: SOUTH DOG PARK DETAIL: NORTH DOG PARK

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

REVISIONS

1.	3/24/25 PER STAFF COMMENTS
2.	5/15/25 SITE PLAN (FD REVIEW)
3.	6/24/25 PER STAFF COMMENTS
4.	7/24/25 PER STAFF COMMENTS
5.	8/12/25 PER STAFF COMMENTS
6.	9/16/25 PER STAFF COMMENTS
7.	10/24/25 PER CLIENT COMMENTS (NEC MONUMENT ORIENTATION)
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

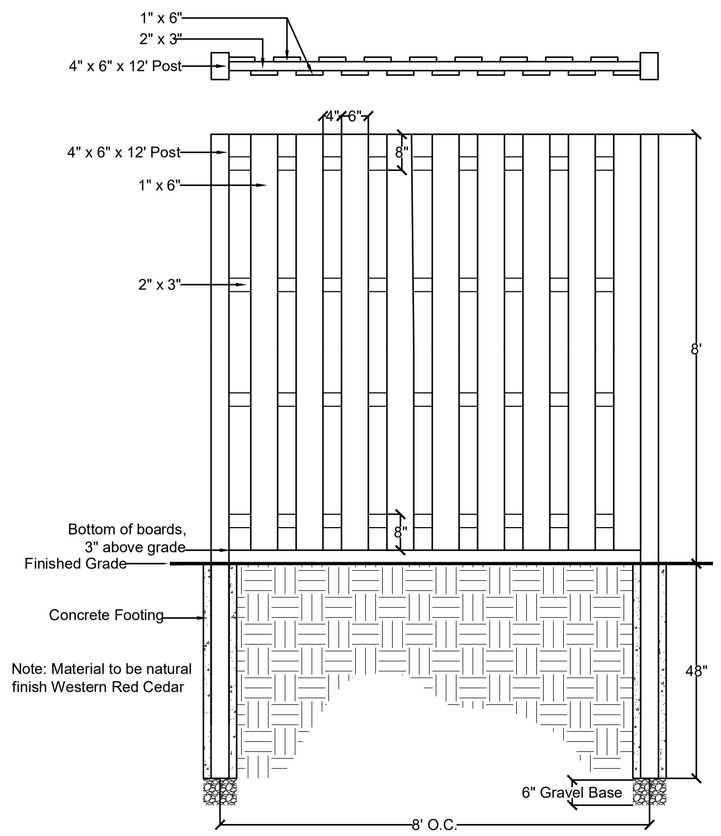
PRELIMINARY LANDSCAPE PLAN - COVER

SHEET NUMBER

L0.1

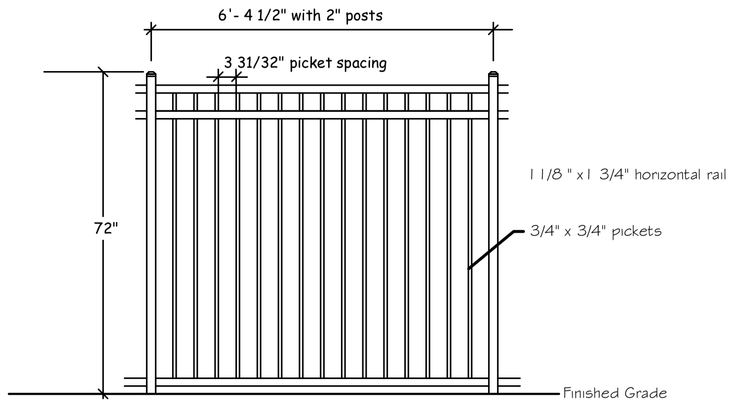
DETAIL: 8 FOOT HIGH BOARD-ON-BOARD FENCE

SCALE: 1/2" = 1'-0" LOCATION: NORTH AND EAST PROPERTY LINES



DETAIL: 6-FOOT HIGH ORNAMENTAL, BLACK, RESIDENTIAL GRADE ALUMINUM FENCE

NOT TO SCALE LOCATION: BEHIND FRONT LOADED GARAGE TOWNHOMES



DETAIL: BIKE RACK

NOT TO SCALE



SPECIFICATION - ORION SQUARE (LOOP) BIKE RACK

SHALL BE:

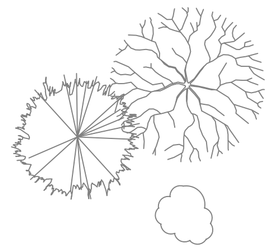
- QUANTITY: 6
- NAME: ORION SQUARE RACK
- MODEL #: ORNS-2-SF-P
- MATERIAL: POWDER COATED STEEL
- COLOR: BLACK
- DIMENSIONS: 26" L X 33" H

- SHALL BE SURFACE MOUNTED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL:
  GRABER MANUFACTURING, INC.
  THOMAS STEELE, MADRAX
  CONTACT: LARRY SEIPLE
  LSEIPLE@MADRAX.COM

PLANT SYMBOLS KEY & PLANT MIX MATRIX

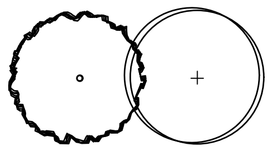
NOTE!
NOT ALL PLANT SYMBOLS & PLANT VARIETIES MAY BE DEPICTED ON PLANS.



EXISTING DECIDUOUS TREE

EXISTING EVERGREEN TREE

EXISTING SHRUBS & PERENNIALS



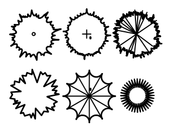
SHADE / CANOPY TREES, 2.5"+ CALIPER:

- *FAGUS VARIETIES* / BEECH VAR.
- *CELTIS OCCIDENTALIS* / COMMON HACKBERRY
- *GINGKO BILOBA* / GINKGO
- *GLEDITSIA TRIACANTHOS VAR. INERMIS* / THORNLESS HONEYLOCUST
- *GYMNOCLADUS DIOICA* / KENTUCKY COFFEETREE
- *LIQUIDAMBAR STYRACIFLUA* / AMERICAN SWEETGUM
- *LIRIODENDRON TULIPIFERA* / TULIP TREE
- *METASEQUOIA GLYPTOSTROBOIDES* / DAWN REDWOOD
- *PLATANUS ACERIFOLIA 'MORTON CIRCLE'* / LONDON PLANETREE
- *QUERCUS ALBA* / WHITE OAK
- *QUERCUS BICOLOR* / SWAMP WHITE OAK
- QUERCUS IMBRICARIA / SHINGLE OAK
- *QUERCUS MACROCARPA* / BUR OAK
- *QUERCUS RUBRA* / RED OAK
- *TILIA TOMENTOSA 'STERLING SILVER'* / STERLING SILVER LINDEN
- *ULMUS CARPINIFOLIA 'ACCOLADE'* / ACCOLADE ELM



ORNAMENTAL TREES, 6'-10'+ TALL:

- *AMELANCHIER VARIETIES* / SERVICEBERRY VAR.
- *BETULA VARIETIES* / BIRCH VAR.
- *CORNUS VARIETIES / DOGWOOD VAR.*
- *CRATAEGUS VARIETIES* / HAWTHORN VAR.
- *HAMAMELIS VARIETIES* / WITCHHAZEL VAR.
- *MAGNOLIA VARIETIES* / MAGNOLIA VAR.
- *MALUS VARIEITIES* / FLOWERING CRABAPPLE VAR.
- *SYRINGA RETICULATA* / JAPANESE TREE LILAC



EVERGREEN TREES, 6'-10'+ TALL:

- *ABIES CONCOLOR* / WHITE FIR
- *JUNIPERUS CHINENSIS 'FAIRVIEW'* / FAIRVIEW JUNIPER
- *JUNIPERUS SCOPULORUM 'WICHITA BLUE'* / WITCHITA BLUE JUNIPER
- *PICEA ABIES* / NORWAY SPRUCE
- *PICEA GLAUCA 'DENSATA'* / BLACK HILLS SPRUCE
- *PICEA PUNGENS* / COLORADO SPRUCE
- *PICEA PUNGENS 'GLAUCA'* / COLORADO BLUE SPRUCE
- *PINUS STROBUS* / EASTERN WHITE PINE
- *PSEUDOTSUGA MENZIESII* / DOUGLAS FIR
- *TAXUS CUSPIDATA 'CAPITATA'* / CAPITATA YEW
- *THUJA VARIETIES* / ARBORVITAE VAR.
- *TSUGA CANADENSIS* / CANADIAN HEMLOCK



LARGE, DECIDUOUS SHRUBS, 36"-48"+ TALL:

- *AESCULUS PARVIFLORA* / BOTTLEBRUSH BUCKEYE
- *ARONIA VARIETIES* / CHOKEBERRY VAR.
- *CORNUS VARIETIES* / DOGWOOD VAR.
- *FORSYTHIA 'MEADOWLARK'* / *IMEADOWLARK FORSYTHIA*
- *FOTHERGILLA GARDENII* / DWARF FOTHERGILLA
- *HYDRANGEA VARIETIES* / HYDRANGEA VAR.
- *SYRINGA VARIETIES* / LILAC VAR.
- *VIBURNUM VARIETIES* / VIBURNUM VAR.



SMALL, DECIDUOUS SHRUBS, 18"-24" TALL:

- *HYPERICUM KALMIANUM* / ST. JOHNSWORT
- *RHUS AROMATICA 'GRO-LOW'* / GRO LOW SUMAC
- *ROSA VARIETIES* / SHRUB ROSE VAR.
- *SPIRAEA VARIETIES* / SPIREA VAR.



SMALL, EVERGREEN SHRUBS, 24" TALL / WIDE:

- *BUXUS VARIETIES* / BOXWOOD VAR.
- *JUNIPERUS VARIETIES* / JUNIPER VAR.
- *TAXUS VARIETIES* / YEW VAR.



LARGE, ORNAMENTAL GRASS, 3 GALLON &
SMALL, ORNAMENTAL GRASS, 1 GALLON:

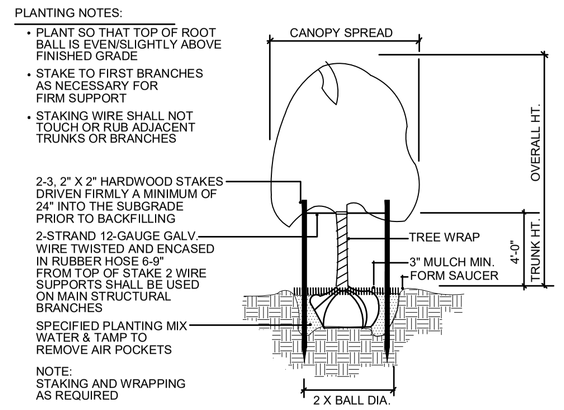
- *CALAMAGROSTIS VARIETIES* / REED GRASS VAR.
- *PANICUM VARIETIES* / SWITCH GRASS VAR.
- *PENNISETUM VARIETIES* / FOUNTAIN GRASS VAR.
- *SCHIZACHYRIUM SCOPARIUM* / LITTLE BLUESTEM
- *SESLERIA AUTUMNALIS* / MOOR GRASS
- *SPOROBOLUS HETEROLEPSIS* / PRARIE DROPSEED



PERENNIAL FLOWERS & GROUNDCOVER,
1 GALLON:

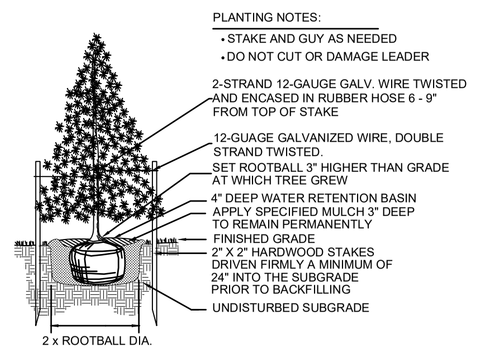
- MISC. VAR.

DETAILS: PLANTING



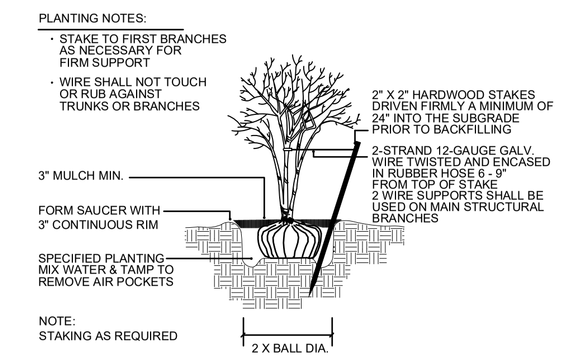
TREE PLANTING & STAKING

NOT TO SCALE



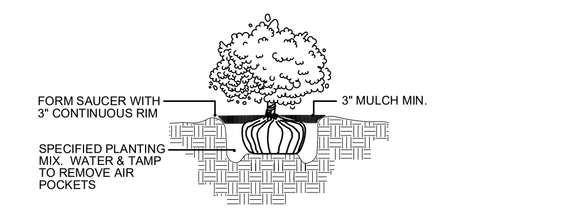
EVERGREEN TREE PLANTING

NOT TO SCALE



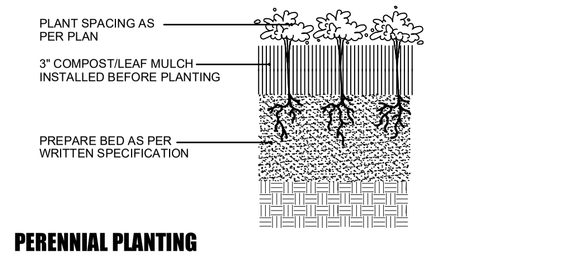
MULTI-TRUNK TREE STAKING

NOT TO SCALE



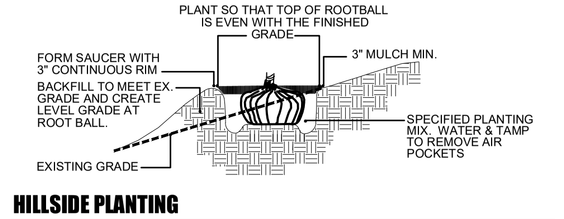
SHRUB PLANTING

NOT TO SCALE



PERENNIAL PLANTING

NOT TO SCALE



HILLSIDE PLANTING

NOT TO SCALE

NOTES: GENERAL LANDSCAPE

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE STANDARDS AND CODES.

2. CALL J.U.L.I.E. UTILITY LOCATING SERVICE (TEL 800.892.0123), 48 HOURS PRIOR TO THE START OF ANY DIGGING.

3. GENERAL PLANT NOTES:
   A. ALL PLANT MATERIAL SHALL CONFORM IN SIZE AND GRADE IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK.
   B. ALL PLANT MATERIAL SHALL BE MAINTAINED ALIVE, HEALTHY, AND FREE FROM DISEASE AND PESTS.
   C. ALL NEW PLANT MATERIAL SHALL BE FROM A LOCAL SOURCE WHENEVER POSSIBLE (LESS THAN 50 MILES).
   D. PLANTS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORM / HABIT. PLANTS SHALL NOT BE PRUNED/HEDGED UNLESS ABSOLUTELY NECESSARY (DUE TO VISIBILITY OR HAZARD OBSTRUCTION).
   E. ALL LANDSCAPED AREAS SHALL BE FREE OF WEEDS, LITTER, AND SIMILAR SIGNS OF DEFERRED MAINTENANCE.

4. LOCATIONS OF PROPOSED PLANT MATERIAL MAY BE ADJUSTED AT TIME OF INSTALLATION DUE TO FINAL ENGINEERING AND FINAL LOCATION OF SITE UTILITIES.

5. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND SPREADING TOPSOIL (6"-12" DEEP), FINE GRADING, AND PREPARATION OF ALL LAWN AND LANDSCAPE AREAS. ALL SOILS SHALL BE FREE OF CONSTRUCTION DEBRIS, PRIOR TO INSTALLING ANY PLANT MATERIAL.

6. PRIOR TO SPREADING TOPSOIL, THE LANDSCAPE CONTRACTOR SHALL INSPECT AND ACCEPT ALL BASE GRADES. ANY DEVIATION FROM GRADES INDICATED ON THE GRADING PLAN SHALL BE CORRECTED BEFORE PLACING ANY TOPSOIL.

7. ALL SHRUB, GROUNDCOVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE PREPARED WITH A SOIL AMENDMENT MIX - 1/3 TOPSOIL, 1/3 MUSHROOM COMPOST, AND 1/3 TORPEDO SAND. MATERIAL SHALL BE ROTO-TILLED JUST PRIOR TO THE INSTALLATION OF PLANT MATERIAL.

8. ALL PLANTING ISLANDS SHALL BE MOUNDED TO PROVIDE POSITIVE DRAINAGE.

9. ALL PLANTING BEDS ADJACENT TO LAWN AREAS SHALL HAVE A SPADED EDGE BORDER, UNLESS METAL OR OTHER BORDER IS SPECIFIED.

10. ALL PLANTING BED AREAS SHALL MAINTAIN A MAX. 3" DEEP LAYER OF SHREDDED HARDWOOD MULCH (COLOR: NON-DYED, BROWN).

11. LANDSCAPE CONTRACTOR SHALL COORDINATE PLANTING SCHEDULE WITH LANDSCAPE MAINTENANCE CONTRACTOR, TO ENSURE PROPER WATERING OF PLANTED AND SODDED AREAS AFTER INITIAL INSTALLATION.

12. LANDSCAPE CONTRACTOR SHALL COORDINATE WORK WITH OTHER CONTRACTORS ON SITE TO MINIMIZE ANY REDO OF COMPLETED LANDSCAPE WORK AND DAMAGE TO PLANT MATERIAL.

13. CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN LAYOUT WORK. UPON REQUEST, LANDSCAPE ARCHITECT SHALL BE AVAILABLE TO ASSIST/APPROVE CONTRACTOR LAYOUT.

14. EVERY ATTEMPT HAS BEEN MADE TO DEPICT ALL EXISTING UTILITY LINES. CONTRACTOR SHALL USE PRECAUTION WHEN DIGGING. CONTRACTOR SHALL MAKE THEMSELVES THOROUGHLY FAMILIAR WITH ALL UNDERGROUND UTILITY LOCATIONS PRIOR TO ANY DIGGING, VERIFYING LOCATIONS AND DEPTHS OF ALL UTILITIES.

15. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE PRIOR TO BID SUBMITTAL, TO BECOME FAMILIAR WITH EXISTING CONDITIONS AT THE SITE.

16. PLANT LIST QUANTITIES PROVIDED AT TIME OF FINAL PLANS ARE APPROXIMATIONS. CONTRACTORS ARE RESPONSIBLE FOR COMPLETING THEIR OWN QUANTITY TAKE-OFFS. IF A DISCREPANCY IS FOUND BETWEEN THE PLAN AND THE PLANT LIST, THEN THE PLAN SHALL PREVAIL.

17. PLANT SUBSTITUTIONS ARE ALLOWED DUE TO PLANT AVAILABILITY OR PLANTING TIME OF YEAR, ONLY WITH THE PRIOR CONSENT OF THE LANDSCAPE ARCHITECT. IF SUBSTITUTIONS ARE MADE WITHOUT PRIOR CONSENT, THE LANDSCAPE ARCHITECT MAINTAINS THE RIGHT TO REJECT MATERIAL IN THE FIELD, AT THE COST TO THE CONTRACTOR.

18. CONTRACTOR TO PROVIDE TEST OF EXISTING AND IMPORTED SOILS PER SPECIFICATIONS. PLANTING SOIL SHALL BE AMENDED PER SPECIFICATIONS.

19. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IF AREAS OF POOR DRAINAGE OR OTHER UNUSUAL SUBSURFACE CONDITIONS ARE ENCOUNTERED DURING EXCAVATION FOR PLANTING PITS.

20. ALL TURF SHALL SHALL BE KENTUCKY BLUEGRASS BLEND SOD (MINERAL, NOT PEAT), PER VILLAGE, SEED IS NOT ALLOWED.

21. CONTRACTOR SHALL RESTORE LAWN AREAS THAT HAVE REMAINED PARTIALLY INTACT, TOP DRESSING WITH SOIL, SCARIFYING, AND SEEDING TO FORM A SMOOTH, FULL, EVEN LAWN, FREE OF BARE SPOTS, INDENTATIONS, AND WEEDS.

22. LANDSCAPE DETAILS SHOWN ARE FOR DESIGN INTENT ONLY. LANDSCAPE ARCHITECT ASSUMES NO LIABILITY. CONTRACTOR IS RESPONSIBLE FOR ERECTING AND INSTALLING PROPERLY BUILT AMENITIES PER CODE, PER SITE CONDITIONS (FINAL GRADING & UTILITY LOCATIONS), AND PER AREA CLIMATE CONDITIONS. ALL LANDSCAPE SITE DETAILS FOR STRUCTURES AND FOOTINGS SHALL BE REVIEWED & APPROVED BY A STRUCTURAL ENGINEER.

23. CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A ONE-YEAR WARRANTY ON ALL PLANT MATERIAL.

24. (IF APPLICABLE) CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A THREE-YEAR MONITORING AND MAINTENANCE PROGRAM ON ALL NATURALIZED DETENTION AREAS.

HABITAT™

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LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - NOTES & DETAILS

SHEET NUMBER

L0.2

TREE INVENTORY

NOTE!

REFER TO ADDENDUM FOR TREE INVENTORY - LISTING OF ALL EXISTING TREES, THEIR SPECIES, SIZE, CONDITION, VILLAGE CODE CLASSIFICATION, OUTCOME AND ANY TREE REPLACEMENTS REQUIRED PER CODE.

NOTES: TREE REMOVAL & REPLACEMENT SUMMARY

		Replacement Multiplier	Replacement Trees Req'd
Total Number of Existing Trees	= 628		
Trees to be Removed:			
Heritage	= 0	x 4	= 0
Key	= 20	x 3	= 60
Protected	= 25	x 2	= 50
Dead	= 64	0	= 0
Other	= 27	0	= 0
Total Trees Removed	= 136		**= 110**
Trees to be Preserved	= 492		

Proposed Plan

Vehicular Use Area* = 4,415 sq. ft.
* excludes entry and access roads

	Replacements (3" caliper/8' h)	VUA / Foundations (3"caliper/8' h)	Other (2.5" caliper/6' h)	Total
Shade Trees	77	53	58	188
Ornamental Trees	18	58	113	186
Evergreen Trees	15	74	22	111
Total Trees	110	185	193	488
Total Shrubs (24" min.)	0	883	2538	3434

Note!
1. Final Removals subject to field verification prior to final plans.
2. See Addendum for Existing Tree Inventory.

ARBORIST METHODS FOR ADDRESSING EXISTING TREES

The following techniques and strategies are recommended to be followed to ensure the best possible success in retaining existing trees:

Protective Fencing
All trees to be preserved on site shall be identified based on the tree preservation plan. Once identified, tree protection fencing shall be installed in accordance to the tree preservation plan and all village codes at or near the critical root zone. Where trees are grouped in clusters, protective fencing shall be installed at or near the greatest point of the group critical root zone. In addition to the tree protection fencing, a protective sedimentation fence should be installed at the dripline of all significant trees or protected trees which are located downgrade of any clearing, excavation and/or construction activity. Fencing shall be installed prior to any construction activities, including tree removal. For trees at or near the property lines, fencing shall only be installed on the **Reserve at the Brook** property side.

For trees identified for preservation that will have construction activity occurring within the critical root zone, including those trees identified to be further addressed, protective fencing shall be installed at the limit of construction.

At no time shall any construction activity, equipment, parking/placement of vehicles, materials, spoils, or debris be stored withing the tree protection zone. In addition, no crushed limestone, hydrocarbons or other materials detrimental to trees shall be stored on the uphill side adjacent to protected trees.

Protective fencing shall remain in place throughout the construction process.

Tree Removal
Once protective fencing has been installed, removal of existing trees as identified on the tree preservation can commence. Trees and stumps shall be removed and can be chipped on site for use as mulch. For tree removals adjacent to protective fencing or vegetation, at no time shall vegetation be forcibly removed in such a manner that would damage the root system of surrounding preserved vegetation.

Mulching
Chipped tree much shall be spread at a depth of 12”-18” between preserved tree trunks and the protective fencing, to lessen soil/root compaction.

Root Pruning
Root pruning shall occur along the outside edge of the protective fencing in circumstances where either the limit of construction encroaches on the critical root zone, or where trees that are being removed are directly adjacent to trees being preserved.

Fertilization
All trees that are being root pruned shall also receive fertilization to promote new root growth.

Additional Landscaping
The landscape plan has been designed in a way that minimizes the potential damage to roots by limiting any planting within the critical root zones, including those trees identified to be further addressed. All landscape work to be conducted within the protective fencing zone shall be hand-dig only.

All work regarding the removal and protection of existing trees shall be conducted by or under the supervision of an ISA Certified Arborist.

RATING SCALE: TREE CONDITION / FORM

Excellent / "1"
The tree is typical of the species, has less than 10% deadwood in the crown that is attributable to normal clauses, has no other observed problems, and required no remedial action.

Good / "2"
The tree is typical of the species and/or has less than 20% deadwood in the crown, only one or two minor problems that are easily corrected with normal care.

Fair / "3"
The tree is typical of the species and/or has less than 30% deadwood in the crown, one or two minor problems that are not eminently lethal to the tree, and no significant decay or structural problems, but the tree must have remedial care above normal care in order to minimize the impact of future stress and to insure continued health.

Poor / "4"
The tree is not typical of the species and/or has significant problems such as 30-50% deadwood in the crown, serious decay or structural defect, insects, disease or other problems that can be eminently lethal to the tree or create a hazardous tree if not corrected in a short period of time or if the tree is subjected to additional stress.

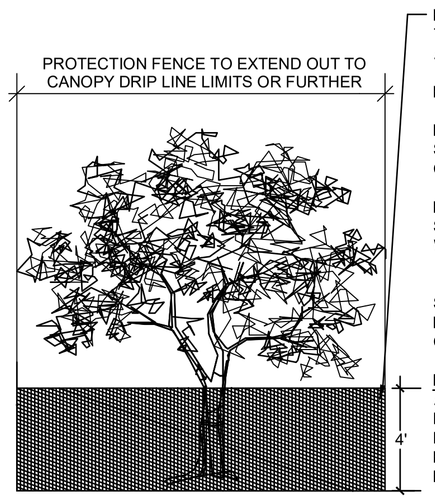
Critical / "5"
The tree is not typical of the species and/or has over 50% deadwood in the crown, major decay or structural problems, is hazardous or is severely infested with insects, disease, or other problems that even if aggressively corrected would not result in the long term survival of the tree.

Dead / "6"
Less than 10% of the tree shows signs of life.

NOTES: TREE PRESERVATION

1. TREE PRESERVATION:
   - A. **ALL WORK MUST BE PERFORMED ACCORDING TO THE APPROVED TREE PRESERVATION PLAN. IT IS STRONGLY RECOMMENDED TO DOCUMENT GOOD STEWARDSHIP PRACTICES DURING CONSTRUCTION. IF REQUIRED, PRIOR TO COMMENCING ANY DEMOLITION / CONSTRUCTION ACTIVITY, NOTIFY MUNICIPAL FORESTRY DEPARTMENT (NOTIFY AT LEAST 48 HOURS IN ADVANCE OF WORK).**
   - B. AN APPROVED TREE PRESERVATION PLAN MUST BE AVAILABLE AT THE BUILDING SITE.
   - C. PRIOR TO ANY DEMOLITION / CONSTRUCTION ACTIVITY, INSTALL TREE PRESERVATION FENCE AND PERFORM ROOT PRUNING FOR ALL PROTECTED TREES.
   - D. FENCE THE CRITICAL ROOT ZONE (CRZ) / CANOPY DRIP-LINE, OF THE ENTIRE EXISTING TREE TO BE PRESERVED, WITH TREE PROTECTION FENCE. FENCE TO PREVENT WOUNDS TO THE TREE & SOIL COMPACTION. POST THE FENCE WITH A SIGN STATING, "TREE PROTECTION ZONE - KEEP OUT".
   - E. ALL REQUIRED TREE PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL THE TIME OF FINISH GRADING AND LANDSCAPING.
   - F. NO TRENCHING SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES FOR ANY CONSTRUCTION ACTIVITY, UNLESS PRE-APPROVED BY PROJECT ARBORIST &/OR PROJECT LANDSCAPE ARCHITECT.
   - G. NO GRADE CHANGES SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES OF TREES FOR ANY CONSTRUCTION ACTIVITY.
   - H. SHOULD IT BE NECESSARY TO TRENCH WITHIN THE CRZ FOR UTILITIES, INCLUDING DISCONNECTION OR CAPPING OF EXISTING UTILITIES, ALL TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL SMALLER ROOTS THAT REQUIRE CUTTING, SHALL BE CUT WITH A SHARP PRUNING SAW. CUTS SHALL BE MADE FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME, TWENTY-FIVE PERCENT (25%) OF THE AREA WITHIN THE CRZ IS BEING SEPARATED FROM THE TREE BY A TRENCH, THEN THE LINE SHALL BE EITHER RELOCATED OR INSTALLED USING TRENCH-LESS METHODS.
   - I. LOCATE THE PROPOSED WATER AND SEWER LINES OUTSIDE OF THE TREE PROTECTION ZONE OR INSTALL THE SEWER AND WATER UTILITIES USING TRENCH-LESS METHODS. AUGER THROUGH THE ENTIRE TREE PROTECTION ZONE, LOCATE PITS OUTSIDE OF THE TREE PROTECTION ZONE.
   - J. THE PROPOSED WATER SERVICE LINE VALVES (B-BOXES), ARE TO BE TEN FEET (10') FROM PRESERVED TREES. IF FUTURE UTILITY EXCAVATIONS NEED TO OCCUR, THIS REDUCES THE CHANCES OF EXTENSIVE STEM OR ROOT DAMAGE, WHICH COULD LEAD TO TREE DECLINE.
   - K. AT NO TIME SHALL ANY EQUIPMENT, MATERIALS, SUPPLIES OR FILL SOIL BE ALLOWED IN THE TREE PROTECTION ZONE(S). DO NOT STORE EXCAVATED SOIL OR THE DUMPSTER WITHIN THE DRIP-LINE (CRZ) OF THE PRESERVED TREE(S).
   - L. **REMOVAL OF ANY HARDSCAPE WITHIN THE TREE PROTECTION ZONES WILL BE DONE BY HAND.** NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS THERE IS NO ALTERNATIVE FEASIBLE. CUTS WILL BE MADE WITH A SHARP PRUNING SAW TO AVOID TEARING AND WILL BE FLUSH WITH THE TREE SIDE OF THE TRENCH.
   - M. THE TREE PROTECTION ZONE MAY BE MULCHED TO IMPROVE THE GROWING CONDITIONS FOR TREE ROOTS AND TO MINIMIZE MAINTENANCE OF THE LAWN.
   - N. ALL OFF-SITE TREES SHALL BE PRESERVED.
   - O. EXISTING TREES SHOWN TO REMAIN SHALL BE PRESERVED TO THE BEST EXTENT POSSIBLE, PENDING FINAL SITE PLAN, FINAL CIVIL ENGINEERING, AND/OR ANY UNFORESEEN ISSUES.

DETAIL: TREE PROTECTION FENCE



FENCE TO BE PROVIDED AROUND ALL OFF-SITE TREES WHOSE CANOPY DRIP-LINE EXTENDS ACROSS BOUNDARIES OF PROJECT SITE.

FENCE IS FOR PROTECTION OF ZOOT ZONES.

FENCE SHALL REMAIN IN PLACE ON PROJECT SITE UNTIL ADJACENT CONSTRUCTION IS COMPLETE.

FENCE SHALL BE 4' TALL, ORANGE, SNOW-FENCE (OR APPROVED EQUAL), POSTED WITH A SIGN THAT READS:
"TREE PROTECTION ZONE - KEEP OUT"

SECURE FENCE TO WOODEN STAKES OR METAL POLES, SPACED NO GREATER THAN 8' ON CENTER

NOTE!
AFTER EXISTING TREES ARE FENCED, NOTHING IS TO BE DISTURBED, STORED, PARKED, ETC., INSIDE CONSTRUCTION FENCE. REMOVE FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

HABITAT™

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(224) 241-8181

CLIENT NAME AND ADDRESS

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CHICAGO, ILLINOIS

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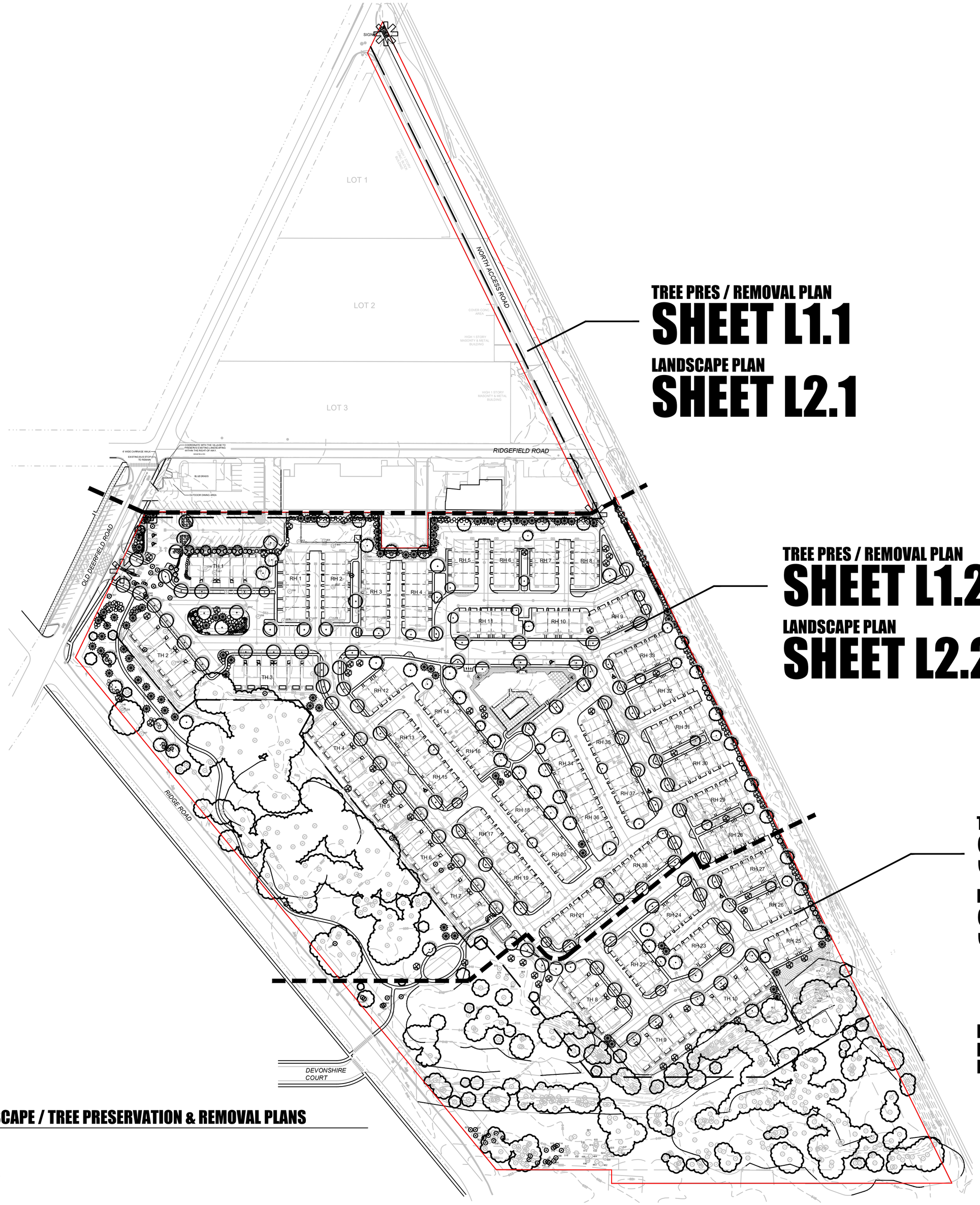
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - TREE PRES / REMOVAL PLAN NOTES & DETAILS

SHEET NUMBER

L0.3



TREE PRES / REMOVAL PLAN
SHEET L1.1

LANDSCAPE PLAN
SHEET L2.1

TREE PRES / REMOVAL PLAN
SHEET L1.2

LANDSCAPE PLAN
SHEET L2.2

TREE PRES / REMOVAL PLAN
SHEET L1.3

LANDSCAPE PLAN
SHEET L2.3

NOTE!
REFER TO SHEET L3.2 FOR TYPICAL FOUNDATION LANDSCAPE

NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

NORTH

SHEET KEY: LANDSCAPE / TREE PRESERVATION & REMOVAL PLANS

SCALE: 1" = 100'-0"

0 50' 100' 200'

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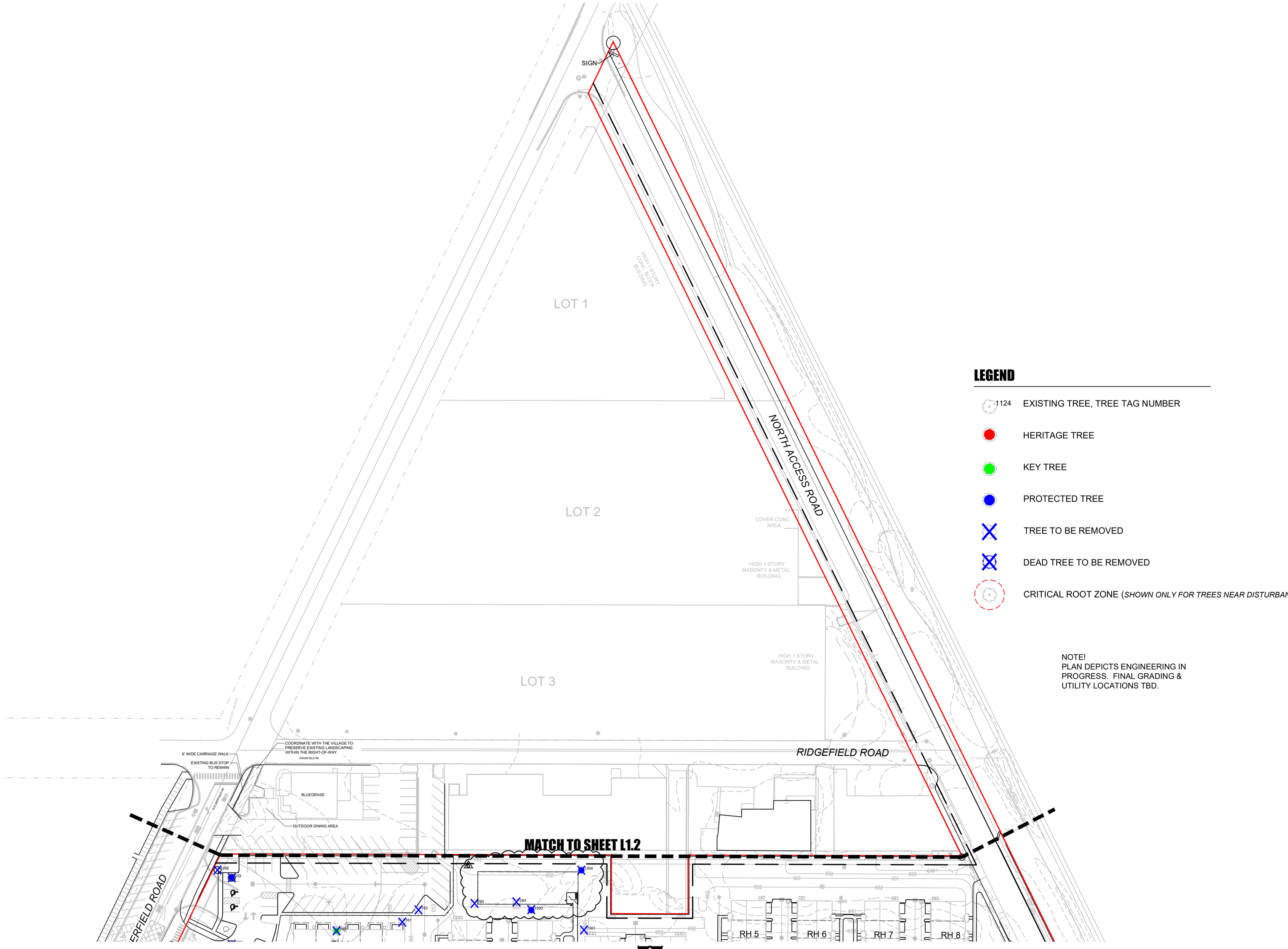
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - SHEET KEY

SHEET NUMBER

L0.4



LEGEND

- 1124 — EXISTING TREE, TREE TAG NUMBER
- HERITAGE TREE
- KEY TREE
- PROTECTED TREE
- TREE TO BE REMOVED
- DEAD TREE TO BE REMOVED
- CRITICAL ROOT ZONE (*SHOWN ONLY FOR TREES NEAR DISTURBANCE*)

NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

NORTH

TREE PRESERVATION & REMOVAL PLAN - FAR NORTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

REVISIONS

1.	3/24/25 PER STAFF COMMENTS
2.	5/15/25 SITE PLAN (FD REVIEW)
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6.	9/16/25 PER STAFF COMMENTS
7.	10/24/25 PER CLIENT COMMENTS (NEC MONUMENT ORIENTATION)
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - TREE PRES / REMOVAL PLAN PROPOSED FAR NORTH

SHEET NUMBER

L1.1



NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

LEGEND

- 1124 — EXISTING TREE, TREE TAG NUMBER
- HERITAGE TREE
- KEY TREE
- PROTECTED TREE
- TREE TO BE REMOVED
- DEAD TREE TO BE REMOVED
- CRITICAL ROOT ZONE (*SHOWN ONLY FOR TREES NEAR DISTURBANCE*)

NORTH

TREE PRESERVATION & REMOVAL PLAN - NORTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

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9.	
10.	

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - TREE PRES / REMOVAL PLAN PROPOSED NORTH

SHEET NUMBER

L1.2



NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

LEGEND

- 1124 EXISTING TREE, TREE TAG NUMBER
- HERITAGE TREE
- KEY TREE
- PROTECTED TREE
- TREE TO BE REMOVED
- DEAD TREE TO BE REMOVED
- CRITICAL ROOT ZONE (*SHOWN ONLY FOR TREES NEAR DISTURBANCE*)

NORTH

TREE PRESERVATION & REMOVAL PLAN - SOUTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

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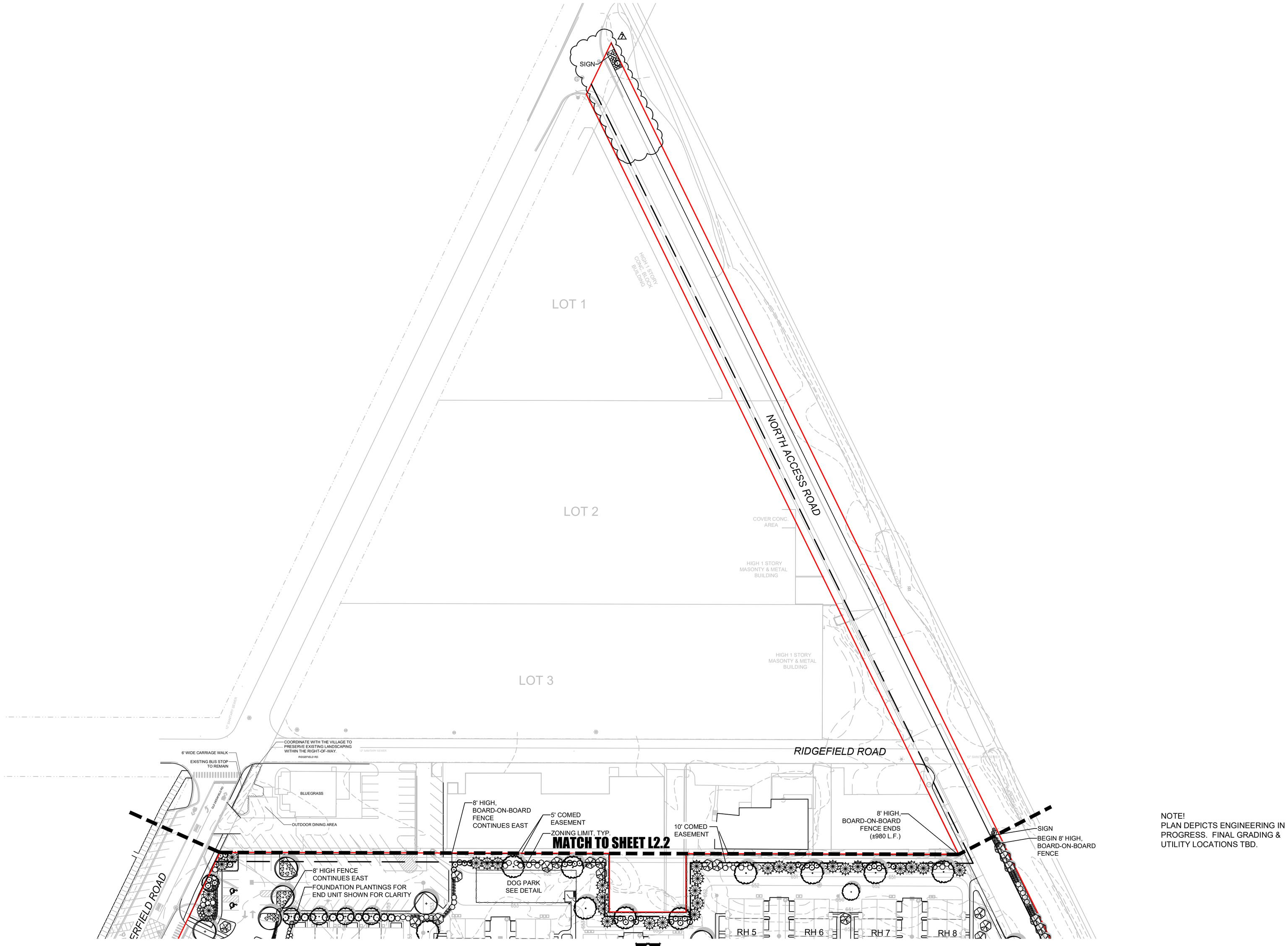
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - TREE PRES / REMOVAL PLAN PROPOSED SOUTH

SHEET NUMBER

L1.3



NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

NORTH

PROPOSED LANDSCAPE PLAN - FAR NORTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

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FEBRUARY 11, 2025

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PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PROPOSED FAR NORTH

SHEET NUMBER

L2.1



NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

NORTH

PROPOSED LANDSCAPE PLAN - NORTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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10.	

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PROPOSED NORTH

SHEET NUMBER

L2.2



NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.

NORTH

PROPOSED LANDSCAPE PLAN - SOUTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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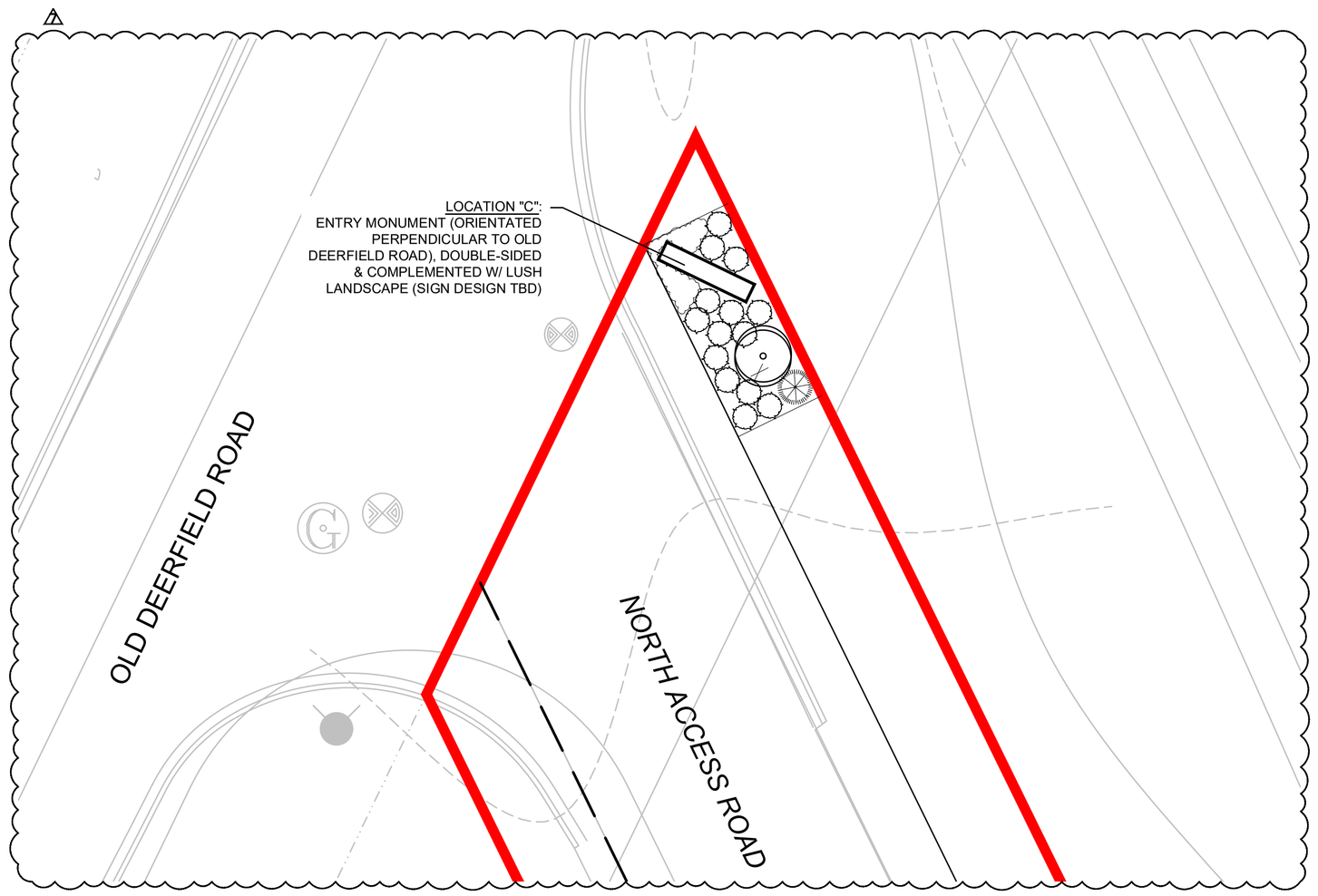
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PROPOSED SOUTH

SHEET NUMBER

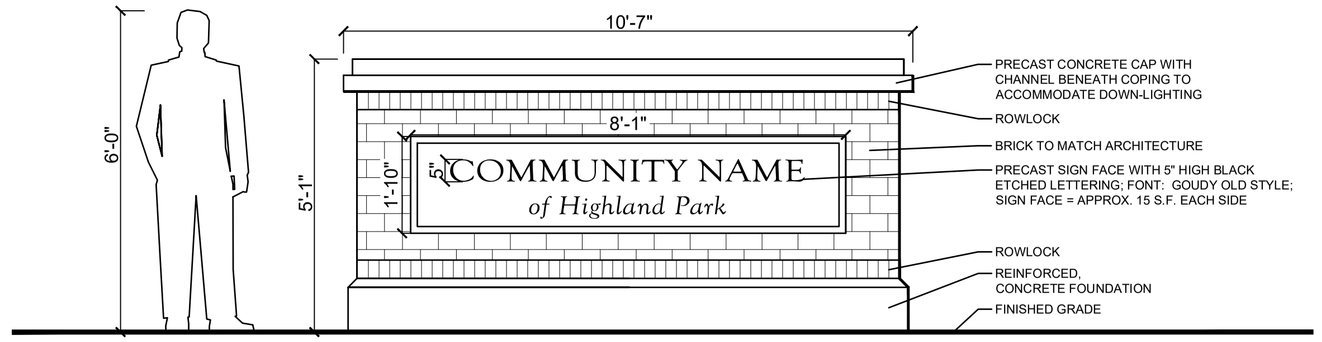
L2.3



LANDSCAPE PLAN DETAIL: ENTRY AREA, NORTH

SCALE: 1" = 10'-0"

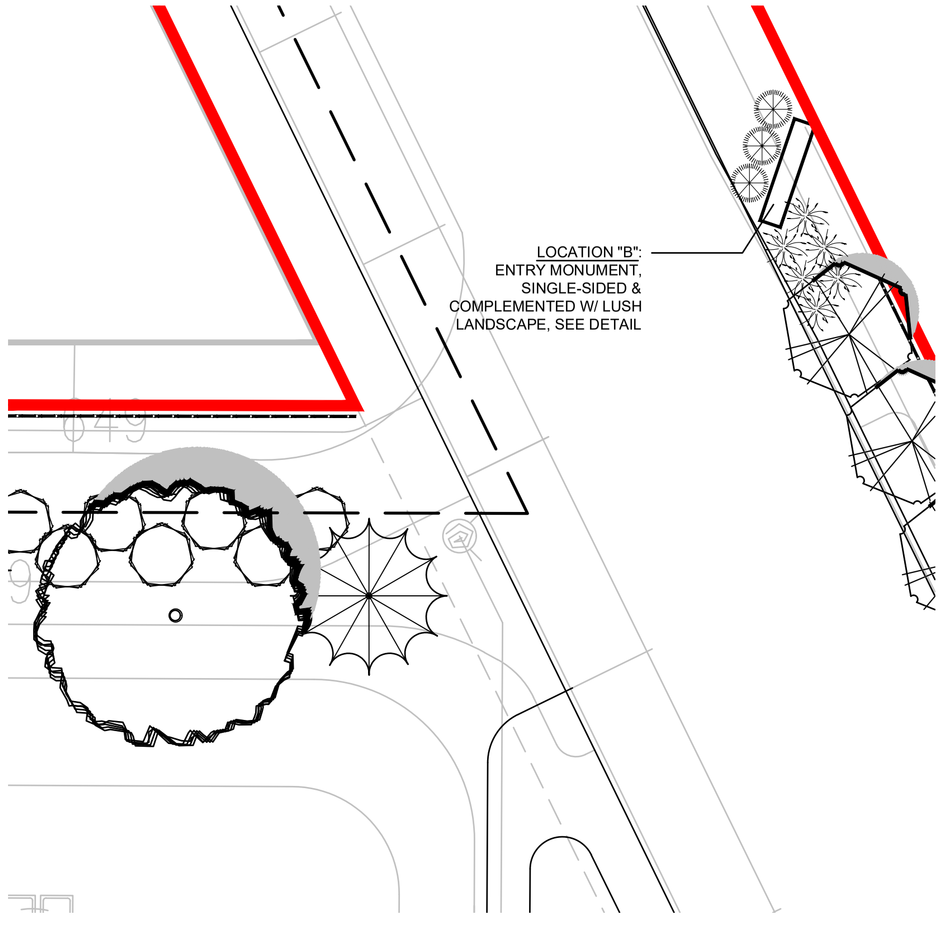
0 5' 10' 20'



ELEVATION

ENTRANCE MONUMENT, TYPICAL

SCALE: 1/2" = 1'-0"

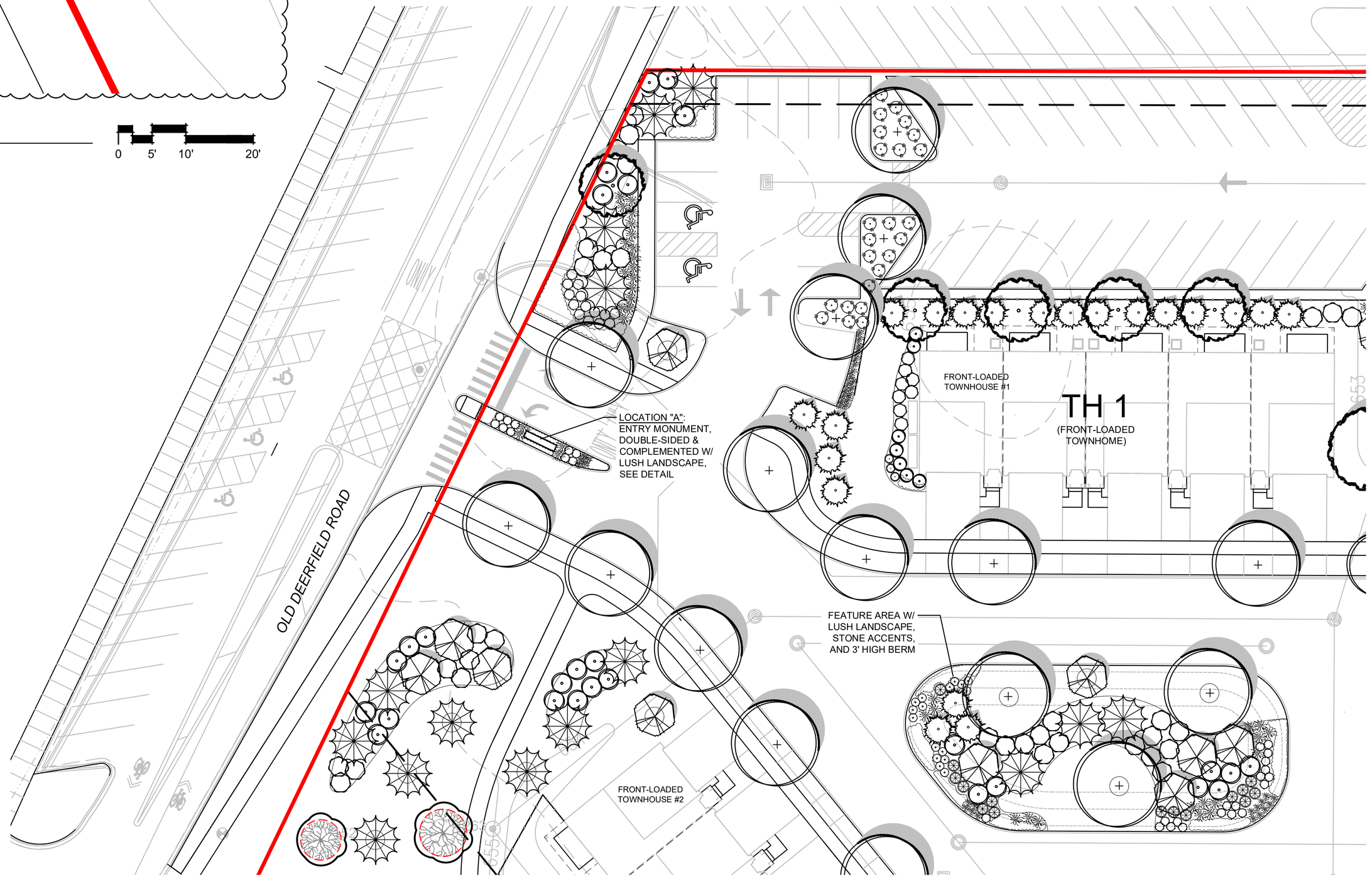


LANDSCAPE PLAN DETAIL: ENTRY AREA, EAST

SCALE: 1" = 10'-0"

0 5' 10' 20'

NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.



LANDSCAPE PLAN DETAIL: ENTRY AREA, WEST & FEATURE

SCALE: 1" = 20'-0"

0 10' 20' 40'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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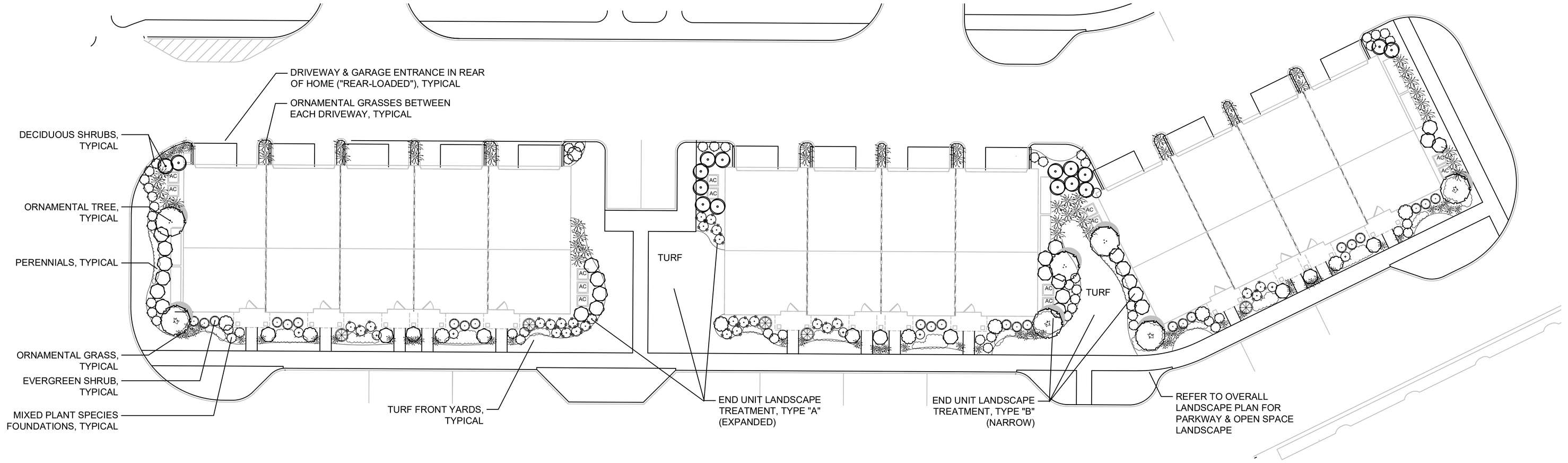
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PLAN DETAILS: ENTRIES

SHEET NUMBER

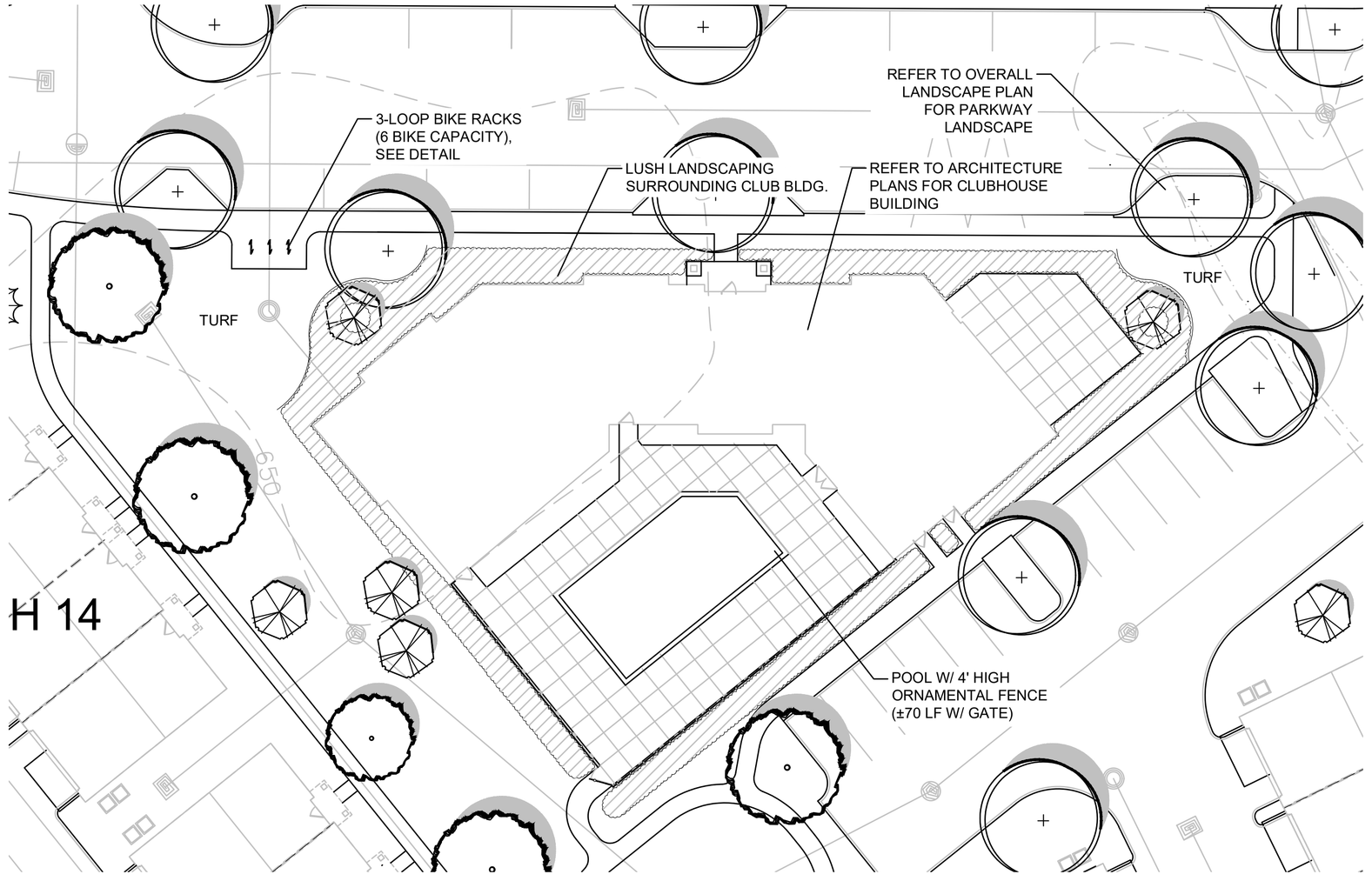
L3.1



LANDSCAPE PLAN DETAIL: TYPICAL FOUNDATION CONFIGURATION, REAR-LOADED

SCALE: 1" = 15'-0"

0 7.5' 15' 30'



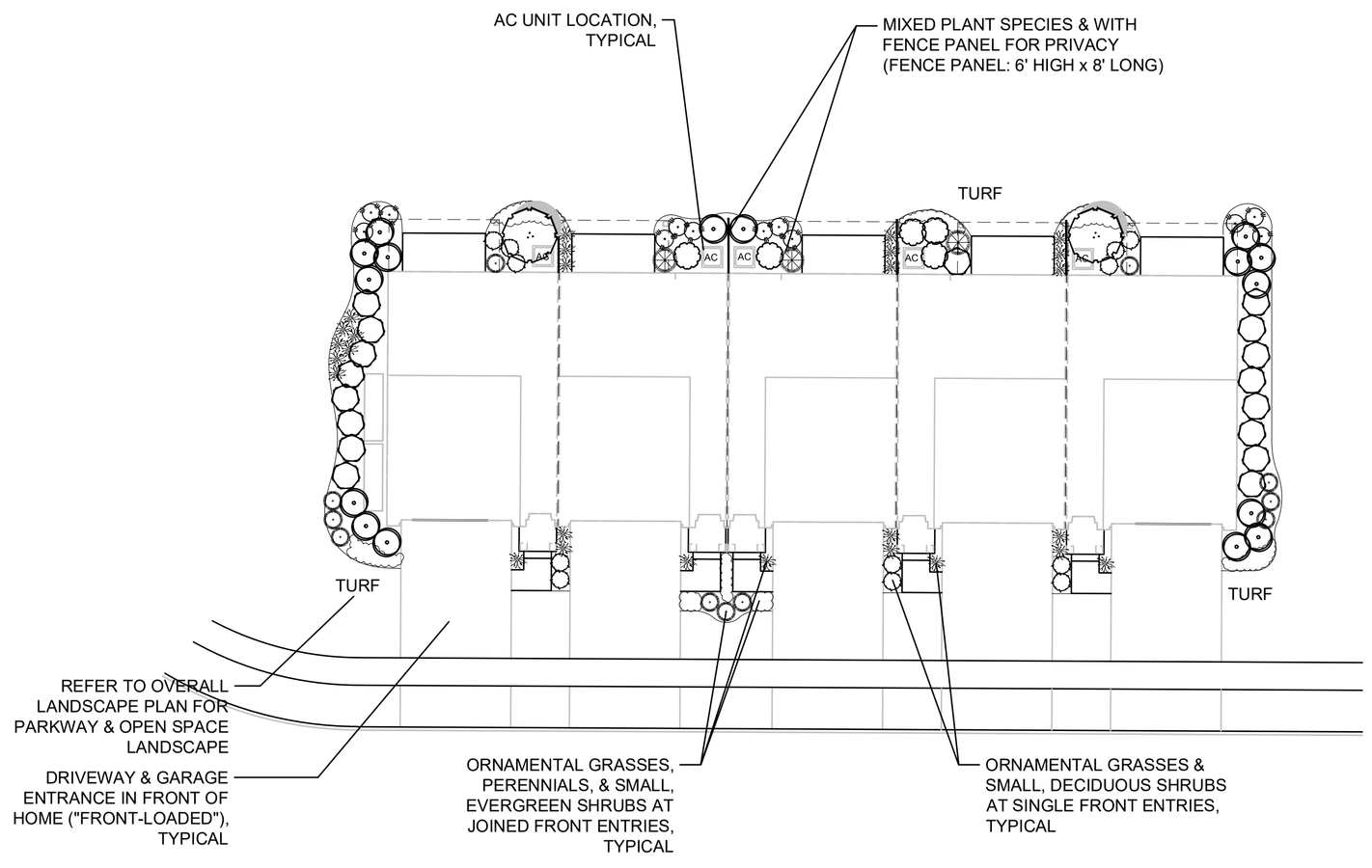
NORTH

LANDSCAPE PLAN DETAIL: CLUB & PARK AREA

SCALE: 1" = 20'-0"

0 10' 20' 40'

NOTE!
PLAN DEPICTS ENGINEERING IN PROGRESS. FINAL GRADING & UTILITY LOCATIONS TBD.



LANDSCAPE PLAN DETAIL: TYPICAL FOUNDATION, FRONT-LOADED

SCALE: 1" = 15'-0"

0 7.5' 15' 30'

HABITAT™

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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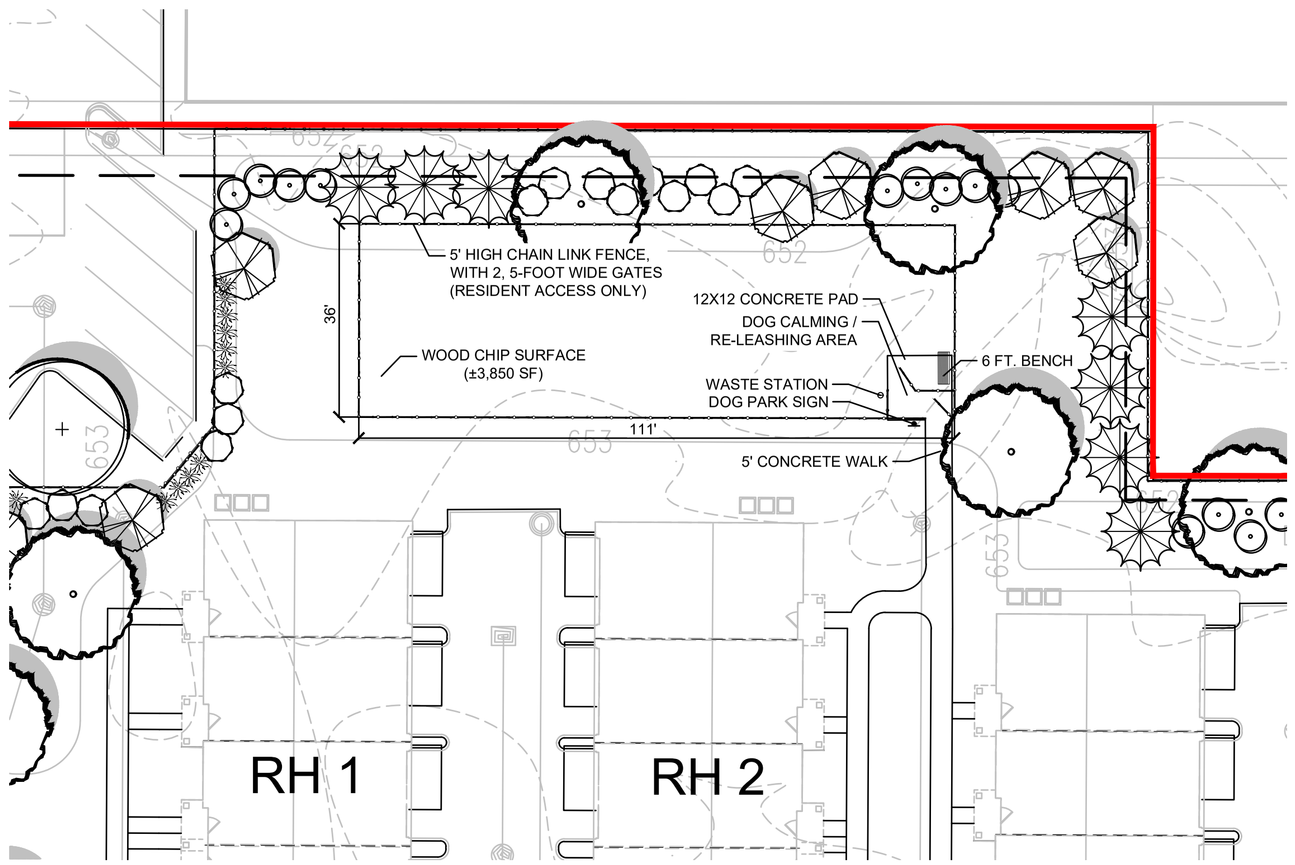
PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PLAN DETAILS: FEATURES

SHEET NUMBER

L3.2



PLAN DETAIL: NORTH DOG PARK LAYOUT

SCALE: 1" = 20'-0"

0 10' 20' 40'

PLAN DETAIL: SOUTH DOG PARK LAYOUT

SCALE: 1" = 20'-0"

0 10' 20' 40'

HABITAT™

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC

CHICAGO, ILLINOIS

PLAN DATE

FEBRUARY 11, 2025

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PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

PRELIMINARY LANDSCAPE PLAN - PLAN DETAILS: FENCING & DOG PARK

SHEET NUMBER

L3.3

EXHIBIT H

Site Improvement Plan

PRELIMINARY SITE IMPROVEMENT PLANS
for
HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

PROJECT NO:11395.02

DEVELOPER

HABITAT
350 W. HUBBARD STREET, SUITE 500
CHICAGO, IL 60654

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:

COUNTY LAKE
CITY, TOWNSHIP HIGHLAND PARK
SEC. & ¼ SEC. NO. S27, T43N, R12E

48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

BENCHMARK

ELEVATION:

DESCRIPTION: SEE SHEET OVEC FOR BENCHMARK INFORMATION

NOTE:

SPACECO, INC. IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
W 8"	WATER MAIN (WITH SIZE)	W 8"
	PIPE TRENCH BACKFILL	
G	GAS MAIN	G
T	TELEPHONE LINES	T
E	ELECTRIC LINE	E
X	FENCE	X
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
680	CONTOUR	680
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
XXX.XX	SPOT ELEVATION	XXX.XX
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	OR
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	COVER SHEET
2	OVEC	OVERALL EXISTING CONDITIONS PLAN
3-5	EC1-EC3	EXISTING CONDITIONS PLANS
6	OVSP	OVERALL SITE PLAN
7-9	P-ENG1-P-ENG3	PRELIMINARY ENGINNERING PLANS
10-12	P-UT1-P-UT3	PRELIMINARY UTILITY PLANS

LOCATION MAP



REVISIONS

ORIGINAL PLAN DATE: FEBRUARY 10, 2025

#	SHEET #	REMARKS	DATE
1	1,6-12	PER CITY COMMENTS	03/24/25
2	8,11	PER HABITAT	03/25/25
3	8,11	PER HABITAT	03/26/25
4	6-12	PER CITY AND HABITAT	05/16/25
5	6-12	PER CITY AND HABITAT	06/17/25
6	6-12	PER CITY AND HABITAT	06/20/25
7	6-12	PER CITY AND HABITAT	07/23/25
8	6-12	PER HABITAT	08/13/25
9	6-12	PER HABITAT	09/16/25

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

Rosemont Office
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 11611.02-P-TITLE

DATE: 02/10/25

JOB NO. 11395.02

SHEET C1
1 OF 12

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OVERALL EXISTING CONDITIONS PLAN

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

SCALE 1" = 80'

SHEET	JOB NO.	DATE:	FILENAME:
OVEC 2 OF 12	11395.02	02/10/25	11395.02-P-OVEC

Spaceco
Civil Engineering & Surveying
spacecoinc.com
Rosemont, IL - Morris, IL - Indianapolis, IN

NO.	DATE	REMARKS

NO.	DATE	REMARKS

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ITEM 36.
PERPETUAL EASEMENT FOR SANITARY SEWER AND WATER FOR THE BENEFIT OF LOT 2 AND LOT 3 OF PARCEL 2, OVER, UNDER AND UPON THE WEST 30 FEET OF LOT 1 OF CHERRY'S RESUBDIVISION, AS SHOWN ON THE PLAT THEREOF AND AS PROVIDED IN A DECLARATION OF EASEMENTS RECORDED AS DOCUMENT 1489680, AND AS SHOWN ON THE PLAT OF CHERRY'S RESUBDIVISION, IN LAKE COUNTY, ILLINOIS.

OR INGRESS AND EGRESS TO LOT 1 FROM PARKING AREA OVER
OF SAID LOT 2 DESCRIBED AS FOLLOWS: COMMENCING AT A
E NORTH LINE OF LOT 2 IN SAID CHERRY'S RESUBDIVISION,
T IS 40 FEET WEST OF THE SOUTHWEST CORNER OF LOT 1 IN
Y'S RESUBDIVISION; THENCE SOUTH AT RIGHT ANGLES TO SAID
OF LOT 2, 20 FEET TO A POINT; THENCE EAST ALONG A LINE
D AND 20 FEET SOUTH OF SAID NORTH LINE OF LOT 2, 52 FEET
THENCE NORTH ALONG A LINE PERPENDICULAR TO SAID NORTH
2, 20 FEET TO SAID NORTH LINE; THENCE WEST ALONG SAID
OF LOT 2, 52 FEET TO THE POINT OF BEGINNING, AS SHOWN ON
ND PROVISIONS CONTAINED IN DECLARATION OF EASEMENT
ARY 29, 1971 AND RECORDED FEBRUARY 3, 1971 AS DOCUMENT
DIFICATION OF EASEMENT AGREEMENT RECORDED OCTOBER 21
CUMENT NUMBER 5880772. FOR FURTHER PARTICULARS SEE
FECTS LOT 2, PARCEL 2)

KING AREA FOR BENEFIT OF LOT 1 AND A PORTION OF
D FOLLOWS: THAT PORTION OF LOT 2 IN SAID CHERRY'S
NG NORTH OF THE NORTHERLY EDGE OF THE PRESENTLY
VE ON SAID LOT 2 AND LYING WEST OF A LINE DRAWN
THE NORTH LINE OF SAID LOT 2 AT AND EXTENDING
NT IN SAID NORTH LINE OF LOT 2 WHICH IS 40 FEET WEST
T CORNER OF LOT 1 IN SAID CHERRY'S RESUBDIVISION
OF AND PROVISIONS CONTAINED IN DECLARATION OF
ANUARY 29, 1971 AND RECORDED FEBRUARY 3, 1971 AS
(AFFECTS LOT 2, PARCEL 2)
ASEMENT AGREEMENT RECORDED OCTOBER 21, 2005
BER 5880772. FOR FURTHER PARTICULARS SEE RECORD.

ITEM 30.
RIGHT OF NORTH SHORE GAS COMPANY, A CORPORATION OF ILLINOIS, TO CONSTRUCT, MAINTAIN, RELOCATE AND RENEW EQUIPMENT CONSISTING OF GAS MAINS, SERVICES, FIXTURES AND OTHER NECESSARY GAS FACILITIES UPON, ALONG AND UNDER THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED NOVEMBER 17, 1955 AND RECORDED FEBRUARY 20, 1956 AS DOCUMENT 898490. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 31.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, CORPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED SEPTEMBER 20, 1955 AND RECORDED NOVEMBER 8, 1955 AS DOCUMENT 887881. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 14.
EASEMENT FOR UTILITIES OVER THE NORTH 5 FEET OF SAID LOTS 2 AND 3, AS SHOWN ON PLAT OF RESUBDIVISION RECORDED JANUARY 29, 1971 AS DOCUMENT NUMBER 1489161. (AFFECTS LOTS 2 AND 3, PARCEL 2)

ITEM 34.
DECLARATION OF EASEMENTS DATED FEBRUARY 02, 1971 AND RECORDED FEBRUARY 10, 1971 AS DOCUMENT 1490523. TERMS AND CONDITIONS CONTAINED THEREIN.
(FOR FURTHER PARTICULARS, SEE DOCUMENT)

ITEM 35.
DECLARATION OF EASEMENTS DATED JANUARY 29, 1971 AND RECORDED FEBRUARY 03, 1971 AS DOCUMENT 1489684, TERMS AND CONDITIONS CONTAINED THEREIN.
(FOR FURTHER PARTICULARS, SEE DOCUMENT)

ITEM 28.
5 FOOT SANITARY SEWER EASEMENT OVER THE WESTERLY PORTION OF SAID LOT 10 IN DEER-RIDGE INDUSTRIAL SUBDIVISION RECORDED NOVEMBER 27, 1968 AS DOCUMENT NUMBER 1402659.

ITEM 29.
VEHICULAR ACCESS EASEMENT AGREEMENT DATED DECEMBER 13, 2005 AND RECORDED DECEMBER 30, 2005 AS DOCUMENT 5927723 AND RECORDED SEPTEMBER 22, 2008 AS DOCUMENT NUMBER 6393198, BY AND BETWEEN SOLO CUP OPERATING CORPORATION (GRANTOR) AND WAYNE HUMMER TRUST COMPANY, N.A., UNDER TRUST #1444 (GRANTEE), AND THE TERMS AND PROVISIONS THEREIN.

ITEM 23.
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER DATED OCTOBER 4, 1860 AND RECORDED OCTOBER 16, 1860 IN BOOK 31 OF DEEDS, PAGE 177.
(AFFECTS PART OF PARCEL 1 IN THE SOUTH HALF OF THE SECTION)

ITEM 17.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, CORPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE NORTH 5 FEET OF THE LAND, AS GRANTED BY INSTRUMENT DATED OCTOBER 20, 1955 AND RECORDED NOVEMBER 8, 1955 AS DOCUMENT 887880. (AFFECTS LOT 2, PARCEL 2)

MATCH LINE - SEE SHEET EC2

SCALE 1" = 40'

FILENAME:	11395.02-P-EC1	EXISTING CONDITIONS PLAN – 1	
DATE:	02/10/25	HIGHLAND PARK TOWNHOMES	
JOB NO.	11395.02	HIGHLAND PARK, IL	
SHEET	EC1		
	3 OF 12		

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NO.	DATE	REMARKS

NO.	DATE	REMARKS

KING AREA FOR BENEFIT OF LOT 1 AND A PORTION OF
S FOLLOWS: THAT PORTION OF LOT 2 IN SAID CHERRY'S
NG NORTH OF THE NORTHERLY EDGE OF THE PRESENTLY
VE ON SAID LOT 2 AND LYING WEST OF A LINE DRAWN
THE NORTH LINE OF SAID LOT 2 AT AND EXTENDING
T IN SAID NORTH LINE OF LOT 2 WHICH IS 40 FEET WEST
T CORNER OF LOT 1 IN SAID CHERRY'S RESUBDIVISION
OF AND PROVISIONS CONTAINED IN DECLARATION OF
ANUARY 28, 1971 AND RECORDED FEBRUARY 3, 1971 AS
(AFFECTS LOT 2, PARCEL 2)
ASEMENT AGREEMENT RECORDED OCTOBER 21, 2005
BER 5880772. FOR FURTHER PARTICULARS SEE RECORD.

ITEM 14.
EASEMENT FOR UTILITIES OVER THE NORTH 5 FEET OF SAID LOTS 2 AND 3, AS SHOWN ON PLAT OF RESUBDIVISION RECORDED JANUARY 29, 1971 AS DOCUMENT NUMBER 1489161.
(AFFECTS LOTS 2 AND 3, PARCEL 2)

ITEM 18
EASEMENT TO LOT 2 FOR UNDERGROUND PIPELINE OVER THE SOUTH 5 FEET OF THE NORTH 10 FEET OF LOT 3 (AS MEASURED AT RIGHT ANGLES TO SAID NORTH LINE), AS SHOWN ON PLAT OF RESUBDIVISION AND PROVISIONS CONTAINED IN DECLARATION OF EASEMENT DATED JANUARY 29, 1971 AND RECORDED FEBRUARY 3, 1971 AS DOCUMENT 1489681.
(AFFECTS LOTS 2 AND 3 OF PARCEL 2)

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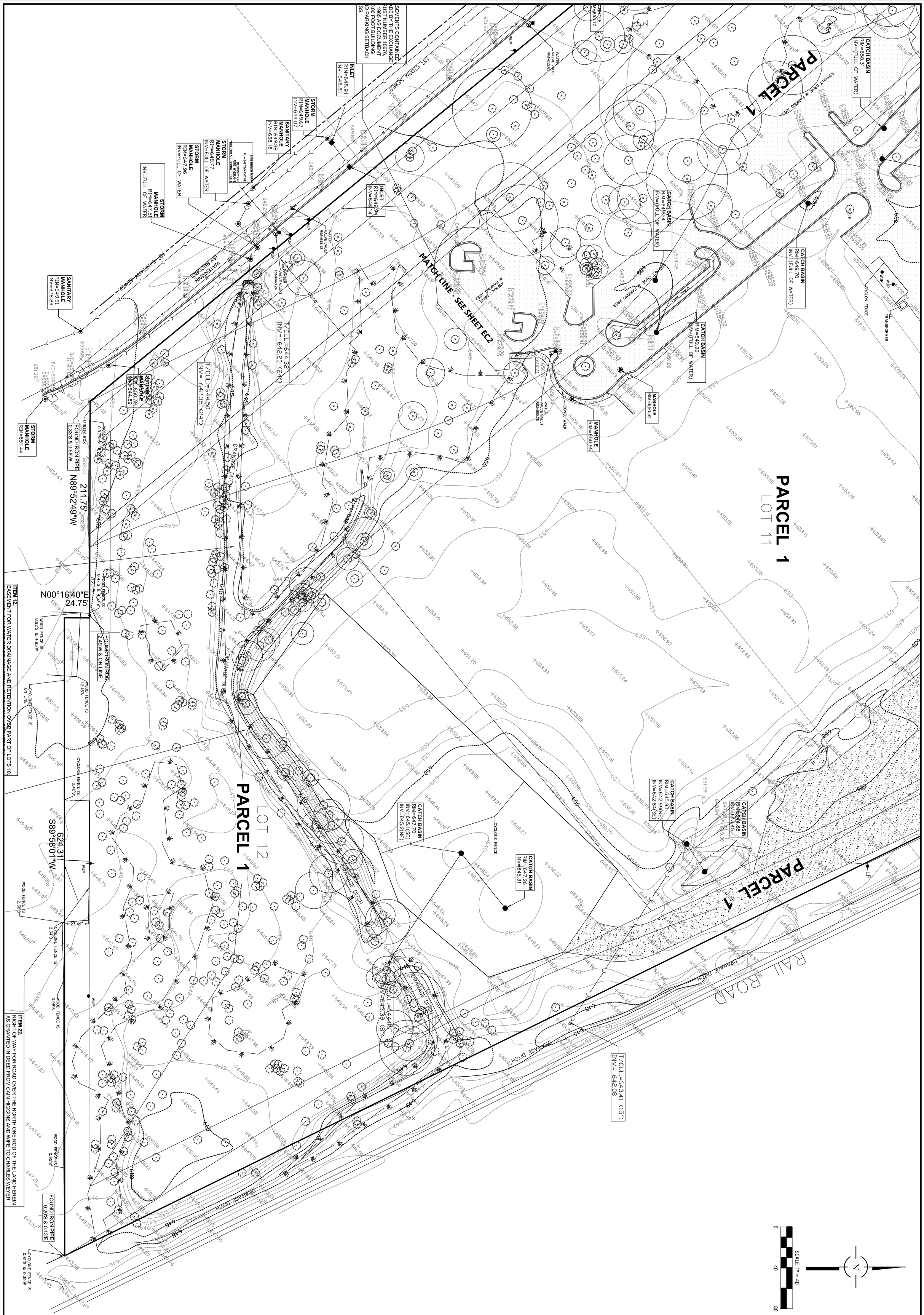
EXISTING CONDITIONS PLAN – 2

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

NO.	DATE	REMARKS

NO.	DATE	REMARKS



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SHEET	EC3 5 OF 12
JOB NO.	11395.02
DATE:	02/10/25
FILENAME:	11395.02-P-EC3

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EXISTING CONDITIONS PLAN – 3

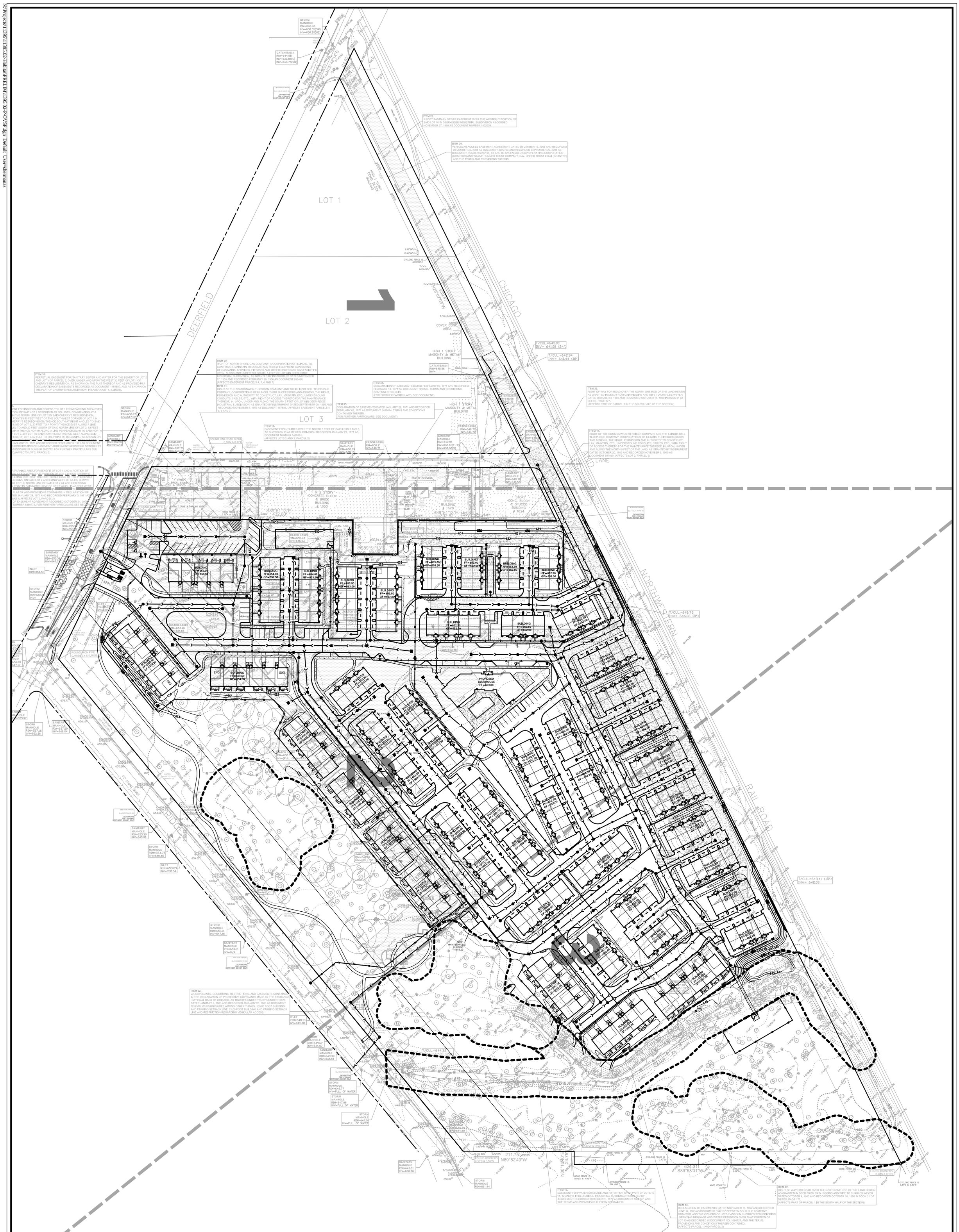
HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

NO.	DATE	REMARKS

NO.	DATE	REMARKS

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SHEET P-OVSP 6 OF 12

JOB NO. 11395.02

DATE: 02/10/25

FILENAME: 11395.02-P-OVSP

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OVERALL SITE PLAN

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

NO.	DATE	REMARKS
7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT

PRELIMINARY ENGINEERING PLAN – 1

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

NO.	DATE	REMARKS
1	03/24/25	PER CITY COMMENTS
4	05/16/25	PER CITY & HABITAT
5	06/17/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
7	07/23/25	PER CITY & HABITAT
8	08/13/25	PER HABITAT
9	09/16/25	PER HABITAT

SCALE 1" = 40'

0 40 80

N

NOTES:

1. ALL PRIVATE ROADS SHALL HAVE 6" BARRIER CURB.
2. DEPRESSED CURB IS PROPOSED IN FRONT OF ALL FRONT LOAD TOWNHOMES AND SIDEWALK CROSSINGS.
3. ALL DRIVEWAYS AND ROADS ARE PROPOSED TO BE ASPHALT.

LEGEND

- ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- LINED APRON
- OVERLAND FLOW ROUTE
- DRAINAGE DIVIDE/RIDGE LINE
- x 000.00 SPOT GRADE (FINISHED GRADE)
- x 000.00± MEET EXISTING GRADE
- WETLAND BUFFER
- 6" BARRIER CURB

MATCH LINE - SEE SHEET P-ENG2

ITEM 17.
RIGHT OF THE COMMONWEALTH EDISON COMPAY AND THE ILLINOIS BELL TELEPHONE COMPANY, OPERATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT OF ACCESS THEREON FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT AND ALONG THE NORTH 5 FEET OF THE LAND, AS GRANTED BY INSTRUMENT DATED OCTOBER 20, 1965 AND RECORDED NOVEMBER 8, 1965 AS DOCUMENT 867860. (AFFECTS LOT 2, PARCEL 2)

ITEM 23.
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER DATED OCTOBER 4, 1880 AND RECORDED OCTOBER 16, 1880 IN BOOK 31 OF DEEDS, PAGE 177. (AFFECTS PART OF PARCEL 1 IN THE SOUTH HALF OF THE SECTION)

ITEM 28.
5 FOOT SANITARY SEWER EASEMENT OVER THE WESTERLY PORTION OF SAID LOT 10 IN DEERRIDGE INDUSTRIAL SUBDIVISION RECORDED NOVEMBER 27, 1968 AS DOCUMENT NUMBER 1402659.

ITEM 29.
VEHICULAR ACCESS EASEMENT AGREEMENT DATED DECEMBER 13, 2005 AND RECORDED DECEMBER 30, 2005 AS DOCUMENT 0522772 AND RECORDED SEPTEMBER 22, 2006 AS DOCUMENT NUMBER 6393196, BY AND BETWEEN SOLO CUP OPERATING CORPORATION (GRANTOR) AND WAYNE HUMMER TRUST COMPANY, N.A., UNDER TRUST #1444 (GRANTEE) AND THE TERMS AND PROVISIONS THEREIN.

ITEM 30.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, COMPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED SEPTEMBER 20, 1955 AND RECORDED NOVEMBER 9, 1955 AS DOCUMENT 887861. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 31.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, COMPORATIONS OF ILLINOIS, WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED SEPTEMBER 20, 1955 AND RECORDED NOVEMBER 9, 1955 AS DOCUMENT 887861. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 32.
PERPETUAL EASEMENT FOR SANITARY SEWER AND WATER FOR THE BENEFIT OF LOT 2 AND LOT 3 OF PARCEL 2, OVER, UNDER AND UPON THE WEST 30 FEET OF LOT 1 OF CHERRY'S RESUBDIVISION, AS SHOWN ON THE PLAT THEREOF AND AS PROVIDED IN A DECLARATION OF EASEMENTS RECORDED AS DOCUMENT 1489690, AND AS SHOWN ON THE PLAT OF CHERRY'S RESUBDIVISION, IN LAKE COUNTY, ILLINOIS.

ITEM 33.
DECLARATION OF EASEMENTS DATED JANUARY 29, 1971 AND RECORDED FEBRUARY 03, 1971 AS DOCUMENT 1489648. TERMS AND CONDITIONS CONTAINED THEREIN.
(PLOTTER LOTS 2 AND 3)

ITEM 34.
DECLARATION OF EASEMENTS DATED FEBRUARY 10, 1971 AS DOCUMENT 1490323. TERMS AND CONDITIONS (FOR FURTHER PARTICULARS)

ITEM 35.
DECLARATION OF EASEMENTS DATED JANUARY 29, 1971 AND RECORDED FEBRUARY 03, 1971 AS DOCUMENT 1489648. TERMS AND CONDITIONS (FOR FURTHER PARTICULARS, SEE DOCUMENT)

ITEM 36.
PERPETUAL EASEMENT FOR SANITARY SEWER AND WATER FOR THE BENEFIT OF LOT 2 AND LOT 3 OF PARCEL 2, OVER, UNDER AND UPON THE WEST 30 FEET OF LOT 1 OF CHERRY'S RESUBDIVISION, AS SHOWN ON THE PLAT THEREOF AND AS PROVIDED IN A DECLARATION OF EASEMENTS RECORDED AS DOCUMENT 1489690, AND AS SHOWN ON THE PLAT OF CHERRY'S RESUBDIVISION, IN LAKE COUNTY, ILLINOIS.

ITEM 14.
EASEMENT FOR UTILITIES OVER THE NORTH 5 FEET OF SAID LOTS 2 AND 3, AS SHOWN ON PLAT OF RESUBDIVISION RECORDED JANUARY 29, 1971 AS DOCUMENT NUMBER 1489161.
(AFFECTS LOTS 2 AND 3, PARCEL 2)

ITEM 17.
RIGHT OF THE COMMONWEALTH EDISON COMPAY AND THE ILLINOIS BELL TELEPHONE COMPANY, OPERATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT OF ACCESS THEREON FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE NORTH 5 FEET OF THE LAND, AS GRANTED BY INSTRUMENT DATED OCTOBER 20, 1965 AND RECORDED NOVEMBER 8, 1965 AS DOCUMENT 867860. (AFFECTS LOT 2, PARCEL 2)

ITEM 23.
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER DATED OCTOBER 4, 1880 AND RECORDED OCTOBER 16, 1880 IN BOOK 31 OF DEEDS, PAGE 177. (AFFECTS PART OF PARCEL 1 IN THE SOUTH HALF OF THE SECTION)

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FILENAME: 11395.02-P-ENG1

DATE: 02/10/25

JOB NO. 11395.02

SHEET P-ENG1

7 OF 12

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PARKING AREA FOR BENEFIT OF LOT 1 AND A PORTION OF LOT 2 AS FOLLOWS: THAT PORTION OF LOT 2 IN SAID CHERRY'S SUBDIVISION LYING NORTH OF THE NORTHERLY EDGE OF THE PRESENTLY CONSTRUCTED ROADWAY LOCATED ON SAID LOT 2 AND LYING WEST OF A LINE DRAWN PERPENDICULAR TO THE NORTH LINE OF SAID LOT 2 AT AND EXTENDING SOUTHERLY FROM A POINT IN SAID NORTH LINE OF LOT 2 WHICH IS 40 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 2, IN LAKE COUNTY, ILLINOIS, ALL IN ACCORDANCE WITH AND PROVISIONS CONTAINED IN DECLARATION OF EASEMENTS, RESTRICTIONS AND COVENANTS DATED JANUARY 28, 1971 AND RECORDED FEBRUARY 3, 1971 AS DOCUMENT 1639 (AFFECTS LOT 2, PARCEL 2)
EASEMENT AGREEMENT RECORDED OCTOBER 21, 2005 AS NUMBER 5880772. FOR FURTHER PARTICULARS SEE RECORD

MATCH LINE - SEE SHEET P-ENG1

MATCH LINE - SEE SHEET P-ENG3

PROPOSED CLUBHOUSE FF = 653.00

SCALE 1" = 40'

5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
3	03/26/25	PER HABITAT
2	03/25/25	PER HABITAT
1	03/24/25	PER CITY COMMENTS
NO.	DATE	REMARKS

9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT
7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
NO.	DATE	REMARKS

PRELIMINARY ENGINEERING PLAN - 2

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

SHEET P-ENG2 8 OF 12

JOB NO. 11395.02

DATE: 02/10/25

FILENAME: 11395.02-P-ENG2

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MATCH LINE - SEE SHEET P-ENG2

ITEM 12.
EASEMENT FOR WATER DRAINAGE AND RETENTION OVER PART OF LOTS 10

ITEM 22.
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER

SCALE 1" = 40'

SHEET	JOB NO.	DATE:	FILENAME:
P-ENG3 9 OF 12	11395.02	02/10/25	11395.02-P-ENG3

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PRELIMINARY ENGINEERING PLAN - 3

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

NO.	DATE	REMARKS
7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT

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ITEM 36.
PERPETUAL EASEMENT FOR SANITARY SEWER AND WATER FOR THE BENEFIT OF LOT 2 AND LOT 3 OF PARCEL 2, OVER, UNDER AND UPON THE WEST 30 FEET OF LOT 1 OF CHERRY'S RESUBDIVISION, AS SHOWN ON THE PLAT THEREOF AND AS PROVIDED IN A DECLARATION OF EASEMENTS RECORDED AS DOCUMENT 1489680, AND AS SHOWN ON THE PLAT OF CHERRY'S RESUBDIVISION, IN LAKE COUNTY, ILLINOIS.

OR INGRESS AND EGRESS TO LOT 1 FROM PARKING AREA OVER
OF SAID LOT 2 DESCRIBED AS FOLLOWS: COMMENCING AT A
E NORTH LINE OF LOT 2 IN SAID CHERRY'S RESUBDIVISION
T IS 40 FEET WEST OF THE SOUTHWEST CORNER OF LOT 1 IN
Y'S RESUBDIVISION; THENCE SOUTH AT RIGHT ANGLES TO SAID
OF LOT 2, 20 FEET TO A POINT; THENCE EAST ALONG A LINE
D AND 20 FEET SOUTH OF SAID NORTH LINE OF LOT 2, 52 FEET
THENCE NORTH ALONG A LINE PERPENDICULAR TO SAID NORTH
2, 20 FEET TO SAID NORTH LINE; THENCE WEST ALONG SAID
OF LOT 2, 52 FEET TO THE POINT OF BEGINNING, AS SHOWN ON
D PROVISIONS CONTAINED IN DECLARATION OF EASEMENT
ARY 29, 1971 AND RECORDED FEBRUARY 3, 1971 AS DOCUMENT
DIFICATION OF EASEMENT AGREEMENT RECORDED OCTOBER 21
CUMENT NUMBER 5880772. FOR FURTHER PARTICULARS SEE
FECTS LOT 2, PARCEL 2)

ITEM 30.
RIGHT OF NORTH SHORE GAS COMPANY, A CORPORATION OF ILLINOIS, TO CONSTRUCT, MAINTAIN, RELOCATE AND RENEW EQUIPMENT CONSISTING OF GAS MAINS, SERVICES, FIXTURES AND OTHER NECESSARY GAS FACILITIES UPON, ALONG AND UNDER THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED NOVEMBER 17, 1955 AND RECORDED FEBRUARY 20, 1956 AS DOCUMENT 889490. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 31.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, CORPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE SOUTH 5 FEET OF LOT 6 IN DEER RIDGE INDUSTRIAL SUBDIVISION, AS GRANTED BY INSTRUMENT DATED SEPTEMBER 20, 1955 AND RECORDED NOVEMBER 8, 1955 AS DOCUMENT 887881. (AFFECTS EASEMENT PARCELS 4, 5, 6 AND 7)

ITEM 14.
EASEMENT FOR UTILITIES OVER THE NORTH 5 FEET OF SAID LOTS 2 AND 3, AS SHOWN ON PLAT OF RESUBDIVISION RECORDED JANUARY 29, 1971 AS DOCUMENT NUMBER 1489161. (AFFECTS LOTS 2 AND 3, PARCEL 2)

ITEM 34.
DECLARATION OF EASEMENTS DATED FEBRUARY 02, 1971 AND RECORDED FEBRUARY 10, 1971 AS DOCUMENT 1490523. TERMS AND CONDITIONS CONTAINED THEREIN. (FOR FURTHER PARTICULARS, SEE DOCUMENT)

ITEM 35.
DECLARATION OF EASEMENTS DATED JANUARY 29 1971 AND RECORDED FEBRUARY 03, 1971 AS DOCUMENT 1489684, TERMS AND CONDITIONS CONTAINED THEREIN. (FOR FURTHER PARTICULARS, SEE DOCUMENT)

ITEM 28.
5 FOOT SANITARY SEWER EASEMENT OVER THE WESTERLY PORTION OF SAID LOT 10 IN DEER-RIDGE INDUSTRIAL SUBDIVISION RECORDED NOVEMBER 27, 1968 AS DOCUMENT NUMBER 1402659.

ITEM 29.
VEHICULAR ACCESS EASEMENT AGREEMENT DATED DECEMBER 13, 2005 AND RECORDED DECEMBER 30, 2005 AS DOCUMENT 5922723 AND RECORDED SEPTEMBER 22, 2008 AS DOCUMENT NUMBER 6398198, BY AND BETWEEN SOLO CUP OPERATING CORPORATION (GRANTOR) AND WAYNE HUMMER TRUST COMPANY, N.A., UNDER TRUST #1444 (GRANTEE) AND THE TERMS AND PROVISIONS THEREIN.

ITEM 23.
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER DATED OCTOBER 4, 1860 AND RECORDED OCTOBER 16, 1860 IN BOOK 31 OF DEEDS, PAGE 177. (AFFECTS PART OF PARCEL 1 IN THE SOUTH HALF OF THE SECTION)

ITEM 17.
RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, CORPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, THE RIGHT, PERMISSION AND AUTHORITY TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE NORTH 5 FEET OF THE LAND, AS GRANTED BY INSTRUMENT DATED OCTOBER 20, 1955 AND RECORDED NOVEMBER 8, 1955 AS DOCUMENT 887880. (AFFECTS LOT 2, PARCEL 2)

MATCH LINE - SEE SHEET P-UT2

SCALE 1" = 40'

7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
1	03/24/25	PER CITY COMMENTS
NO.	DATE	REMARKS

9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT
NO.	DATE	REMARKS

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PRELIMINARY UTILITY PLAN - 1

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

FILENAME: 11395.02-P-UT1
DATE: 02/10/25
JOB NO. 11395.02
SHEET P-UT1
10 OF 12

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PARKING AREA FOR BENEFIT OF LOT 1 AND A PORTION OF LOT 2 AS FOLLOWS: THAT PORTION OF LOT 2 IN SAID CHERRY'S SUBDIVISION LYING NORTH OF THE NORTHERLY EDGE OF THE PRESENTLY PAVED ROADWAY OF CHERRY LANE AS SAID ROADWAY LIES ON SAID LOT 2 AND LYING WEST OF A LINE DRAWN PERPENDICULAR TO THE NORTH LINE OF SAID LOT 2 AT AND EXTENDING TO THE POINT OF BEGINNING ON THE NORTH LINE OF SAID LOT 2 WHICH IS 40 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 2, IN LAKE COUNTY, ILLINOIS. (AFFECTS LOT 2, PARCEL 2) AND EASEMENT AGREEMENT RECORDED OCTOBER 21, 2005 AS NUMBER 5880772. FOR FURTHER PARTICULARS SEE RECORD.

EASEMENT FOR INGRESS AND EGRESS AND UTILITIES OVER THE NORTH 25 FEET OF AND PROVISIONS CONTAINED IN DECLARATION OF EASEMENT DATED JANUARY 28, 1971 AND RECORDED FEBRUARY 3, 1971 AS DOCUMENT 1471813. (AFFECTS LOT 2, PARCEL 2)

EASEMENT AGREEMENT RECORDED OCTOBER 21, 2005 AS NUMBER 5880772. FOR FURTHER PARTICULARS SEE RECORD.

MATCH LINE - SEE SHEET P-UT1

MATCH LINE - SEE SHEET P-UT3

PROPOSED CLUBHOUSE FF=653.00

SCALE 1" = 40'

0 40 80

N

5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
3	03/26/25	PER HABITAT
2	03/25/25	PER HABITAT
1	03/24/25	PER CITY COMMENTS
NO.	DATE	REMARKS

9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT
7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
NO.	DATE	REMARKS

PRELIMINARY UTILITY PLAN - 2

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

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SHEET P-UT2
11 OF 12

JOB NO. 11395.02

DATE: 02/10/25

FILENAME: 11395.02-P-UT2

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MATCH LINE - SEE SHEET P-UT2

PROPOSED SANITARY SEWER IN CLOSE PROXIMITY TO UTILITY POLES. CONTRACTOR TO COORDINATE INSTALLATION WITH UTILITY COMPANY PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.

CONNECT TO EX. SANITARY MH R=649.38± I=638.41 NE (PR.) I=638.18± NW SW (EX.)

76'-10" @ 0.35%

PRESSURE CONNECTION R=650.43±

R=648.50± I=638.98

86'-10" @ 0.35%

R=648.20± I=638.68 SW

320'-10" @ 0.35% INSTALL CI IN AUGERED CASING PIPE ACROSS BUFFER AREAS

ITEM 12
EASEMENT FOR WATER DRAINAGE AND RETENTION OVER PART OF LOTS 10

ITEM 22
RIGHT OF WAY FOR ROAD OVER THE NORTH ONE ROD OF THE LAND HEREIN AS GRANTED IN DEED FROM CAIN HIGGINS AND WIFE TO CHARLES WEYER

FOUND IRON PIPE 0.33'S & 0.58'W

N89°52'49"W 211.75'

FOUND IRON PIPE 0.20'S & 0.13'E

N00°16'40"E 24.75'

S89°58'01"W 624.31'

FOUND IRON ROD 2.49'W & ON LINE

T/CUL=644.50

T/CUL=644.32 (24')

T/CUL=643.41 (15')
INV= 642.08

RAIL ROAD

SCALE 1" = 40'

0 40 80

N

SHEET	P-UT3	12 OF 12
JOB NO.	11395.02	
DATE:	02/10/25	
FILENAME:	11395.02-P-UT3	

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PRELIMINARY UTILITY PLAN – 3

HIGHLAND PARK TOWNHOMES

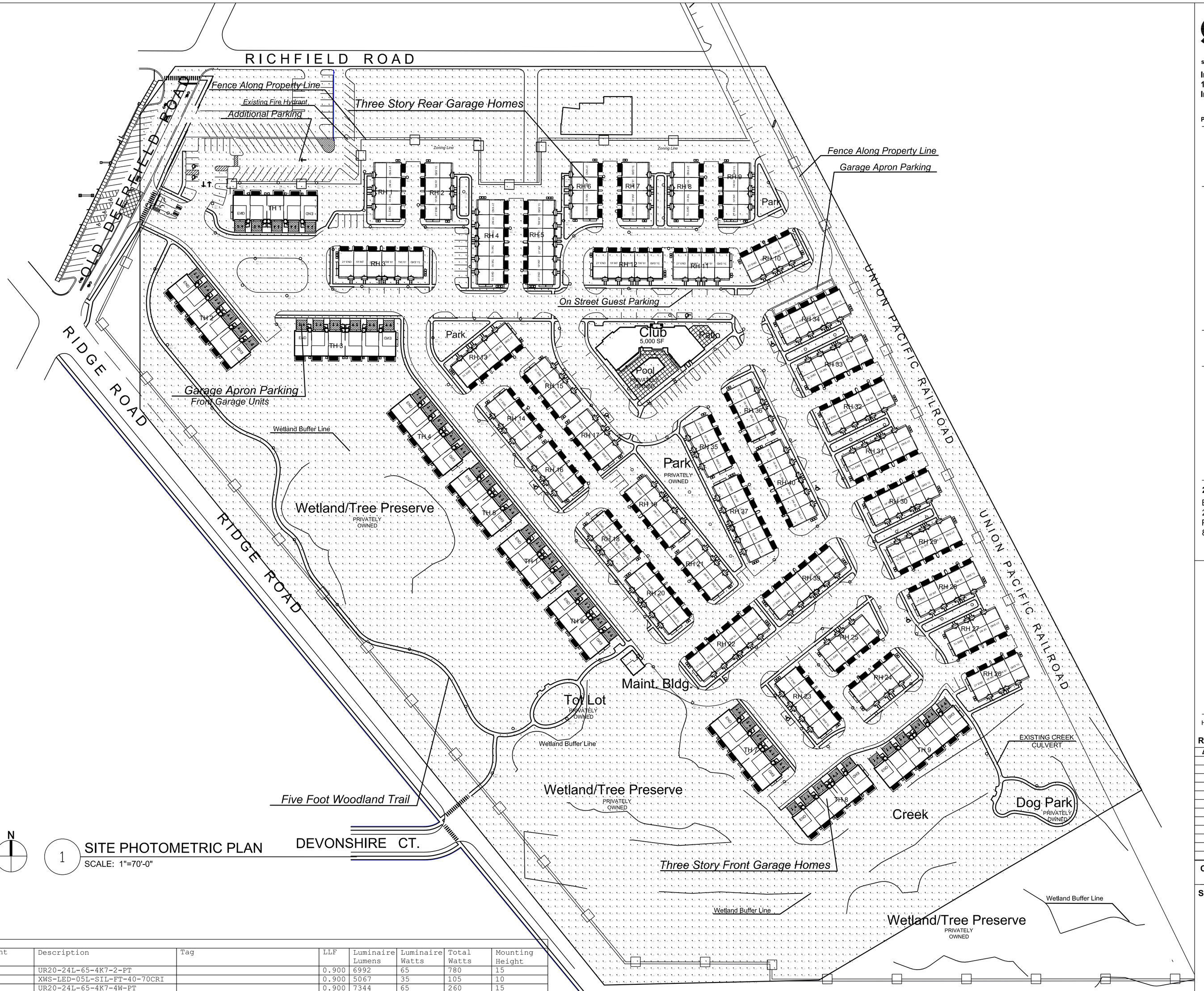
HIGHLAND PARK, IL

NO.	DATE	REMARKS
7	07/23/25	PER CITY & HABITAT
6	06/20/25	PER CITY & HABITAT
5	06/17/25	PER CITY & HABITAT
4	05/16/25	PER CITY & HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
9	09/16/25	PER HABITAT
8	08/13/25	PER HABITAT

EXHIBIT I

Photometric Plan



N

1 SITE PHOTOMETRIC PLAN

SCALE: 1"=70'-0"

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height
○	12	PT4	Single	UR20-24L-65-4K7-2-PT		0.900	6992	65	780	15
⊡	3	WP1	Single	XWS-LED-05L-SIL-FT-40-70CRI		0.900	5067	35	105	10
○○	2	PT2	Back-Back	UR20-24L-65-4K7-4W-PT		0.900	7344	65	260	15
○	18	PT3	Single	UR20-24L-65-4K7-5W-PT		0.900	7460	65	1170	15
○	110	PT1	Single	UR20-24L-65-4K7-4W-PT		0.900	7344	65	7150	15

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE Planar	Illuminance	Fc	0.75	5.9	0.0	N.A.	N.A.
POOL DECK + SURFACE	Illuminance	Fc	3.95	5.9	2.0	1.98	2.95

LPD Area Summary			
Label	Area	Total Watts	LPD
POOL AREA LPD	4389	260	0.059

Salas O'Brien

salasobrien.com

Irving
106 Decker Drive, Suite 200
Irving, TX 75062

Project Number: 2450-70446

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PROFESSIONAL SEAL

BRADLEY D. KALMANS
062-049987
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
2025-08-12

ISSUE DATE	DESCRIPTION
08/12/2025	ZONING SUBMITTAL

2550-00652

BSB DESIGN
220 N SMITH STREET, STE 210
PALATINE, IL. 60067
847-705-2200

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

HABITAT PROPERTIES

REVISIONS

Δ	DESCRIPTION	DATE

CHECKED BY	DRAWN BY

SHEET NAME

SITE PHOTOMETRIC PLAN

SHEET NUMBER	REVISION
E1.10	

EXHIBIT J

Site Lighting Plan

ELECTRICAL GENERAL NOTES

1. COORDINATE ALL EXTERIOR BUILDING MOUNTED LIGHT FIXTURE TYPES, SPECIFICATIONS, LOCATIONS, AND QUANTITIES WITH ARCHITECT AND POLE/POST TOP AND COURTYARD FIXTURES WITH LANDSCAPE/CIVIL. REFER TO LEVEL 1 BUILDING PLANS FOR EGRESS SCONCES AT EXIT LOCATIONS.
2. ALL BUILDING FACADE AND LANDSCAPE LIGHTING TO HAVE AUTOMATIC CONTROL VIA PHOTOCELL/TIMECLOCK AS A FUNCTION OF DAWN/DUSK AND SET BUSINESS OPEN/CLOSE.
3. ALL EXTERIOR LIGHTING NOT CATEGORIZED AS LANDSCAPE OR BUILDING FACADE SHALL HAVE THE CAPABILITY OF AUTOMATIC CONTROL VIA PHOTOCELL/TIMECLOCK. ALSO, FIXTURES SHALL BE CAPABLE OF 30% POWER REDUCTION OF LIGHTING FIXTURES FROM MIDNIGHT TO 6:00AM.
4. ALL EXTERIOR LIGHTING CONTROLS TO MEET THE REQUIREMENTS OF IECC 2021 WITH ILLINOIS AMENDMENTS. COORDINATE CONTROL/OVERRIDE LOCATION(S) WITH OWNER. LABEL ACCORDINGLY.
5. REFER TO TECHNOLOGY PLANS FOR CONDUIT REQUIREMENTS.



1 SITE LIGHTING PLAN
SCALE: 1"=70'-0"

N

Salas O'Brien
salasobrien.com
Irving
106 Decker Drive, Suite 200
Irving, TX 75062

Project Number: 2450-70446

CONFIDENTIAL
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PROFESSIONAL SEAL

BRADLEY D. KALMANS
062-049957
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
2025-08-12

ISSUE DATE	DESCRIPTION
08/12/2025	ZONING SUBMITTAL

2550-00652
BSB DESIGN
220 N SMITH STREET, STE 210
PALATINE, IL. 60067
847-705-2200

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

HABITAT PROPERTIES

REVISIONS

Δ	DESCRIPTION	DATE

CHECKED BY | DRAWN BY

SHEET NAME

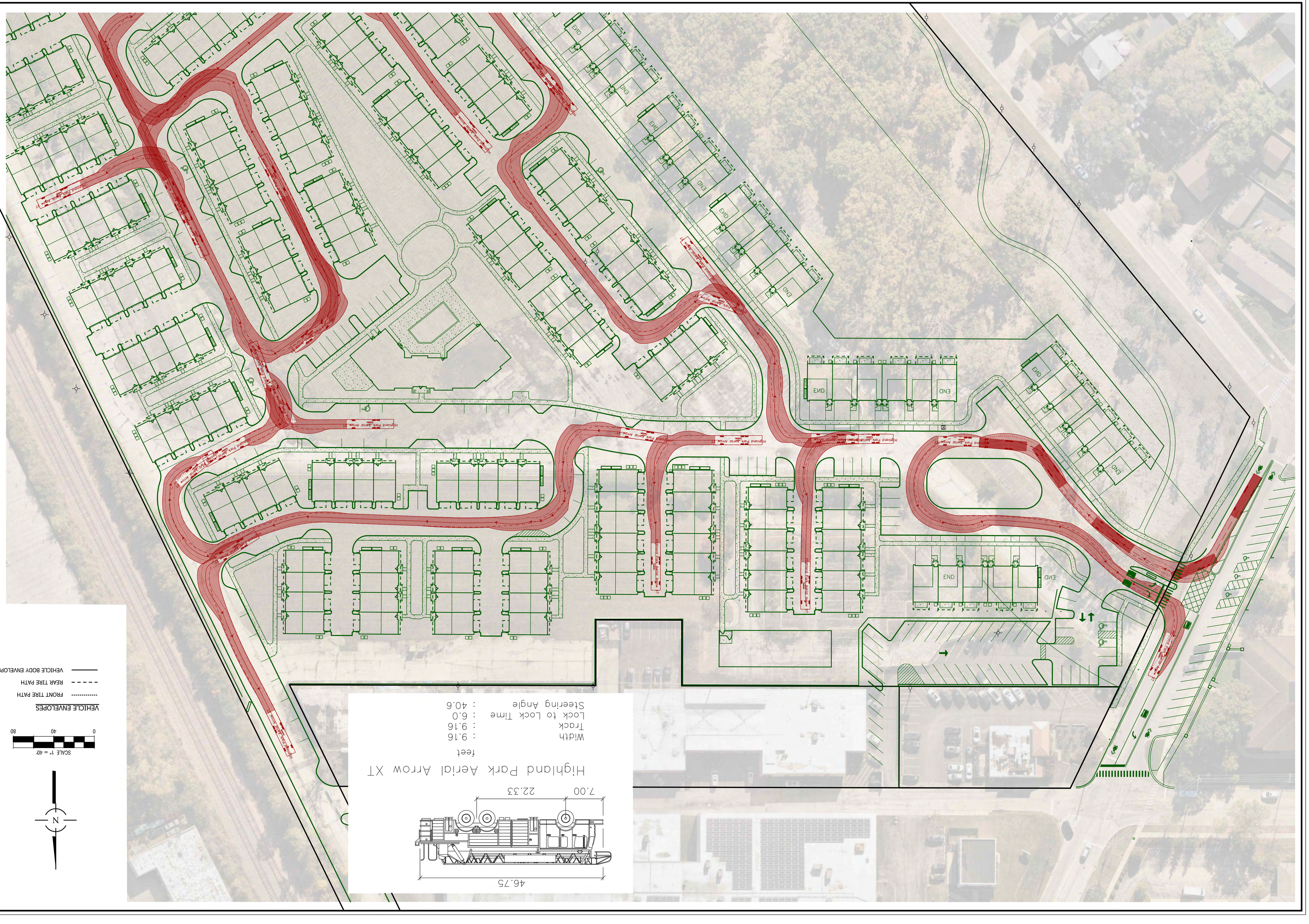
SITE LIGHTING PLAN

SHEET NUMBER | REVISION

E1.00

EXHIBIT K

Fire Turn Exhibit



FIRE TRUCK EXHIBIT – 1

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, ILLINOIS

NO.	DATE	REMARKS
6	06/17/25	UPDATED TURNS PER NEW SITE PLAN
5	05/16/25	PER CITY & HABITAT
4	05/05/25	PER HABITAT
3	03/26/25	PER HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
11	09/16/25	PER HABITAT
9	09/08/25	PER HABITAT
9	08/13/25	PER HABITAT
8	07/23/25	PER CITY & HABITAT
7	06/20/25	PER CITY & HABITAT

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FILENAME: 11395_FT-ATURN-EXH

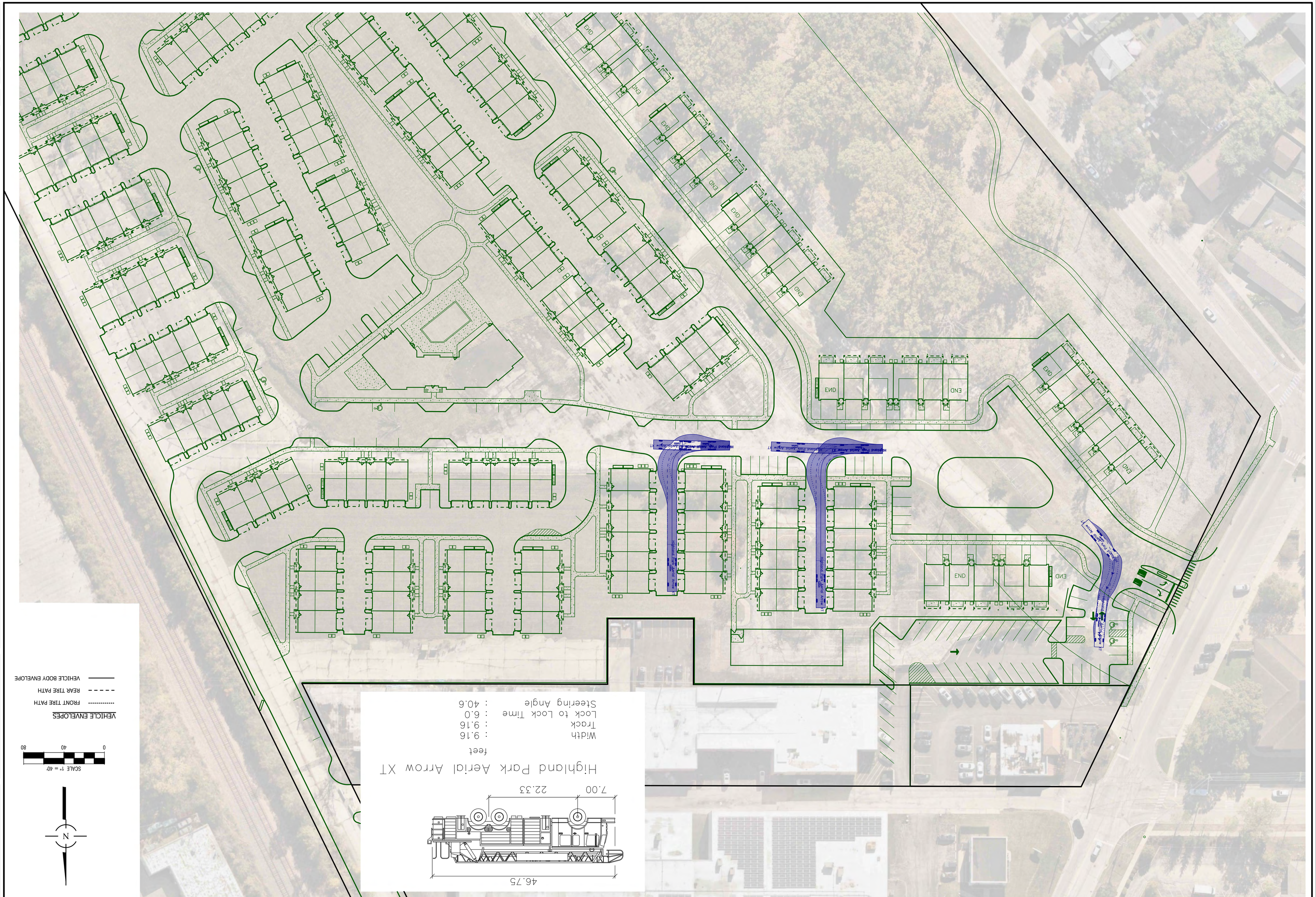
DATE: 09/08/25

JOB NO. 11395.02

SHEET FT-EXH-1

1 OF 4

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FIRE TRUCK EXHIBIT – 2

HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, ILLINOIS

NO.	DATE	REMARKS
1	03/24/25	PER CITY COMMENTS
4	05/05/25	PER HABITAT
5	05/16/25	PER CITY & HABITAT
6	06/17/25	UPDATED TURNS PER NEW SITE PLAN
7	06/20/25	PER CITY & HABITAT
8	07/23/25	PER CITY & HABITAT
9	08/13/25	PER HABITAT
10	09/08/25	PER HABITAT
11	09/16/25	PER HABITAT

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Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME: 11395_FT-ATURN-EXH

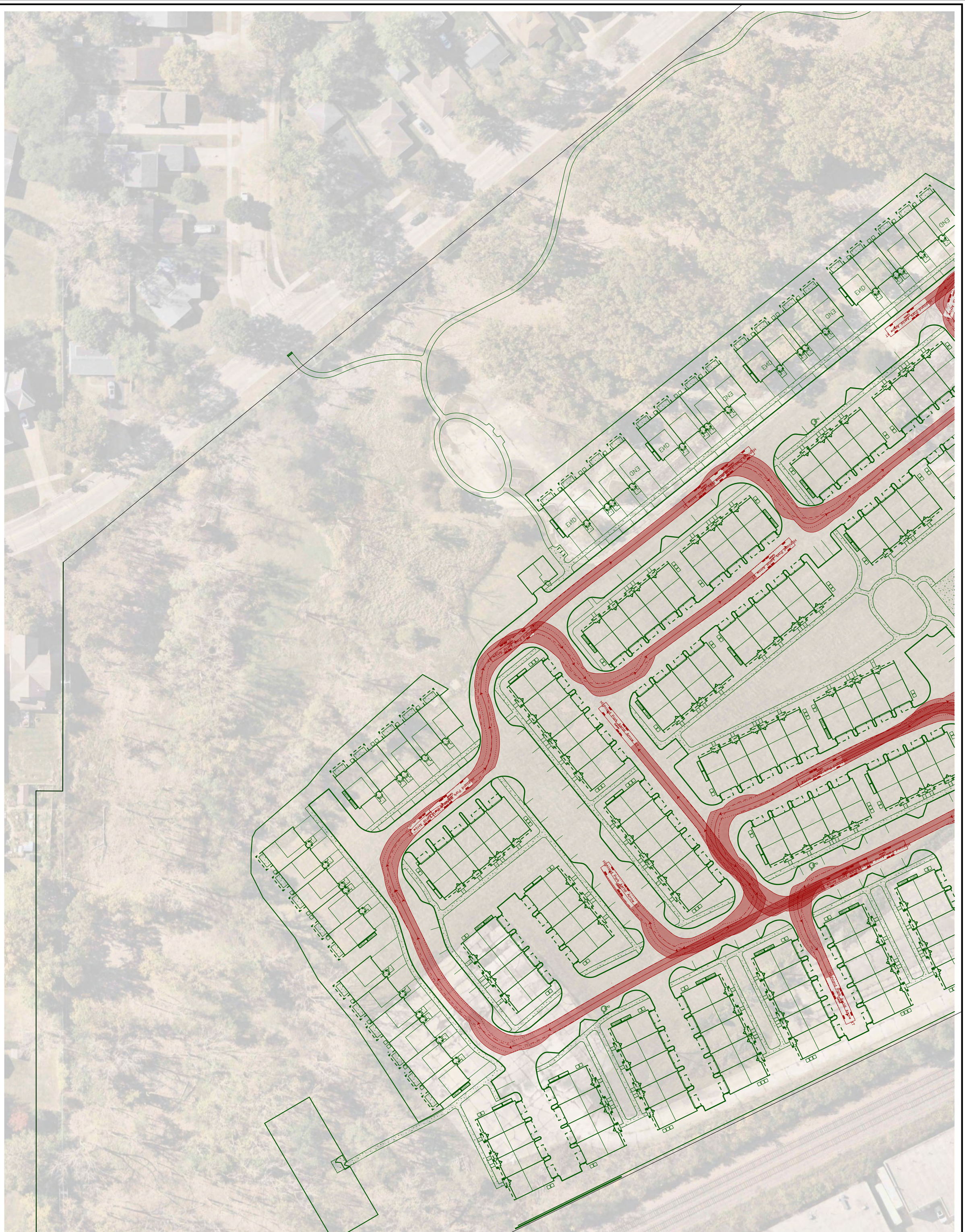
DATE: 09/08/25

JOB NO. 11395.02

SHEET FT-EXH-2

2 OF 4

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SHEET
FT-EXH-3
3 OF 4

JOB NO.
11395.02

DATE:
09/08/25

FILENAME:
11395_FT-ATURN-EXH

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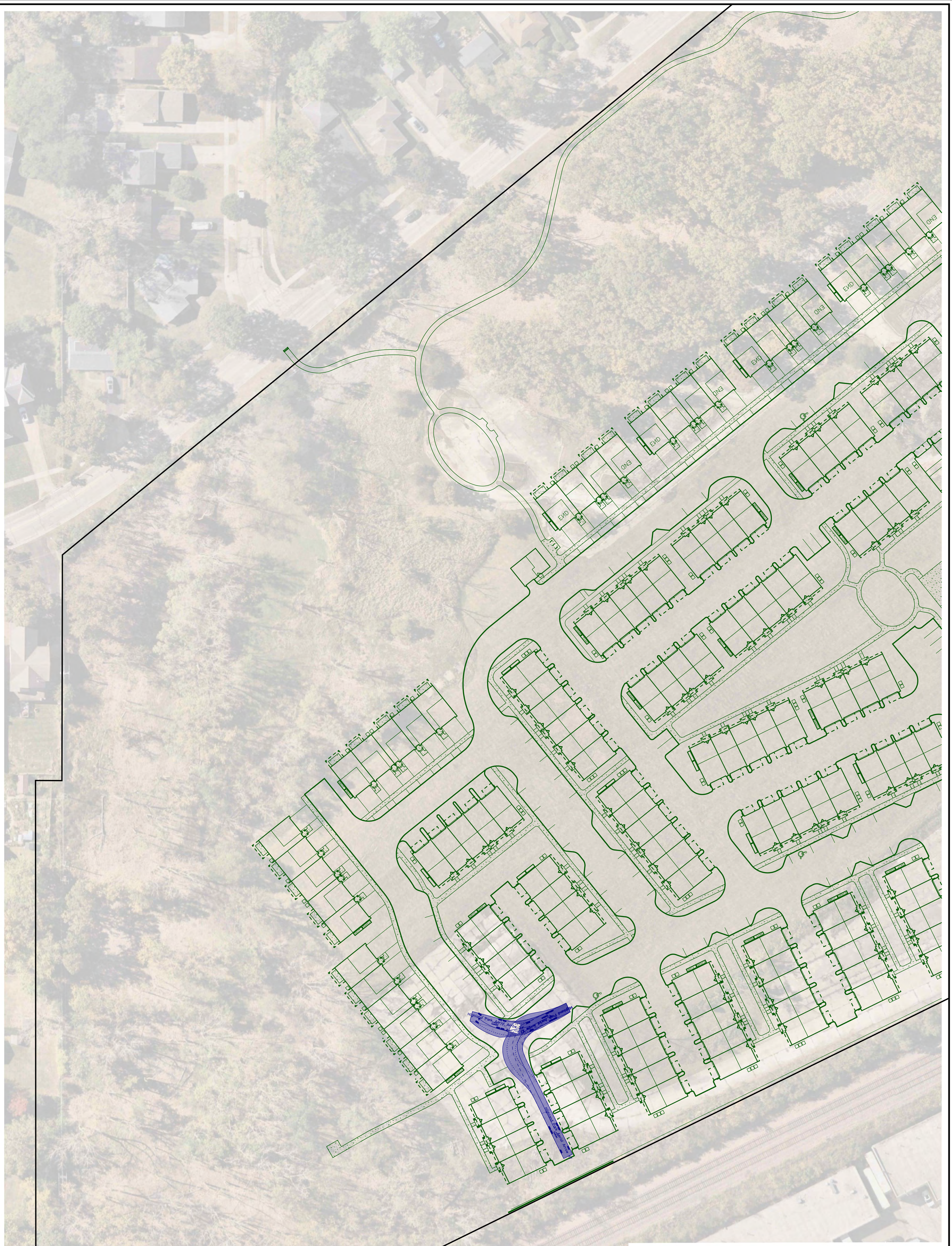
FIRE TRUCK EXHIBIT – 3

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

NO.	DATE	REMARKS
6	06/17/25	UPDATED TURNS PER NEW SITE PLAN
5	05/16/25	PER CITY & HABITAT
4	05/05/25	PER HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
11	09/16/25	PER HABITAT
10	09/08/25	PER HABITAT
9	08/13/25	PER HABITAT
8	07/23/25	PER CITY & HABITAT
7	06/20/25	PER CITY & HABITAT

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VEHICLE ENVELOPES
FRONT TIRE PATH
REAR TIRE PATH
VEHICLE BODY ENVELOPE

0 40 80
SCALE 1" = 40'

N

FIRE TRUCK EXHIBIT – 4

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

NO.	DATE	REMARKS
6	06/17/25	UPDATED TURNS PER NEW SITE PLAN
5	05/16/25	PER CITY & HABITAT
4	05/05/25	PER HABITAT
1	03/24/25	PER CITY COMMENTS

NO.	DATE	REMARKS
11	09/16/25	PER HABITAT
10	09/08/25	PER HABITAT
9	08/13/25	PER HABITAT
8	07/23/25	PER CITY & HABITAT
7	06/20/25	PER CITY & HABITAT

SHEET FT-EXH-4 4 OF 4

JOB NO. 11395.02

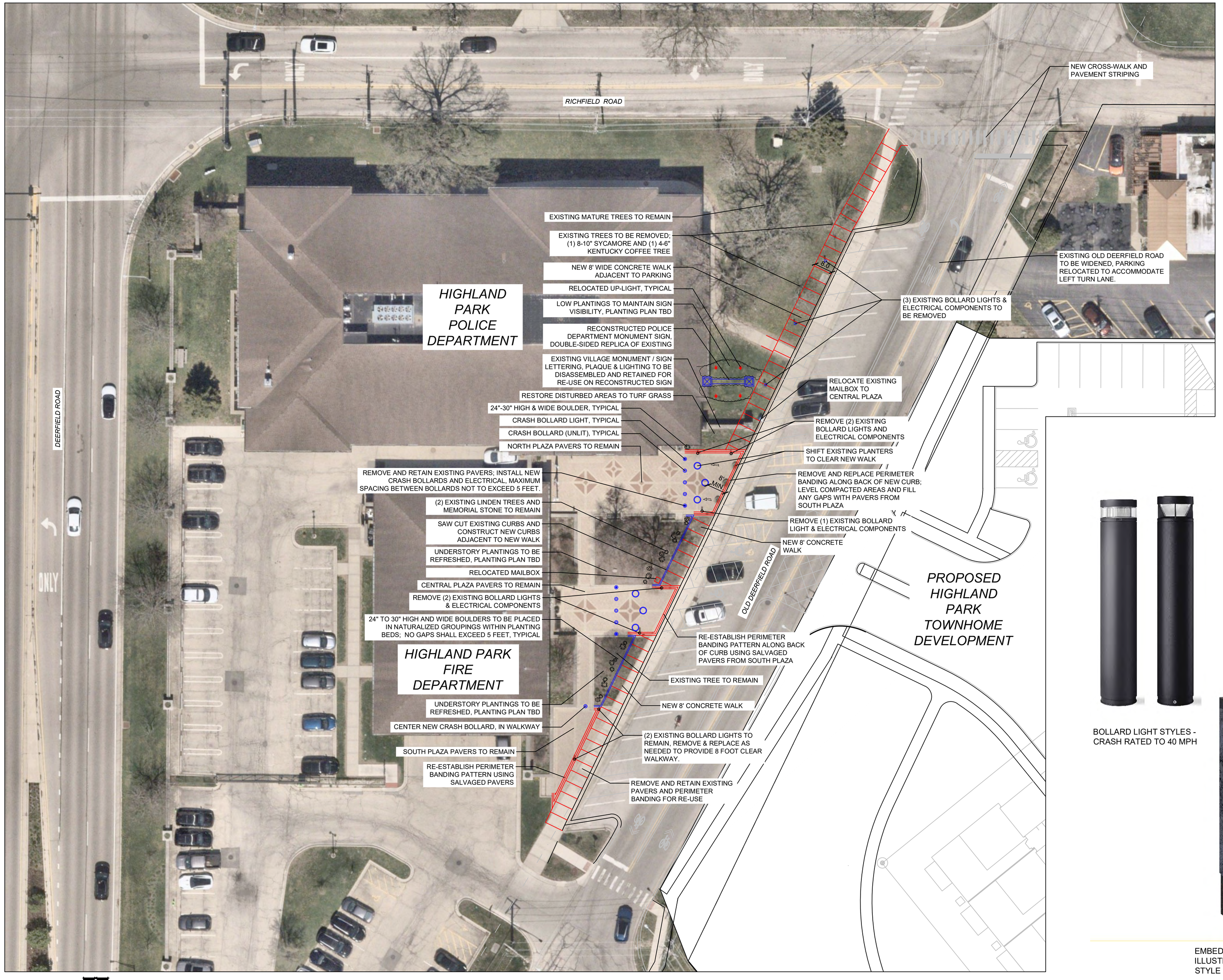
DATE: 09/08/25

FILENAME: 11395_FT-ATURN-EXH

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EXHIBIT L

Police Department Property Improvement



NORTH

CONCEPT PLAN: HIGHLAND PARK POLICE / FIRE STATION AND OLD DEERFIELD ROAD IMPROVEMENTS

SCALE: 1" = 20'-0"

0 10' 20' 40'



BOLLARD LIGHT STYLES - CRASH RATED TO 40 MPH

EMBEDMENT DETAIL SHOWN FOR ILLUSTRATIVE PURPOSES; BOLLARD LIGHT STYLE SHALL BE CRASH RATED TO 40 MPH

TYPICAL BOLLARD DETAIL (LIGHTED BOLLARD SHOWN)

NOT TO SCALE

dickson design STUDIO

9 CRYSTAL LAKE ROAD,
SUITE 110
LAKE IN THE HILLS, IL 60156
224 441 8181

CLIENT NAME AND ADDRESS

THE HABITAT COMPANY, LLC
CHICAGO, ILLINOIS

PLAN DATE

AUGUST 20, 2025

PROJECT NAME AND SHEET TITLE

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

CONCEPT PLAN:
- HIGHLAND PARK POLICE / FIRE DEPARTMENT AND OLD DEERFIELD ROAD IMPROVEMENTS



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DATE: 08/20/25 | FILENAME: | JOB NO: 11395.02

DEERFIELD ROAD ACCESS PLAN

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

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EXHIBIT L

Preliminary Plat of Subdivision

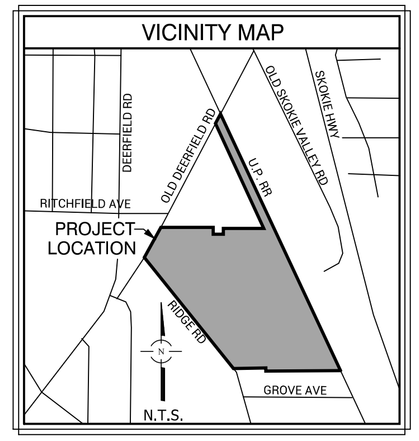
PRELIMINARY PLAT OF
HIGHLAND PARK TOWNHOMES CONSOLIDATION

BEING A PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS

EXISTING BOUNDARY INFORMATION

P.I.N.:
16-27-302-005
16-27-302-006
16-27-302-007
16-27-302-008
16-27-302-009
16-27-122-001
16-27-401-001
16-27-401-002
16-27-401-003

VICINITY MAP



SCALE 1" = 80'
0 80 160

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD

EASEMENT "A" = SEWER, WATER AND INGRESS AND EGRESS EASEMENT (BENEFITS LOT 3) PER DOCUMENT 1489161

** = DENOTES EASEMENT TO BE AMENDED UNDER A SEPARATE COVER

NO.	DATE	REMARKS
8	09/16/25	SITE PLAN
7	08/13/25	SITE PLAN
6	07/23/25	SITE PLAN
5	06/19/25	ZONING LINE
4	06/17/25	SITE PLAN
3	05/15/25	SITE PLAN
2	03/26/25	ZONING LINE
1	03/21/25	VILLAGE COMMENTS

PROPERTY DESCRIPTION:

PARCEL 1:
LOTS 10 THROUGH 13, BOTH INCLUSIVE, IN DEER-RIDGE INDUSTRIAL SUBDIVISION, BEING PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 27, 1968 AS DOCUMENT NO. 1402659, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:
LOTS 2 AND 3 IN CHERRY'S RESUBDIVISION, BEING PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 29, 1971 AS DOCUMENT NO. 1489161, IN LAKE COUNTY, ILLINOIS.

THIS IS A PRELIMINARY PLAT, OF NO LEGAL EFFECT AND NOT TO BE RECORDED

PREPARED FOR:
HABITAT
350 W HUBBARD STREET, SUITE 500
CHICAGO, ILLINOIS 60654

PRELIMINARY PLAT OF SUBDIVISION

1700 OLD DEERFIELD ROAD
HIGHLAND PARK, ILLINOIS

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Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 11395.02PREPLAT-01
DATE: 02/10/2025
JOB NO. 11395.02
SHEET 1 OF 4

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PRELIMINARY PLAT OF
HIGHLAND PARK TOWNHOMES CONSOLIDATION

BEING A PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS

PROPOSED GEOMETRY

P.I.N.:
16-27-302-005
16-27-302-006
16-27-302-007
16-27-302-008
16-27-302-009
16-27-122-001
16-27-401-001
16-27-401-002
16-27-401-003

VICINITY MAP

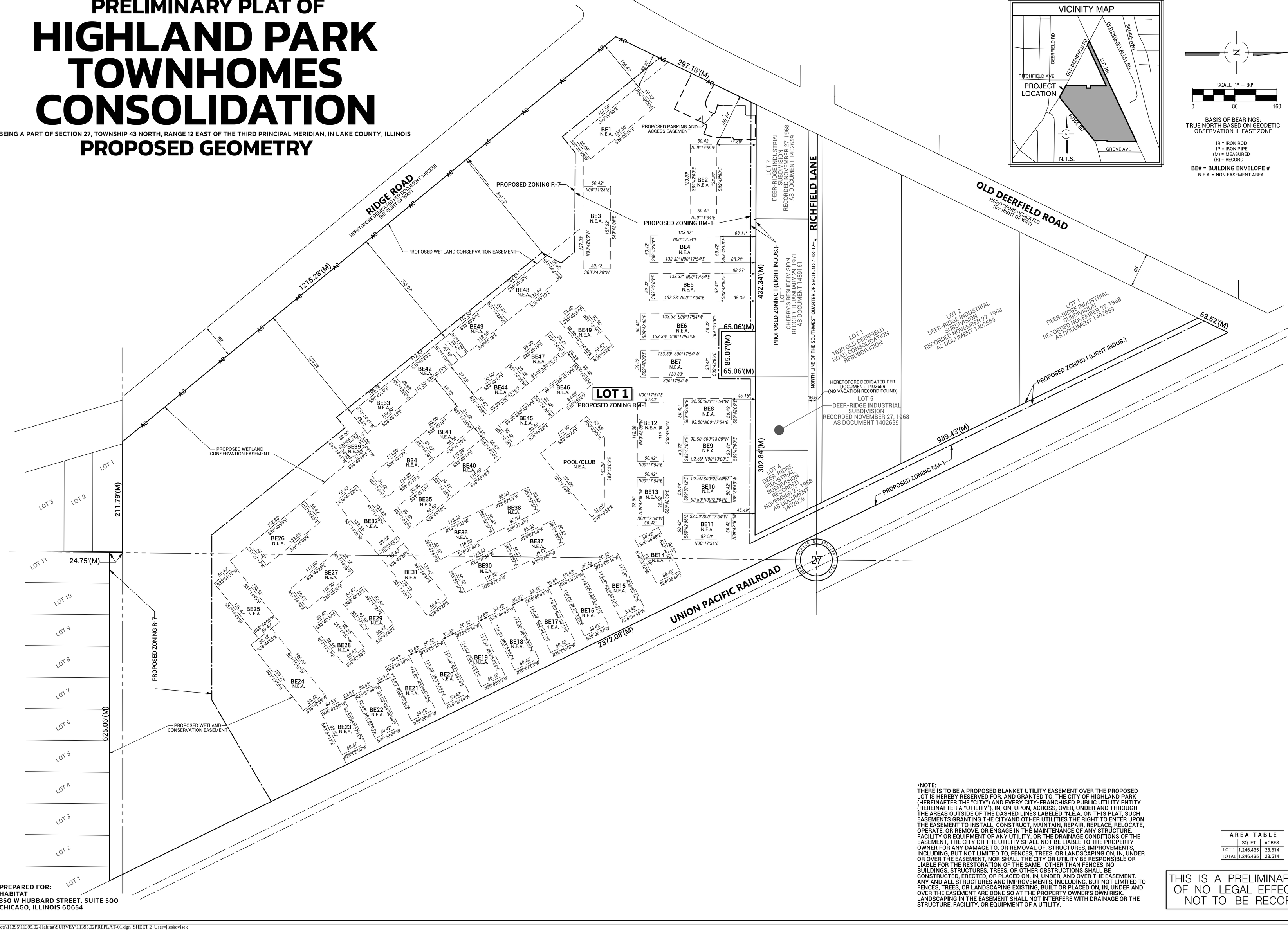
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SCALE 1" = 80'
0 80 160

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD

BE# = BUILDING ENVELOPE #
N.E.A. = NON EASEMENT AREA



•NOTE:
THERE IS TO BE A PROPOSED BLANKET UTILITY EASEMENT OVER THE PROPOSED LOT IS HEREBY RESERVED FOR, AND GRANTED TO, THE CITY OF HIGHLAND PARK (HEREINAFTER THE "CITY") AND EVERY CITY-FRANCHISED PUBLIC UTILITY ENTITY (HEREINAFTER A "UTILITY"), IN, ON, UPON, ACROSS, OVER, UNDER AND THROUGH THE AREAS OUTSIDE OF THE DASHED LINES LABELED "N.E.A. ON THIS PLAT, SUCH EASEMENTS GRANTING THE CITYAND OTHER UTILITIES THE RIGHT TO ENTER UPON THE EASEMENT TO INSTALL, CONSTRUCT, MAINTAIN, REPAIR, REPLACE, RELOCATE, OPERATE, OR REMOVE, OR ENGAGE IN THE MAINTENANCE OF ANY STRUCTURE, FACILITY OR EQUIPMENT OF ANY UTILITY, OR THE DRAINAGE CONDITIONS OF THE EASEMENT, THE CITY OR THE UTILITY SHALL NOT BE LIABLE TO THE PROPERTY OWNER FOR ANY DAMAGE TO, OR REMOVAL OF, STRUCTURES, IMPROVEMENTS, INCLUDING, BUT NOT LIMITED TO, FENCES, TREES, OR LANDSCAPING ON, IN, UNDER OR OVER THE EASEMENT, NOR SHALL THE CITY OR UTILITY BE RESPONSIBLE OR LIABLE FOR THE RESTORATION OF THE SAME. OTHER THAN FENCES, NO BUILDINGS, STRUCTURES, TREES, OR OTHER OBSTRUCTIONS SHALL BE CONSTRUCTED, ERECTED, OR PLACED ON, IN, UNDER, AND OVER THE EASEMENT. ANY AND ALL STRUCTURES AND IMPROVEMENTS, INCLUDING, BUT NOT LIMITED TO FENCES, TREES, OR LANDSCAPING EXISTING, BUILT OR PLACED ON, IN, UNDER AND OVER THE EASEMENT ARE DONE SO AT THE PROPERTY OWNER'S OWN RISK. LANDSCAPING IN THE EASEMENT SHALL NOT INTERFERE WITH DRAINAGE OR THE STRUCTURE, FACILITY, OR EQUIPMENT OF A UTILITY.

AREA TABLE		
	SQ. FT.	ACRES
LOT 1	1,246,435	28.614
TOTAL	1,246,435	28.614

THIS IS A PRELIMINARY PLAT, OF NO LEGAL EFFECT AND NOT TO BE RECORDED

PREPARED FOR:
HABITAT
350 W HUBBARD STREET, SUITE 500
CHICAGO, ILLINOIS 60654

NO.	DATE	REMARKS
8	09/16/25	SITE PLAN
7	08/13/25	SITE PLAN
6	07/23/25	SITE PLAN
5	06/19/25	ZONING LINE
4	06/17/25	SITE PLAN
3	05/15/25	SITE PLAN
2	03/26/25	ZONING LINE
1	03/20/25	VILLAGE COMMENTS

PRELIMINARY PLAT OF SUBDIVISION

1700 OLD DEERFIELD ROAD
HIGHLAND PARK, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME:
11395.02PREPLAT-01

DATE:
02/10/2025

JOB NO.
11395.02

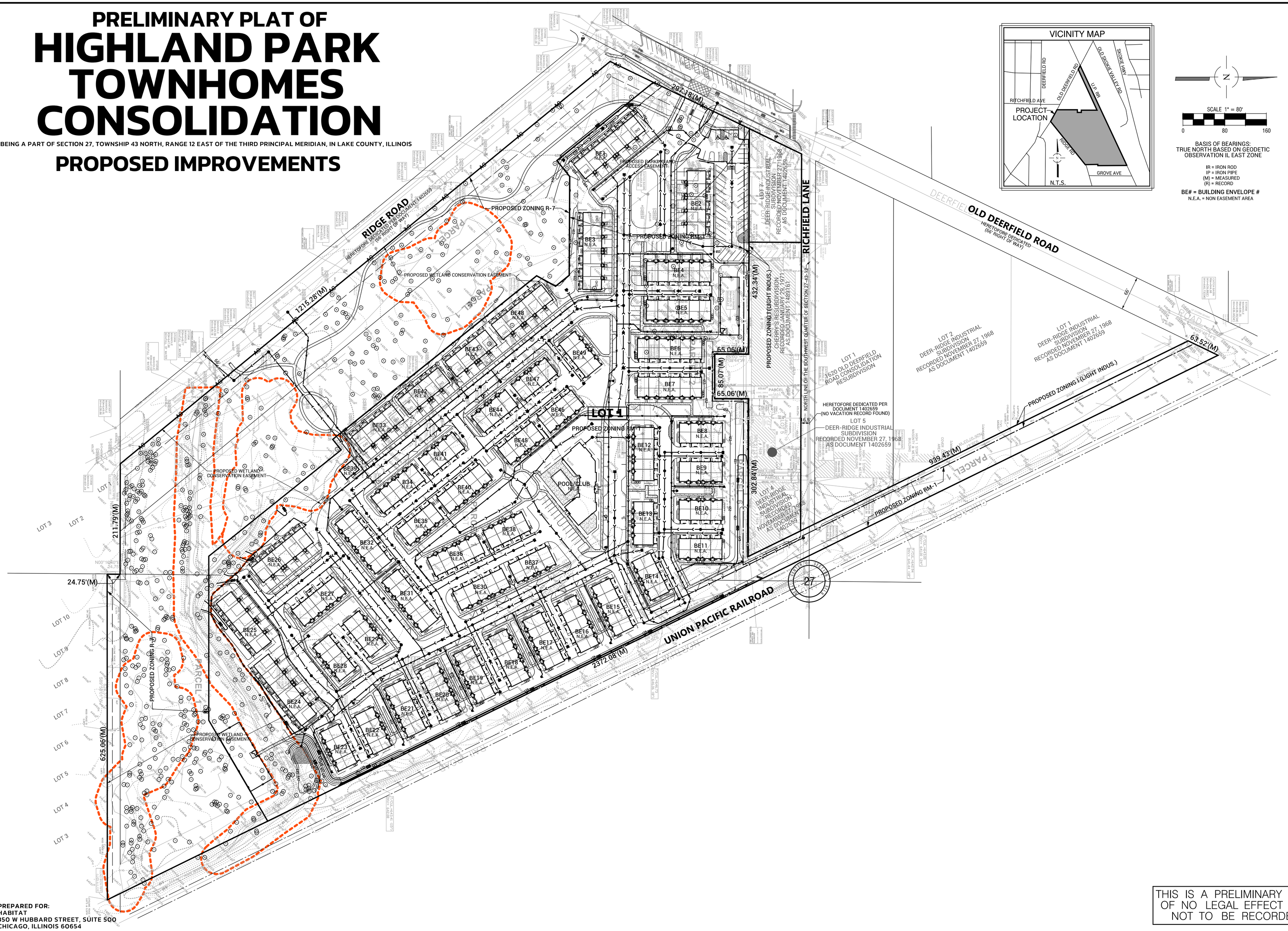
SHEET
2 OF 4

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PRELIMINARY PLAT OF
HIGHLAND PARK TOWNHOMES CONSOLIDATION

BEING A PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS

PROPOSED IMPROVEMENTS



BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD

BE# = BUILDING ENVELOPE #
N.E.A. = NON EASEMENT AREA

P.I.N.:
16-27-302-005
16-27-302-006
16-27-302-007
16-27-302-008
16-27-302-009
16-27-122-001
16-27-401-001
16-27-401-002
16-27-401-003

NO.	DATE	REMARKS
8	09/16/25	SITE PLAN
7	08/13/25	SITE PLAN
6	07/23/25	SITE PLAN
5	06/19/25	ZONING LINE
4	06/17/25	SITE PLAN
3	05/15/25	SITE PLAN
2	03/26/25	ZONING LINE
1	03/20/25	VILLAGE COMMENTS

PRELIMINARY PLAT OF SUBDIVISION

1700 OLD DEERFIELD ROAD
HIGHLAND PARK, ILLINOIS

PREPARED FOR:
HABITAT
350 W HUBBARD STREET, SUITE 500
CHICAGO, ILLINOIS 60654

THIS IS A PRELIMINARY PLAT, OF NO LEGAL EFFECT AND NOT TO BE RECORDED

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Rosemont, IL - Morris, IL - Indianapolis, IN
spacecoinc.com

FILENAME: 11395.02PREPLAT-01
DATE: 02/10/2025
JOB NO. 11395.02
SHEET 3 OF 4

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PRELIMINARY PLAT OF
HIGHLAND PARK TOWNHOMES CONSOLIDATION

BEING A PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS

P.I.N.:
16-27-302-005
16-27-302-006
16-27-302-007
16-27-302-008
16-27-302-009
16-27-122-001
16-27-401-001
16-27-401-002
16-27-401-003

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF_____)

THIS IS TO CERTIFY THAT_____ AND _____
IS/ARE OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT IT HAS CAUSED THE SAID PROPERTY TO BE PLATTED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE THEREON INDICATED.

DATED THIS_____ DAY OF _____ , A.D. 20 _____.

_____
SIGNED:

_____
PRINTED NAME AND TITLE

_____
SIGNED:

_____
PRINTED NAME AND TITLE

ADDRESS:
_____
_____
_____
_____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I,_____, A NOTARY PUBLIC IN AND FOR THE COUNTY
AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, TITLE _____

_____, TITLE _____

OF _____WHO IS/ARE PERSONALLY KNOWN TO ME
TO BE THE SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE,
APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID
SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND
PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS _____ DAY OF_____ , A.D. 20 _____ .

_____
NOTARY PUBLIC

MORTGAGEE'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THE UNDERSIGNED,_____, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN
MORTGAGE DATED AND RECORDED IN THE RECORDER'S OFFICE

OF_____COUNTY, ILLINOIS ON THE_____DAY OF_____, A.D. 20_____

AS DOCUMENT NUMBER_____, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED THIS_____ DAY OF_____, 20_____.

_____
BY

_____
PRINTED NAME AND TITLE

_____
ATTEST

MORTGAGEE'S NOTARY PUBLIC

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

I,_____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO
HEREBY CERTIFY THAT

_____

OF SAID BANK WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS_____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

CITY CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

I, _____, MAYOR OF THE CITY OF HIGHLAND PARK, ILLINOIS, DO HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO, AND BY RESOLUTION, DULY APPROVED BY THE CITY COUNCIL AT ITS MEETING HELD ON THIS DAY IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND THE SEAL OF THE CITY OF HIGHLAND PARK, ILLINOIS

THIS _____ DAY OF_____, A.D. 20 _____

_____
MAYOR, HIGHLAND PARK, IL

_____
PRINTED NAME

ATTEST: _____
CITY CLERK, HIGHLAND PARK, IL

_____
PRINTED NAME

CITY ENGINEERING CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

I, _____, CITY ENGINEER OF THE CITY OF HIGHLAND PARK, DO HEREBY APPROVE THIS PLAT WHICH MEETS THE MINIMUM STANDARDS OF THE CITY.

APPROVED BY THE CITY ENGINEER OF THE CITY OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS

THIS _____ DAY OF_____, A.D. 20 _____

_____
CITY ENGINEER, HIGHLAND PARK, IL

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

I, _____, COLLECTOR OF THE CITY OF HIGHLAND PARK, ILLINOIS, DO HEREBY CERTIFY THAT I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS AGAINST ANY OF THE REAL ESTATE INCLUDED IN THE PLAT HEREON DRAWN.

DATED AT HIGHLAND PARK, THIS_____ DAY OF_____, A.D. 20 _____

_____
CITY COLLECTOR, HIGHLAND PARK, IL

PLAN & DESIGN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

APPROVED BY THE PLAN & DESIGN COMMISSION OF THE CITY OF HIGHLAND PARK,

DATED THIS_____ DAY OF_____, A.D. 20 _____

_____
CHAIRMAN

_____
NAME

ATTEST: _____
SECRETARY

_____
NAME

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS_____ DAY OF_____, 20___.

_____
REGISTERED PROFESSIONAL ENGINEER

LICENSE NO.:_____

EXPIRES: _____

WETLAND CONSERVATION RESTRICTIONS AND EASEMENT provisions:

FOR THE PURPOSE OF CONSERVING WETLANDS FOR THE BENEFIT OF THE PROPERTY AND THE PUBLIC GENERALLY, THE FOLLOWING EASEMENTS AND RESTRICTIONS ARE HEREBY DECLARED TO RUN WITH THE LAND AND BE BINDING UPON THE OWNER OF THE PROPERTY SHOWN ON THIS PLAT AND ITS SUCCESSORS, HEIRS, EXECUTORS, ADMINISTRATORS AND ASSIGNS:

1. A PERPETUAL EASEMENT FOR WETLAND CONSERVATION IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF HIGHLAND PARKAND ITS SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, IN, OVER, UNDER, ACROSS, ALONG, THROUGH AND UPON THE AREAS BOUNDED BY THE LOT LINES AND DOTTED LINES ON THIS PLAT AND INDICATED AS "WETLAND CONSERVATION EASEMENT". FOR THE PURPOSES OF THIS PLAT, WETLAND CONSERVATION SHALL INCLUDE THE RIGHT, BUT NOT THE OBLIGATION, FROM TIME TO TIME, TO INSPECT, MAINTAIN, PLANT, TEND, INSTALL, CONSTRUCT, RECONSTRUCT, IMPROVE, KEEP, OPERATE, REPAIR, REPLACE, ENLARGE, RENEW, RELOCATE, REMOVE AND/OR INCREASE THE SIZE, NUMBER AND/OR TYPE OF WETLAND FACILITIES AND APPURTENANCES THERETO, INCLUDING PLANTINGS, IN, OVER, UNDER, ACROSS, ALONG, THROUGH AND UPON SUCH EASEMENT AREAS, AND TO ENTER UPON SAID EASEMENT AREAS FOR ALL SUCH PURPOSES.
2. NOTWITHSTANDING THE FOREGOING, THE OWNER(S) OF EACH LOT UPON WHICH SAID EASEMENT AREAS ARE LOCATED, AND/OR THEIR SUCCESSORS, HEIRS, EXECUTORS, ADMINISTRATORS AND ASSIGNS, SHALL MAINTAIN SAID EASEMENT AREAS, AND ANY AND ALL ASSOCIATED FACILITIES AND APPURTENANCES THERETO, LOCATED IN, OVER, UNDER, ACROSS, ALONG, THROUGH AND/OR UPON SUCH LOT, WITHOUT THE PRIOR WRITTEN CONSENT OF THE CITY OF HIGHLAND PARK SAID OWNER(S) SHALL NOT:

A. PLACE DREDGED OR FILL MATERIAL; PLOW; MINE; OR REMOVE TOPSOIL OR OTHER MATERIALS.

B. CONSTRUCT BUILDINGS OR OTHER STRUCTURES.

C. EXCEPT AS REQUIRED TO MAINTAIN THE EASEMENT AREAS AS A WETLAND, REMOVE OR DESTROY WILDLIFE, TREES OR PLANTS; MOW; APPLY PESTICIDES OR HERBICIDES; OR REMOVE FLORA OR FAUNA.

D. OPERATE WATERCRAFT, CARS, SNOWMOBILES, MOTORCYCLES OR ANY OTHER TYPE OF MOTORIZED VEHICLE.

E. HUNT; TRAP; GRAZE OR KEEP LIVESTOCK.

F. PLACE NEW OR ADDITIONAL UTILITY FACILITIES OVERHEAD OR UNDERGROUND.

G. EXCEPT AS REQUIRED TO MAINTAIN THE EASEMENT AREAS AS A WETLAND, MODIFY THE HYDROLOGY OF THE EASEMENT AREAS, DIRECTLY OR INDIRECTLY, TO ALLOW MORE WATER THEREON OR DRAIN WATER AWAY THEREFROM, AS A MATTER OF RIGHT, BUT NOT OBLIGATION, THE CITY OF HIGHLAND PARK IS HEREBY GRANTED THE RIGHT TO ENTER UPON SAID EASEMENT AREAS, PERFORM ANY SUCH MAINTENANCE, AND/OR ABATE, CORRECT OR REMEDY ANY SUCH CONDITIONS OR ACTIONS IN OR ON SAID EASEMENT AREAS, AND ANY EXPENSES INCURRED BY THE CITY IN THE EXERCISE OF SAID RIGHT SHALL BE A LIEN UPON THE LOT WHEREON SUCH MAINTENANCE IS PERFORMED AND/OR SUCH CONDITIONS OR ACTIONS ARE ABATED, CORRECTED OR REMEDIED.

CROSS ACCESS AND PARKING EASEMENT PROVISIONS:

THE OWNERS HEREBY GRANT TO THE CITY OF HIGHLAND PARK POLICE DEPARTMENT A NON-EXCLUSIVE PERPETUAL EASEMENT FOR INGRESS, EGRESS, CROSS-ACCESS AND PARKING TO THE SHARED MEANS OF INGRESS, EGRESS AND PARKING, THEIR SUCCESSORS, ASSIGNS, INVITEES, AGENTS AND EMPLOYEES, BUT NOT, IN ANY WAY, FOR CONSTRUCTION TRAFFIC OR OTHER MAINTENANCE VEHICLES.

THE EASEMENTS SET FORTH IN THIS PARAGRAPH SHALL BE OVER THAT PORTION OF PROPERTY DENOTED "PARKING AND ACCESS EASEMENT", SAID DRIVE AISLES AND PARKING SPACES SHALL BE REASONABLY ACCESSIBLE TO POINTS OF INGRESS AND EGRESS. THE LOT OWNER SHALL BE ENTITLED TO USE THE EASEMENTS PREMISES IN ANY MANNER SO LONG AS SUCH USE DOES NOT, IN ANY WAY, INTERFERE WITH THE CROSS-ACCESS OR INGRESS OR EGRESS EASEMENT AREAS.

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

I, _____, COUNTY CLERK OF LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST ANY OF THE LAND INCLUDED IN THE DESCRIBED PROPERTY. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN MY HAND AND SEAL OF THE COUNTY CLERK OF LAKE COUNTY, ILLINOIS

DATED THIS_____DAY OF_____20_____

_____
LAKE COUNTY CLERK

SURVEYOR'S DESIGNATION OF RECORDING

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)
I, JORDAN A. LESKOVISEK, A REGISTERED LAND SURVEYOR, IN THE STATE OF ILLINOIS, HEREBY DESIGNATE ANY REPRESENTATIVE OF THE CITY OF HIGHLAND PARK TO RECORD A CERTAIN PLAT OF SUBDIVISION KNOWN AS ALBION AT RENAISSANCE PLACE SUBDIVISION WITH THE LAKE COUNTY RECORDER OF DEEDS OR REGISTRAR OF TITLES. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER 765 ILCS 205/2.

_____
JORDAN A. LESKOVISEK, I.P.L.S. No. 035-4056
LICENSE EXPIRES: 11-30-2026

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE DECLARE THAT THE ABOVE DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

SAID PROPERTY CONTAINS1,246,435 SQUARE FEET OR28.614 ACRES, MORE OR LESS.

WE FURTHER DECLARE THAT THE LAND IS WITHIN THE CITY OF HIGHLAND PARK WHICH HAS ADOPTED A CITY COMPREHENSIVE PLAN AND MAP AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE AS AMENDED.

WE FURTHER DECLARE, BASED UPON A REVIEW OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) MAP NUMBER 17097C0287K WITH MAP REVISED SEPTEMBER 18, 2013, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES WITHIN "ZONE X" AREA AS IDENTIFIED BY SAID F.I.R.M. MAP.

WE FURTHER DECLARE THAT STEEL REINFORCING RODS (UNLESS OTHERWISE NOTED) WILL BE SET AT ALL LOT CORNERS.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, AS APPLICABLE TO PLATS OF SUBDIVISION.

GIVEN UNDER OUR HAND AND SEAL THIS ___ DAY OF_____, 20___ IN ROSEMONT, ILLINOIS.

_____
JORDAN A. LESKOVISEK, I.P.L.S. No. 035-4056
LICENSE EXPIRES: 11-30-2026
jleskovisek@spacecoinc.com

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

THIS IS A PRELIMINARY PLAT, OF NO LEGAL EFFECT AND NOT TO BE RECORDED

PREPARED FOR:
HABITAT
350 W HUBBARD STREET, SUITE 500
CHICAGO, ILLINOIS 60654

MAIL TAX BILL TO:
HABITAT
350 W HUBBARD STREET, SUITE 500
CHICAGO, ILLINOIS 60654

NO.	DATE	REMARKS
8	09/16/25	SITE PLAN
7	08/13/25	SITE PLAN
6	07/23/25	SITE PLAN

NO.	DATE	REMARKS
5	06/19/25	ZONING LINE
4	06/17/25	SITE PLAN
3	05/15/25	SITE PLAN
2	03/26/25	ZOINING LINE
1	03/21/25	VILLAGE COMMENTS

PRELIMINARY PLAT OF SUBDIVISION

1700 OLD DEERFIELD ROAD
HIGHLAND PARK, ILLINOIS

Spaceco
Civil Engineering & Surveying
Rosemont, IL – Morris, IL – Indianapolis, IN
spacecoinc.com

FILENAME:
11395.02PREPLAT-01

DATE:
02/10/2025

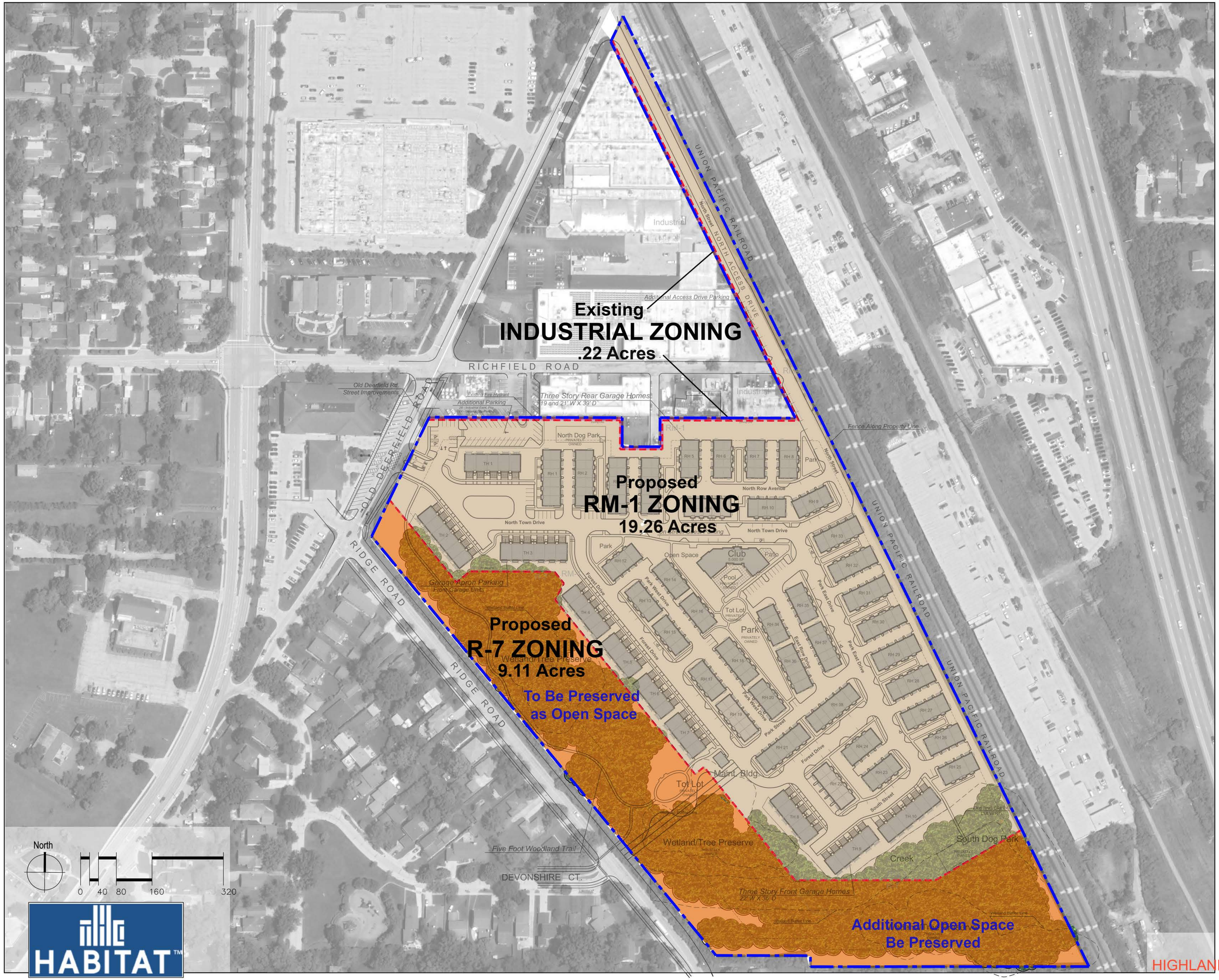
JOB NO.
11395.02

SHEET
4 OF 4

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EXHIBIT O

Inclusionary Housing Plan



Proposed Zoning
HIGHLAND PARK TOWNHOMES
Highland Park, IL

BSB DESIGN
BSBDESIGN.COM

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

Date: October 20, 2025

EXHIBIT N

Inclusionary Housing Plan

Application Review

SECOND AMENDED Final Housing Plan

Solo Cup Townhomes

1700 Old Deerfield Rd.

Consideration by the Housing Commission
August October 8, 2025

City of Highland Park

Department of Community Development

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Background

The following provides staff's review of the applicant's final affordable housing plan for the proposed development at 1700 Old Deerfield Rd (the "***Property***"). The development is comprised of townhome rental or for-sale development at the Property. The Property is approximately 28.6 acres and is currently zoned I Light Industry; though, the Applicant has requested rezoning to RM1 Medium to High Density Multiple-Family Zoning District where the townhome units are proposed. The affordable units are a mix of two and three bedroom attached townhome units.

The Preliminary review occurred at the April 2nd Housing Commission meeting, where the commission voted to approve the preliminary inclusionary plan and directed Staff to draft Findings for a Final Inclusionary Plan, which was approved at the July 2nd Housing Commission meeting. The Final Inclusionary Plan was then amended at the August 6th Housing Commission meeting when the applicant (Habitat Company, LLC) changed the development unit total from 240 to 232. In doing so, that reduced the inclusionary unit total from 36 to 35. The applicant is before the Commission again to request a second amendment, as the unit total has further decreased from 232 to 227 and the inclusionary unit total has decreased from 35 to 34. The reductions are a result from working with the Plan & Design Commission from multiple meetings.

For ease of reference and consideration, this document is organized by section of the City's Code related to inclusionary housing. It provides excerpts of that Code and staff's review comments to aid the Commission in its deliberations.[1] Throughout this document words in italics are excerpts from the City Code itself and those in **blue** represent staff's comments from the April, July & August Housing Commission meetings while the comments in **red** signify the changes from the recent amended submittal.

Sec. 150.2105 - Covered Development Projects.

4/2/25: Pursuant to Section 150.2105, the proposed 240 unit[2] multi-family residential development is a covered development subject to the provisions of Article 21.

8/6/25: At this development's last Plan & Design Commission meeting, they expressed a desire to reduce the on-site density. Thus, changes to the overall development unit total have been reduced from 240 to 232 units.

Current: Pursuant to Section 150.2105, the proposed 227 unit[3] multi-family residential development is a covered development subject to the provisions of Article 21.

> ***(A) General.*** *The provisions of this Code shall apply to all developments that result in or contain five or more residential dwelling units. […]*

Sec. 150.2135 - Application and Inclusionary Housing Plan.

[1] As most recently amended on October 28, 2019 by Ordinance O72-2019.
[2] Including market rate unit bonuses.
[3] Including market rate unit bonuses.

The Applicant has provided a preliminary affordable housing application in accordance with Sec. 150.2135 as required (see attached Inclusionary Housing Plan). The following provides an excerpt of this Section for reference.

(A) Application. *For all covered development projects, the Applicant shall file an application for approval thereof on a form provided and required by the City. The application shall require, and the Applicant shall provide, among other things, general information about the nature and scope of the covered development, as well as such other documents and information as the Director of the City's Department of Community Development, or his or her designee ("Director"), may require. The Director shall also have the authority to require, as part of the application submittal, such portions of the inclusionary housing plan required under Section 150.2135(B) of this Code as the Director shall deem necessary to properly evaluate the proposed covered development under the requirements and provisions of this Code.*

(B) Inclusionary Housing Plan*. As part of the approval of a covered development project, the Applicant shall present to the Housing Commission and the City Council an inclusionary housing plan that outlines and specifies the covered development's compliance with each of the applicable requirements of this Code, in accordance with the following:*

(1) Required Submittals for Inclusionary Housing Plan. *The plan shall specifically contain, at a minimum, the following information regarding the covered development project; (1) Required Submittals for Inclusionary Housing Plan. The plan shall specifically contain, at a minimum, the following information regarding the covered development project;*

(a) Preliminary Plan.

(i) A general description of the development, including whether the development will contain rental units or individually owned units, or both;

(ii) The total number of market rate units and affordable units in the development;

(iii) The total number of attached and detached residential units;

(iv) The number of bedrooms in each market rate unit and each affordable unit;

(v) The area of each market rate unit and each affordable unit;

(vi) The location within any multiple-family residential structure and any single-family residential development of each market rate unit and each affordable unit.

(vii) Floor plans for each affordable unit;

(viii) The amenities that will be provided to and within each market rate unit and affordable unit; and

(ix) The pricing for each market rate unit and each affordable housing unit.

The Applicant has provided a complete final affordable housing plan and application in accordance with Sec. 150.2135 as required. (See attached Inclusionary Housing Plan.) The following provides an excerpt of the Section for reference.

Sec. 150.2135 (B)(2)(a)(i) Inclusionary Housing Plan Review Procedure.

The following provides the review procedure for the Commission's consideration of a preliminary application and a final application as set forth by City Code. Amendments to final applications still follow the procedures set forth by City Code.

(a) Preliminary Plan

(i) Housing Commission Review. *Within 60 days after the filing of a complete preliminary Inclusionary Housing Plan, the Housing Commission shall review the Inclusionary Housing Plan, and shall recommend either the approval (with or without modifications) or the rejection of the Inclusionary Housing Plan. The Housing Commission shall transmit its findings of fact and recommendation to the City Council. The failure of the Housing Commission to provide a recommendation within such 60 day period, or such further time to which the applicant may, in writing, agree, shall be deemed a recommendation against the approval of the Inclusionary Housing Plan.*

(b) Final Plan.

(i) Housing Commission Review. *Within 60 days after the filing of a complete final Inclusionary Housing Plan, the Housing Commission shall review the Inclusionary Housing Plan, and shall recommend either the approval (with or without modifications) or the rejection of the Inclusionary Housing Plan. The Housing Commission shall transmit its findings of fact and recommendation to the City Council. The failure of the Housing Commission to provide a recommendation within such 60 day period, or such further time to which the applicant may, in writing, agree, shall be deemed a recommendation against the approval of the Inclusionary Housing Plan.*

The following provides the review procedure for the Commission's consideration of a final application as set forth by City Code. Should the Housing Commission recommend approval of the final application the

recommendation and plan will be forwarded to the City Council for their consideration.

The final plan is being amended to include changes to the project scope.

Summary of Consideration

4/2/25: The Applicant's proposed inclusionary housing plan proposes to provide 36 of the required affordable units on-site and 1.2 units are requested to be provide by cash payment in-lieu. This report provides an analysis of the Applicant's proposed inclusionary housing plan relative to the applicable Code standards and required findings that are needed for the Commission to develop its recommendation to the City Council.

7/2/25: The project scope has not changed since the preliminary meeting.

8/6/25: The total number of units were reduced from 240 to 232. As a result, the inclusionary unit requirement was reduced from 37.2 to 36.2. The number of provided inclusionary units was reduced from 36 to 35. The number of units requested to be provided by cash payment-in-lieu will remain the same at 1.2.

Current: The total number of units were further reduced from 232 to 227. As a result, the inclusionary unit requirement was reduced from 36.2 to 35.2. The number of provided inclusionary units was reduced from 35 to 34. The number of units requested to be provided by cash payment-in-lieu will remain the same at 1.2.

Recommendation

Current: Staff recommend that the Commission make a recommendation of approval of the second amended Final Inclusionary Housing Plan and amended findings of fact at the end of this report.

Analysis of Requirements & Standards

The following analyzes the proposal regarding the applicable aspects of the City Code. It begins with a review of the provision of affordable housing units

Sec. 150.2115 – Provision of Affordable Housing Units.

4/2/25: NOT Compliant. The Applicant proposes constructing 36 required affordable housing units on-site. There are 1.2 fractional units required the Applicant is requesting to pay-in-lieu, a modification.

Final Plan:

7/2/25: Non-Compliant. No changes have been made in the Final Plan from what was reviewed in the Preliminary Plan.

This is not a departure from the code, as only City Council can approve payment-in-lieu relief for inclusionary units, although the Commission must make a recommendation to City Council regarding the 1.2 inclusionary unit relief.

8/6/25: Non-Compliant. The amended final plan maintains the 1.2 inclusionary unit relief, which the Commission made a recommendation of approval to Council at the July 2nd HC meeting.

Current: Non-Compliant. The second amended final plan maintains the same 1.2 inclusionary unit relief, which the Commission made a recommendation of approval to Council at the August 6th HC meeting.

> ***(A) Calculation of Units Required.*** *Unless an exception is approved pursuant to Sections 150.2120, 150.2125, or 150.2130 of this Code, the applicant for a covered development project must satisfy the requirements of this Article XXI by providing affordable housing units within the development, calculated as follows:*
>
> > *(1) The applicant must identify the number of dwelling units proposed to be constructed as part of the covered development project, which quantity must comply with the applicable regulations set forth in Article VII of this Chapter 150 and the other applicable building and zoning regulations of this Code.*
> >
> > *(2) Of the quantity of dwelling units identified pursuant to Section 150.2115(A)(1) of this Code, 20 percent must be designated as affordable housing units. If the 20 percent calculation performed pursuant to this Section 150.2115(A)(2) yields a fractional number, the applicant must either: (a) provide a full affordable housing unit; or (b) pay a fee-in-lieu for that fractional unit, in the corresponding fractional amount of the per unit payment amount established pursuant to Section 150.2125(B) of this Code.*
> >
> > *(3) The applicant may then incorporate 1.5 additional dwelling units into the covered development project for each affordable unit provided pursuant to this Section 150.2115 (i.e. the applicant may incorporate the additional dwelling units, notwithstanding the number identified pursuant to Section 150.2115(A)(1) of this Code or any maximum density regulation set forth in another provision of this Code).*

FIRST AMENDED (8/6/25) 1700 Old Deerfield Rd. Calculation of Affordable Units Requirements		**Calc.**	**Row Name**
Proposed Units before Mrkt Rate Unit Bonus	181	Given	**A**
On-Site Affordable units (included in base Above)	35	A+D	**B**
Market Rate Unit Bonus	51	Given	**C**

Total Units (Mrkt & Affordable w Mrkt Rate Bonus)	232	C*1.5	**D**
Proportion of Units Required to be Affordable	20%	Code	**E**
Total Affordable Housing Units Required	36.2	A*E	**H**
Units by Cash Payment In-Lieu	1.2	F-C	**I**
Total Cash Payment In-Lieu	$222,480	G*$125K	**J**
Effective Rate of Affordable Units	15.6%	F/B	**F**
Proportion of Total Units that are Affordable	15.1%	C/B	**G**

SECOND AMENDED (current) 1700 Old Deerfield Rd. Calculation of Affordable Units Requirements		**Calc.**	**Row Name**
Proposed Units before Mrkt Rate Unit Bonus	176	Given	**A**
On-Site Affordable units (included in base Above)	34	A+D	**B**
Market Rate Unit Bonus	51	Given	**C**
Total Units (Mrkt & Affordable w Mrkt Rate Bonus)	227	C*1.5	**D**
Proportion of Units Required to be Affordable	20%	Code	**E**
Total Affordable Housing Units Required	35.2	A*E	**H**
Units by Cash Payment In-Lieu	1.2	F-C	**I**
Total Cash Payment In-Lieu	$222,480	G*$125K	**J**
Effective Rate of Affordable Units	15.5%	F/B	**F**
Proportion of Total Units that are Affordable	15.0%	C/B	**G**

Current: The amended changes are highlighted in the inclusionary calculator table immediately above. The numbers highlighted in green remain the same from the final approval and the numbers highlighted in yellow have changed from the final plan approval. Staff considers these changes as minimal.

Sec. 150.2125 - Cash Payment in-Lieu of Affordable Housing Units.

4/2/25: This Section is applicable to this particular project as the applicant is proposing 36 of the 37.2 required affordable units on site and to make a payment-in-lieu of $222,480 for the 1.2 units not provided. The applicant will need relief from this section to make the payment-in-lieu. The Housing Commission must determine

if the payment in lieu request is in keeping with the goal of advancing affordable housing opportunities in the City to a greater extent than the provision of the units on site. The Applicant is proposing comparable size townhome units in this development of 36 in total.

Final Plan:

7/2/25: Compliant. No changes have been made in the Final Plan from what was approved in the Preliminary Plan. As stated above, the Commission must make a recommendation to City Council regarding the payment-in-lieu option as relief for the remaining 1.2 inclusionary units not provided.

8/6/25: The amended final plan maintains the same cash payment-in-lieu request for 1.2 units included in the final inclusionary plan approval from the July 2nd HC meeting.

Current: The second amended final plan maintains the same cash payment-in-lieu request for 1.2 units included in the final inclusionary plan approval from the August 6th HC meeting.

> *(**A) General Applicability.** The applicant may make a cash payment in lieu of constructing some or all of the required affordable housing units otherwise required pursuant to Section 150.2115 of this Code, but only if either: [...] or **(2) the City Council approves such payment, after consideration of a recommendation from the Housing Commission, and after making a determination that such a payment will further affordable housing opportunities in the City to an equal or greater extent than through provision of affordable units pursuant to Section 150.2115 of this Code.***
>
> ***(B) Amount and Use of Cash in Lieu.** [...] For all other covered developments, the per unit payment amount shall be not less than the amount set forth in the City's Annual Fee Resolution. The minimum per unit amount shall be determined by the City Council, based upon an estimate of the cost of providing an affordable housing unit, and shall be reviewed and modified periodically by the City Council. All cash payments received pursuant to this Article shall be deposited directly into the Affordable Housing Trust Fund for purposes authorized under Section 33.1133 of this Code.*
>
> ***(C) Calculation.** The total in lieu payment amount shall be equal to the per unit amount established by the City pursuant to Section 150.2125(B) of this Code multiplied by 20 percent of the number of units proposed in the covered development, less the per unit amount multiplied by the number of affordable housing units actually provided by the applicant pursuant to Section 150.2115 of this Code.*

Sec. 150.2150 - Integration of Affordable Housing Units.

> *(A) **Location of Affordable Housing Units.** Affordable housing units shall be dispersed among the market rate units throughout the covered development.*

4/2/25: NOT Compliant. The Applicant's site plan identifying unit dispersion is attached. Section 150.2150 – Integration of Affordable Housing Units requires the affordable housing units shall be dispersed among the market rate units. Staff point out the following:

- **The site plan depicts 36 total affordable units.**
- **Affordable units are matched two side-by-side wherever they are located, though there are never more than two affordable units in a 'block' of attached townhomes. This does not meet the location requirement as the units are located next to each other.**
- **There are 50 total 'blocks' of attached townhomes; 18 of those blocks have the two side-by-side affordable units.**
- **The Applicant should update their site plan to depict the matrix mix of units by floor plans and bedroom count to match.**
- **There are no affordable units along the western-most 'blocks'.**

Staff Recommendation:

- **Staff recommends moving the units so the units are not located next to each and do not face each other.**

Final Plan:

7/2/25: Non-Compliant. The Applicant updated the site layout, relocating inclusionary units so that they are dispersed throughout the development rather than being located in pairs through the development. However, no inclusionary units are located in Buildings #3, 6, 7, 8, & 9 per the site plan. Further, Buildings #2 & 5 have neighboring inclusionary units whereas Buildings #1, 3 & 4 each have only one inclusionary unit per building.

8/6/25: The amended final plan still requires a Departure from the code for for this provision because there are multiple building types that don't have an inclusionary unit. In the revised layout, only building types #3, 6, 7, & 8 don't have inclusionary units. Further, no building has two inclusionary units. Since there are 49 residential buildings in this development and only 35 inclusionary units, there cannot be an equal distribution of one inclusionary unit per building.

Current: The second amended final plan still requires a Departure from the code for this provision because there are still multiple building type assemblies that don't have an inclusionary unit. The same building types (#3, 6, 7, & 8) do not have any inclusionary units. One building was removed due to the unit reduction and the number of residential buildings decreased from 49 to 48. Since there are now only 34 inclusionary units, there cannot be an equal distribution of one inclusionary unit per building, since no building has two or more inclusionary units located within the structure. The red bubbles on the site plan indicate a change in the building structure design.

(B) ***Phasing of Construction.*** *The inclusionary housing plan and the development agreement shall include a phasing plan that provides for the timely and integrated development of the affordable housing units as the covered development project is built out. The phasing plan shall provide for the development of the affordable housing units concurrently with the market rate units. […] The phasing plan shall also provide that the affordable housing units shall not be the last units to be built in any covered development.*

4/2/25: Compliant. The proposed construction phasing is not required for a Preliminary Inclusionary Housing Plan, but will be included in the Final Plan submission. The Applicant indicates no phases are anticipated and the construction will commence at one end of the site and continue across.

Final Plan:

7/2/25: Compliant. The Applicant submitted a Phasing plan.

8/6/25: The applicant submitted an updated Phasing plan that includes the revised site design layout.

Current: The second amended Phasing plan includes the updated site design layout. Each of the 3 phases include multiple inclusionary units. Compliant.

(C) ***Exterior Appearance.*** *The exterior appearance of the affordable housing units in any covered development shall be visually compatible with the market rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable housing units as for market rate units.*

4/2/25: To Be Determined. The Applicant states that final elevations are forthcoming and will be provided for final approval; however, the Applicant states that affordable units will have the same exteriors as market rate. Renderings have been provide and are attached.

Final Plan:

7/2/25: Compliant. The Applicant submitted elevations that display inclusionary units having the same exterior finish as market-rate units.

8/6/25: The exterior appearance has been updated, per PDC direction, but the inclusionary units remain compatible with the market-rate units.

Current: Compliant. The design has not changed since the last amended final inclusionary plan.

(D) ***Unit Amenities.*** *Amenities that are provided with a market rate unit shall also be provided with the affordable units. For purposes of this Section 150.2150(D), "amenities" shall include, without limitation, basements, front porches, storage lockers, balconies, roof decks, outdoor patios, off-street parking, enclosed parking, appliances, and similar unit features and additions. Specially, and without limitation of the foregoing, the development must comply with the following:*

4/2/25: To Be Determined. The Applicant indicates they will need to provide final interior specification information and that there will be slight variations

to the interior finishes such as cabinets, counters, flooring, light fixtures, and other finishes. Staff will need to review, after the Applicant provides these materials.

Final Plan:

7/2/25: Compliant. The Applicant submitted a project narrative that states that the amenities will be similar to those of the market-rate units. The exterior amenities will be narrative indicates the slight variations of the interior finishes.

8/6/25: The amended plan maintains comparable unit amenities, thus meeting this requirement.

Current: Compliant. The second amended final plan has not changed the proposed unit amenities in the inclusionary units.

(1) Parking Amenities. *One parking space per affordable unit must be included in the rent and without any additional charge to the tenant. Additional parking spaces must be made available in the same manner and using the same method for allocation for the market rate units. Premium parking spaces, such as indoor parking, shall not be required to be allocated to the affordable units free of charge, provided that required parking is provided elsewhere on the site.*

4/2/25: Compliant. Each market rate and inclusionary unit includes two parking spaces in an attached garage and must be included in their rent.

Final Plan:

7/2/25: Compliant. No changes have been made in the Final Plan from what was approved in the Preliminary Plan.

8/6/25: The amended plan does not affect the parking amenities.

Current: The second amended plan does not affect the parking amenities.

(2) Storage Amenities. *To the extent that storage is allocated to all market rate units within a development, similar storage space must be allocated to all affordable units and included in the rent without additional charge to the tenant. If storage space is not allocated to all units due to insufficient ratio of storage space to residential units, then the affordable units should have access to storage in the same manner as do the market rate units, at a cost discounted by the ratio of the affordable unit's rent to the equivalent size unit's market rent.*

4/2/25: Not Applicable. This is not an apartment or condo building development. Market and affordable units have storage spaces within the units.

Final Plan:

7/2/25: Compliant. No changes have been made in the Final Plan from what was approved in the Preliminary Plan.

8/6/25: No changes to the storage amenities were made in the amended plan.

Current: No changes to storage amenities made in second amended plan.

(E) Interior Appearance and Finishes. *Affordable housing units may differ from market rate units with regard to interior finishes and gross floor area, provided that:*

4/2/25: Too Be Determined. Affordable units are shown to be similar in size to the market rate units. Therefore, the standards of this Sec. 150.2150(E) are met. As mentioned earlier, interior finish information will be provided and must be reviewed.
Final Plan:

7/2/25: Compliant. The submitted narrative outlines differences in the interior appearance and finishes.

8/6/25: No changes to the interior appearance and finishes were made in the amended plan.

Current: No changes to the interior appearance and finishes in second amended plan.

(1) The bedroom mix of affordable units shall be in equal proportion to the bedroom mix of the market rate units.

- **The applicant is providing 12 2-bedroom units and 22 3-bedroom units. The bedroom mix for the affordable units is equal in proportion to the bedroom mix of the market rate units as required by this Sec. 150.2150(E)(1) of the Code.**

Distribution of Affordable Units by Type Proposed vs. Required – First Amended							
	Proposed by Applicant				Required		
Unit Type	Total # of Units	Sub-Total Mkt Rate Units	Proportion of Mkt Rate Units by Type	Sub-Total Affordable Units	Proportion of Affordable Units Provided	# of Affordable Units Required	Proposed vs. Required
2 bed	65	54	27%	11	31%	9.59	1.41
3 bed	167	143	73%	24	69%	25.41	-1.41
TOTAL	232	197	100%	35	100%	35	0.00

Distribution of Affordable Units by Type Proposed vs. Required – Second Amended							
	Proposed by Applicant				Required		
Unit Type	Total # of Units	Sub-Total Mkt Rate Units	Proportion of Mkt Rate Units by Type	Sub-Total Affordable Units	Proportion of Affordable Units Provided	# of Affordable Units Required	Proposed vs. Required
2 bed	63	51	26%	12	35%	8.98	3.02
3 bed	164	142	74%	22	65%	25.02	-3.02
TOTAL	227	193	100%	34	100%	35	0.00

8/6/25: Amended plan causes higher distribution because 2 three-bedroom units are being removed and 2 two-bedroom unit is being added. Nonetheless, amended plan should still be accepted due to minor change.

Current: Non-Compliant: The second amended plan yields a higher distribution. This is due to the increase in affordable two-unit bedrooms (by 1 unit) and the decrease in 3-bedroom units (by 2). Although these differences are minor, they do not reflect an even distribution with the ratio of 2-bedrooms to 3-bedrooms for the market-rate units. However, due to the amount of inclusionary units this development will yield, Staff recommends that this departure be approved by the Commission.

(2) The differences between the affordable housing units and the market rate units shall not include improvements related to energy efficiency, including mechanical equipment and plumbing, insulation, windows, and heating and cooling systems.

- **4/6/25: To Be Determined. All interior fit and finishes for the affordable units must be the same as market rate units for the above mentioned improvements.**
  Final Plan:
  7/2/25: Compliant. The submitted narrative outlines differences in the interior appearance and finishes.

  8/6/25: No changes in the amended plan.

  Current: No changes in the second amended plan.

(3) The interior gross floor area for the affordable housing units shall be ***no less than the lesser of***

(a) 75 percent of the gross floor area of market rate units with a comparable number of bedrooms, or

(b) the minimum size requirements outlined in the table below; provided, however, that interior gross floor area shall not include areas devoted to vertical

circulation, basements, off-street parking, lockers and similar storage areas, and mechanical rooms." [...]

- **4/6/25: Compliant. The proposed size of the affordable units meets the requirements of this sub-section 150.2150(E) (3) as shown in the tables below. The table below provides a comparison of affordable unit area proposed vs. required. The table shows that the proposed size of units exceed what is required by the Code. Note that the last column of this table is derived using the average market rate unit area by unit type provided by the applicant.**

Final Plan:
8/6/25: Compliant. No changes have been made in the Final Plan from what was approved in the Preliminary Plan.

Current: Compliant. No changes to floor area for inclusionary or market rate units in second amended plan.

Proposed Affordable Unit Type	Total Number of Unit Type	AMI	Affordable Unit Area Proposed	Minimum Area Required per Sec. 2150(E)(3)(b)	75% of Average Market rate unit size per Sec. 2150(E)(3)(a)
2-bed	**11**	TBD	**2,184**	1,000	1,638
3-bed	**24**	TBD	**2,223**	1,350	1,923

Source: Application. Note last column calculated by staff. Measurements above in square feet.

Average Area (in SF) of Market Rate Units by Type, including Rent Range:

Unit Type (bedrooms)	Total # of Mkt Rate Units	Avg. Unit Area	Proposed Rent Range
2	**54**	2,184	See below
3	**143**	2,564	See below

Source: Application. Average Unit Area calculated by staff with data from application and incorporates attached garage.

SECOND AMENDED

Proposed Affordable Unit Type	Total Number of Unit Type	AMI	Affordable Unit Area Proposed	Minimum Area Required per Sec. 2150(E)(3)(b)	75% of Average Market rate unit size per Sec. 2150(E)(3)(a)
2-bed	**12**	TBD	**2,184**	1,000	1,638
3-bed	**22**	TBD	**2,223**	1,350	1,923

Source: Application. Note last column calculated by staff. Measurements above in square feet.

Average Area (in SF) of Market Rate Units by Type, including Rent Range:

SECOND AMENDED

Unit Type (bedrooms)	Total # of Mkt Rate Units	Avg. Unit Area	Proposed Rent Range
2	**51**	2,184	See below
3	**142**	2,564	See below

Source: Application. Average Unit Area calculated by staff with data from application and incorporates attached garage.

Sec. 150.2155 -Target Income Levels for Affordable Housing Units.

- **4/2/25: To Be Determined. The Applicant will need to provide this information.**

Final Plan:

8/6/25: Non-Compliant for Rental units and Compliant for For-Sale units.

The Applicant is proposing either all rental, all ownership, or a blend of inclusionary rental units and inclusionary for-sale units. There will still be 36 total inclusionary units provided, with 10 two-bedroom units and 26 three-bedroom units. However, the Applicant is requesting to not specify a number of rental vs. ownership at this time due to unknown market demands for either unit type. The Applicant is requesting flexibility to allow for the units to be sold or rented as the market allows. Staff met with the Applicant to agree on some sort of structure that would allow for this proposal to be approved with an unspecified number of rental vs. ownership units.

Thus, the Applicant agreed on the following proportion breakdown for of rental units:

- **At least one-third (33%) of all 2-bedroom and 3-bedroom rental units will be rented at 45% AMI.**
- **The remaining two-third (66%) of the rental 2-bedroom and 3-bedroom units will be rented at 60% AMI.**

Providing a majority of rental units at 60% AMI offers more affordability than what is required per code. The first unit to be rented will be rented at 45% AMI, and then the rest will follow the proposed proportion above.

The Applicant is requesting 60% AMI, which is not permitted by-right in the Inclusionary code. The Commission does not have the authority

to approve a different AMI request via a Departure from the code. This change is approved through a modification via the final Planned Development approval, which ultimately requires City Council approval and adoption. The submitted narrative identifies the 2025 rents to be charged for the rental units at 45% & 60% AMI (dependent on bedroom type). The rents will likely change when the units are ready to come online in 2026-27. The table below outlines the proposed breakdown.

8/6/25: Amended plan does not change plan for Rental AMI distributions.

Current: Second Amended plan does not change plan for Rental AMI distributions, as seen below:

Proposed Distribution of Units RENTAL by Income Tier w/Required Distribution by Unit Type				
	Income Tier (AMI)			
Unit Type (bed)	**45%**	**60%**	**100%**	**Distribution by Unit Type**
2	1/3 of 2BR Rental units	2/3 of 2BR Rental units	0	**TBD**
3	1/3 of 3BR Rental units	2/3 of 3BR Rental units	0	**TBD**
Distribution by Income	**TBD** (33%)	**TBD** (66%)	**0** (0%)	

7/2/25: With respect to the for-sale units, the Applicant is also proposing that the Commission consider and approve an unspecified number of for-sale units. However, the for-sale units will follow the Inclusionary Code requirement of for-sale units listed in Sec. 150.2155(A). No less than 50% of all for-sale units shall be sold to income-qualified households at 65% AMI and the remaining units shall be sold to households at 100% AMI.

This proposal does not require a modification from the code, since it meets the AMI target requirement.

The table below outlines the proposal that meets code, although the number of total for-sale 2-bedroom and 3-bedroom units remain unspecified at this time.

8/6/25: Amended plan does not change plan for For-Sale AMI distributions.

Current: Second Amended plan does not change plan for For-Sale AMI distributions, as seen below:

Proposed Distribution of Units FOR-SALE by Income Tier w/Required Distribution by Unit Type				
	Income Tier (AMI)			
Unit Type (bed)	**45%**	**65%**	**100%**	**Distribution by Unit Type**
2	None	1/2 of 2BR for-sale units	1/2 of 2BR for-sale units	**TBD**
3	None	1/2 of 3BR for-sale units	1/2 of 3BR for-sale units	**TBD**
Distribution by Income	**TBD** (0%)	**TBD** (50%)	**TBD** (50%)	

Sec. 150.2155(A) For-Sale Affordable Housing Units. *In covered development projects that contain for-sale units, at least one affordable housing unit and no less than 50 percent of the affordable housing units shall be sold to low-income households at a price, as determined pursuant to Section 150.2155(C) of this Code, that, on average, is affordable to a household with an annual income that is 65 percent of area median income. Any remaining affordable units shall be sold to moderate-income households at a price, as determined pursuant to Section 150.2155(C) of this Code, that, on average, is affordable to a household with an annual income that is 100 percent of area median income. The owner shall execute and record any documents required by Section 150.2140 of this Code to ensure compliance with this Section 150.2155(A).*

Sec. 150.2155(B) Rental of Affordable Housing Units. *In covered development projects that contain rental units: (i) no less than 33 percent of the affordable housing units shall be rented or leased to households with gross incomes from zero percent to 50 percent of the Chicago area median income at a price, as determined pursuant to Section 150.2155(O) of this Code, that, on average, is affordable to a household with an annual income that is 45 percent of area median income; (ii) no less than 33 percent of the affordable housing units shall be rented or leased to households with gross incomes between 51 percent and 80 percent of the Chicago area median income at a price, as determined pursuant to Section 150.2155(O) of this Code, that, on average, is affordable to a household with an annual income that is 65 percent of area median income; and (iii) no more than 33 percent of the affordable housing units shall be rented or leased to households with gross incomes between 81 percent and 120 percent of the Chicago area median income at a price, as determined pursuant to Section 150.2155(O) of this Code, that, on average, is affordable to a household with an annual income that is 100 percent of area median income.* ***If fewer than three affordable units will be provided, such units shall be rented or leased to low-income households at a price, as***

determined pursuant to Section 150.2155(O) of this Code that does not exceed what is affordable to a household with an annual income that is 65 percent of area median income.

Sec. 150.2165 - Marketing of the Affordable Housing Units.

4/2/25: To Be Determined. The Applicant must provide this information. This is required for final consideration.

Final Plan:

7/2/25: Compliant. The Applicant submitted a marketing plan that is compliant with the intent of this inclusionary code provision.

8/6/25: Amended plan does not change marketing plan.

Current: Second amended plan does not change marketing plan.

(A) Good Faith Marketing Required. *All sellers and lessors of affordable units are responsible for marketing the affordable units, and shall engage in good faith marketing efforts to inform members of the public who are qualified to purchase or rent affordable units of the availability of such units for sale or rent. Prior to the initiation of public marketing efforts to sell or lease an affordable housing unit, the seller or lessor thereof shall submit to the Director of Community Development a description of the marketing plan that the applicant proposes to utilize and implement to promote the sale or rental of the affordable units within the development to the appropriate income groups.*

(B) City Assistance with Marketing. *At the applicant's request, the City or its designee shall assist the applicant in marketing the affordable housing units to eligible households, for an additional charge to be determined by the City.*

Sec. 150.2170 - Period of Affordability.

4/2/25: Must Comply. The proposed units are required to be made affordable in perpetuity per Code.

Final Plan:

7/2/25: Compliant. The Applicant will keep the units affordable in perpetuity, per code.

8/6/25: Amended plan does not change units' status of affordability in perpetuity.

Current: Second amended plan does not change units' status of affordability in perpetuity.

(A) Sale of Affordable Housing Units. *In covered developments that contain for-sale units, affordable housing units shall be resold to low and moderate income households for so long as the units are used for residential purposes, in perpetuity or as long as permissible by law. The owner shall execute and record any documents required by Section 150.2140 of this Code to ensure compliance with this Section 150.2170(A).*

(B) Rental of Affordable Housing Units.

(1) In developments that contain rental units, affordable housing units shall be rented to low and moderate income households in accordance with Section 150.2160 of this Code for so long as the units are used for residential purposes, in perpetuity or as long as permissible by law. The owner shall execute and record any documents required by Section 150.2140 of this Code to ensure compliance with this Section 150.2170(B). In the event that the owner of a covered rental development sells the development, the new owner shall be required to continue to provide the affordable housing units in accordance with this Article XXI

Sec. 150.2175 - Affordability Controls.

The following section is provided for the Commission's reference regarding affordability controls. The applicant will comply with these requirements.

(A) For-Sale Affordable Housing Units.

(1) Housing Commission Purchases. The Housing Commission, or a not-for-profit agency designated by the Housing Commission, shall have the pre-emptive option and right, but not an obligation, to purchase each of the for-sale affordable housing units prior to any sale of any such unit. If the City, or the designated not-for-profit, exercises the option and purchases the affordable housing unit, the affordable housing unit shall be subject to such documents deemed necessary by the City, including, without limitation, restrictive covenants and other related instruments, to ensure the continued affordability of the affordable housing units in accordance with this Article. Such documentation shall include the provisions of this Code and shall provide, at a minimum, each of the following:

***(a)** The calculated maximum resale price is an upper limit, but shall not be construed as a guarantee that the unit will be resold at that price.*

***(b)** Market conditions, and characteristics of the affordable housing unit, may result in the sale of an affordable housing unit at a price lower than the calculated maximum resale price.*

(2) Private Party Purchases. In all other sales of for-sale affordable housing units, the parties to the transaction shall execute and record such documentation as required by Section 150.2140 of this Code to ensure the provision and continuous maintenance of the affordable housing units. Such documentation shall include the provisions of this Code and shall provide, at a minimum, each of the following:

***(a)** The affordable housing unit shall be sold to and occupied by an eligible household.*

***(b)** The affordable housing unit shall be conveyed subject to restrictions that shall permanently maintain the affordability of such affordable housing units for eligible households.*

(c) *Preference for the affordable housing units shall be given to eligible households pursuant to the priorities set forth in Section 150.2160 of this Code.*

(d) *The calculated maximum resale price is an upper limit, but shall not be constructed as a guarantee that the unit will be resold at that price.*

(e) *Market conditions, and characteristics of the affordable housing unit, may result in the sale of an affordable housing unit, may result in the sale of an affordable housing unit at a price lower than the calculated maximum resale price.*

(B) Subleasing Prohibited. *Subleasing of affordable units shall not be permitted without the express written consent of the Director.*

(B) Rental Affordable Housing Units. *For covered rental developments that contain affordable housing units, the owner of the development shall execute and record such documentation as required by Section 150.2104 of this Article to ensure the provision and continuous maintenance of the affordable housing units. Such documentation shall include the provisions of this Article and shall provide, at a minimum, each of the following:*

(1) The affordable housing units must be leased and occupied by eligible households.

(2) The affordable housing units must be leased at rent levels affordable to eligible households for so long as the units are used for residential purposes, in perpetuity or as long as permissible by law.

(3) Preference for the affordable housing units shall be given to eligible households pursuant to the priorities set forth in Section 150.2155 of this Code.

(4) The calculated maximum rental price is an upper limit, but shall not be construed as a guarantee that the unit will be rented at that price.

(5) Market conditions, and characteristics of the affordable housing unit, may result in the rental of an affordable housing unit at a price lower than the calculated maximum rental price.

(C) Subleasing Prohibited. *Subleasing of affordable units shall not be permitted without the express written consent of the Director.*

Required Findings of Fact

For ease of reference and consideration, all required findings are provided in this part of the report. The Commission must review and deliberate on these required findings as part of making its preliminary recommendation to the City Council. After deliberation, the Commission should direct staff to draft the Commission's recommendation in accordance with its findings as appropriate.

7/2/25: Final Plan:

The Commission must review and deliberate on these required findings as part of making its final recommendation to the City Council. After deliberation, the Commission should direct staff to draft the Commission's recommendation in accordance with its findings as appropriate. Staff has prepared draft Preliminary and Final Findings of Fact for the Housing Commission comment and edits, or approval.

8/6/25: Amended Plan: The Commission must review the findings based on the revised layout and unit reduction from the previously-approved Final Plan.

Current: The Commission must review the findings based on the revised layout and unit reduction from the previously-amended plan, plus the addition of a new departure for Sec. 150.2150(E)(1) – unit proportional distribution mix.

Provision of Affordable Housing Units per Sec. 150.2115.(A)(2)

This Section is applicable to this particular project as the applicant is proposing to provide 36 of the 37.2 required affordable units on site. The Applicant is providing $222,480 for the 1.2 fractional units.

Final Plan:

7/2/25: The applicant is proposing to make a payment in lieu of $185,400 for the one inclusionary unit not provided. They will also make a by-right payment of $37,080 for the 0.2 fractional unit. Total payment in lieu would be $222,480.

The Housing Commission finds this payment in-lieu amount acceptable for the one inclusionary unit not provided.

8/6/25: Amended Plan: The unit reduction and provided on-site inclusionary units yielded the exact same calculation of 1.2 inclusionary units not provided on-site' result as what was approved in the Final inclusionary plan; 36.2 units are required, 35 units are provided on-site. 0.2 units can be paid via a $37,080 payment-in-lieu by-right and the Commission must reconsider the Applicant's request of recommending approval of the $185,400 payment-in-lieu fee instead of providing the one remaining inclusionary unit on-site.

Current: Second Amended Plan: The unit reduction and provided on-site inclusionary units yielded the exact same calculation of 1.2 inclusionary units not provided on-site' result as what was approved in the Final inclusionary plan; 35.2 units are required, 34 units are provided on-site. 0.2 units can be paid via a $37,080 payment-in-lieu by-right and the Commission must reconsider the Applicant's request of recommending approval of the $185,400 payment-in-lieu fee instead of providing the one remaining inclusionary unit on-site.

(A)(2) Of the quantity of dwelling units identified pursuant to Section 150.2115(A)(1) of this Code, 20 percent must be designated as affordable housing units. ***If the 20 percent calculation performed pursuant to the Section 150.2115(A)(2) yields a fractional number, the applicant must either: (a) provide a full affordable housing unit; or (b) pay a fee-in-lieu for that fractional unit, in the corresponding fractional amount of the per unit payment amount established pursuant to Section 150.2125(B) of this Code.***

Regarding Overarching Inclusionary Housing Standards per Sec. 150.2135(B)(3). *The Housing Commission shall not recommend the approval of a preliminary or final Inclusionary Housing Plan, and the City Council shall not approve a preliminary or final Inclusionary Housing Plan, except upon making the following findings:*

(a) That the applicant has demonstrated that the proposed affordable housing units are designed to accommodate the needs of the target households;

7/2/25: The applicant proposes affordable units with similar finishes and amenities as the market rate units.

However, the applicant is requesting consideration from the Commission for an undefined distribution of rental vs. ownership units. There will still be 36 total Inclusionary units, but the approval structure for an undefined rental vs. ownership distribution will read as follows:

- **At least one-third (33%) of all 2-bedroom and 3-bedroom rental units will be rented at 45% AMI.**
- **The remaining two-third (66%) of the rental 2-bedroom and 3-bedroom units will be rented at 60% AMI.**
- **No less than 50% of all 2-bedroom and 3-bedroom for-sale units shall be sold to income-qualified households at 65% AMI and**
- **The remaining 2-bedroom and 3-bedroom for-sale units shall be sold to households at 100% AMI.**

Although this rental structure offers more affordability for the rental units, this proposed rental rate is not in accordance with the City's Pricing Schedule distributed among the required income tiers [4].

This different AMI request structure requires a modification approved as part of the Planned Development approval.

The Commission finds the proposed plan is acceptable and makes a recommendation of approval.

[4] 0% to 50% AMI, 51% - 80% AMI, and 81% to 120% AMI see Sec. 150.2155. - Target Income Levels for Affordable Housing Units.

8/6/25: Amended Plan: The undefined distribution of rental vs. ownership units will remain the same as what was presented and approved in the final inclusionary plan.

Current: Second Amended Plan: The undefined distribution of rental vs. ownership units will remain the same as what was presented and approved in the previously-amended final inclusionary plan.

(b) That the location, floor plan, fixtures and finishes, and amenities of each proposed affordable housing unit satisfy the applicable provisions of this Code and are suitable for the needs of the target households;

Sec. 150.2150(A) – Location of Inclusionary Units

7/2/25: The applicant's proposal exceeds minimum requirements for interior unit size and amenities and satisfies the applicable provisions of the Code. Market rate and affordable units will be built to the same specification and quality on the exterior and the interior will have similar appliances and finishes. The affordable units will have a two-car garage space, the same as the market rate units.

The layout was updated to disperse the units throughout the building. There are not inclusionary units in certain building types, meaning a departure from the code is still required. Yet, the Commission finds the proposed plan meets this standard.

8/6/25: Amended Plan: The site layout was altered and there are less buildings without inclusionary units and there are no buildings with two inclusionary units. This yields a better distribution of inclusionary units throughout the development. However, there are still some buildings without inclusionary units, meaning a departure from the code for the location of inclusionary units is still required. The Commission still finds the amended plan site layout acceptable.

Current: Second Amended Plan: The site layout was altered and the total building count was further reduced by 1. There is no single building with multiple inclusionary units, meaning the units are well dispersed throughout the development. However, there are still some buildings without inclusionary units, meaning a departure from the code for the location of inclusionary units is still required. The Commission still finds the amended plan site layout acceptable.

Sec. 150.2150(E)(1) – Bedroom Unit Proportional Mix

Current: Second Amended Plan: The amended bedroom proportional mix distribution yields a higher distribution between two- and three-bedroom units than what was previously approved in the final plan and first amended final plan. For that reason, the Commission must consider this departure

from the code. The increase in the number of affordable 2-bedroom units (11 to 12) and the decrease in the number of affordable 3-bedroom units (24 to 22) does not yield a distribution ratio that matches the market-rate unit ratio. However, a higher yield is subject to large swings such as this when the number of market-rate units is this large. Since no other development in Highland Park matches this scale and coupled with the large number of inclusionary units expected to come online from this proposal, the Commission finds the second amended bedroom unit proportional mix departure acceptable.

(c) That each affordable housing unit is designed to accommodate family living needs for common space and dining areas; and

7/2/25: The floor plans provided meet this standard as they depict adequate floor area, amenities and accommodations for expected household sizes. The plan proposes two-bedroom and three-bedroom units that are well over the minimum requirement size and has amenities that are suitable for a small and medium-sized families or households. This units will become extremely valuable commodities for the City's inclusionary housing portfolio.

The Commission finds the proposed plan meets this standard.

8/6/25: Amended Plan: The unit reduction in the amended plan is not altering the unit size, layout, or elements that would negatively impact the living needs to accommodate a family.

10/8/25: Current: No change in the second amended plan's unit layout that would negatively impact the living needs to accommodate a family.

(d) That the proposed affordable housing units, and the development as a whole, conform to the applicable standards and requirements of this Chapter.

7/2/25: The Commission recommends Final approval of the Inclusionary Housing Plan for 1700 Old Deerfield Road and that the Plan conforms to the standards, requirements and goals of Article 21.

A Departure from the code for the Location of units is required.

Recommendations from the Commission to City Council are required for the cash payment-in-lieu and the rental proportion breakdown offering 2/3 of all rental units at 60% AMI.

The Commission finds the proposed plan meets this standard.

8/6/25: Amended Plan: there are no additional departures from the code that are required by the unit total reduction. The 'Location' departure from the code is still required due to certain building types not having an inclusionary unit represented. The Commission must also still make a recommendation to

City Council regarding the cash payment-in-lieu request and the rental proportion breakdown offering 2/3 of all rental units at 60% AMI.

The Commission finds the amended plan acceptable.

Current: Second Amended Plan: There is one additional departures from the code that are required by the unit total reduction change in project scope.

The additional departure is the 'Unit Proportional Mix' (Sec. 150.2150(E)(1)) departure from the code is required due to the unit change yielding a higher distribution that doesn't reflect the proportional mix of market-rate two- and three-bedroom units.

The same departure from the previously-amended final plan is the 'Location' (Sec. 150.2150(A)) departure from the code is still required due to certain building types not having an inclusionary unit represented.

The Commission must also still make a recommendation to City Council regarding:

1. **The cash payment-in-lieu request of $185,400 to omit 1 of required 1.2 units, and**
2. **Allowing the rental proportion breakdown offering 1/3 of all rental units at 45% AMI and the remaining 2/3 of all rental units at 60% AMI when the code requires 1/3 at 45% AMI, 1/3 at 65% AMI, and remaining 1/3 at 100% AMI.**

The Commission finds the second amended plan acceptable and approves the above two departures for the location of units and unit proportional mix while making a recommendation of approval to City Council for the cash payment-in-lieu request and allowing a different rental AMI breakdown than what is permitted in code.

The Habitat Company LLC

1700 Old Deerfield Road, Highland Park, Illinois

Project Narrative

Introduction

The Habitat Company LLC (the "Developer") proposes the redevelopment of 1700 Old Deerfield Road in Highland Park, Illinois, the former Solo Cup property (the "Property"). The Property is currently vacant. The proposed development contemplates the construction of 227 rental and/or for-sale residential townhomes. In addition to redeveloping this vacant land, the proposed development would foster local economic development, reduce traffic congestion, improve roadway and pedestrian safety, conserve environmental resources, provide 34 affordable housing units and generate significant new tax revenue over the current taxes paid by the owner of the Property (less than ~$1,200 annually).

Project Overview

The proposed development consists of 227 units oriented around a driving court with 270 on-site parking spaces in addition to two-car garages attached to every unit, a clubhouse, fitness center, locker room, outdoor recreation areas and resort style pool. Additionally, the proposed development envisions significant improvements to Old Deerfield Road with a dedicated left turn lane from northbound Old Deerfield Road to Richfield Road, reducing traffic delays and improving roadway safety.

Ownership and Proposed Use

The Property is currently owned by Red Cup Land Company, LLC and will be purchased by Developer following the required zoning approval. The Developer will either sell or lease the units for residential use, depending on market conditions.

Objectives

The proposed development features 227 luxury residential units, which is substantially less than the proposed zoning would permit of 253 units in the RM-1 district which does not include any units from the R-7 district. In addition there will be a clubhouse with outdoor garden, a Tot Lot and Dog Run. There are 227 two-car garages attached to every unit (total 454 spaces), 207 additional driveway surface parking spaces at the west townhomes, street parking and parking lot spaces for a total of 715 total parking spaces. The 227 units will be constructed within 49 buildings spread around a series of driving lanes and courts primarily orienting units to within the community to give surrounding neighbors privacy. The design also incorporates generous setbacks and expansive landscape buffers, both new and existing. The proposed development will use best efforts to adhere to as many environmentally responsible design and construction guidelines as possible. The clustering, setbacks, and landscape buffers are intended to reduce the proposed development's visual impact on the neighborhood. The market will dictate whether the property is built in one phase or multiple phases.

There will be two vehicular access and exit points. One is proposed for the northeast corner of the Property along the Union Pacific Railroad at Old Deerfield Road (the "Access Road"). Currently this road is barricaded to public access off of Richfield Road but will be opened up for public ingress and egress

once the development is completed. A second access point is proposed near the current entrance on Old Deerfield Road.

Additionally, the Developer has retained a team of expert consultants who have performed preliminary studies related to the proposed use, including off-site traffic patterns and capacities, civil engineering, wet-lands, and existing tree conditions. Preliminary studies are enclosed in this application and final engineering will be submitted at a later date.

These consultants have identified deficiencies with local traffic ways and other public improvements and outlined certain public improvements that must be upgraded and modified, even without any development of the Property. The Developer is not seeking reimbursement for the cost of these improvements from the City of Highland Park nor through tax increment financing for the improvements on the Property.

Inclusionary Zoning Unit Amenities

Buildings are designed on the outside to look the same as the Market rate units using the same materials. Energy efficient windows with sound glass in units along the railroad.

Balconies will be provided on the backside of the units of the same size and materials as the Market Rate Units

Two Car Garages are provided of the same approximate size and height as the Market Rate units

Front Yards and entry sidewalks are the same size and landscape detail as the Market Rate units

The Affordable Units are much larger than the minimum required by the Highland Park code and are close in size to the market rate units

	Minimum	75% Market	Actual Affordable	Market Size
Two Bedroom Affordable	1,000 SF	1,638 SF	1,787 SF	1787 SF
Three Bedroom Affordable	1,350 SF	1,923 SF	1,826 SF	2,014-2,224 SF

Two Bedroom Units have 2.5 Bathrooms , Family Flex Room and entry closet on ground level, Living-Dining- Kitchen with private Workspace or Pantry on second level, Bedroom 1 and 2 with walk-in closet and in situ bath and Linen closet and side by side washer dryer on third level.

Three Bedroom Units have 2.5 Bathrooms, Family Flex Room and entry closet on ground level, Living-Dining-Kitchen with private workspace or walk-in pantry on second level, Bedroom 1 with walk-in closet and in-situ bath, Bedroom 2 and 3 have open front closets, shared Bathroom 3, and Linen Closet and side by side washer dryer on third level.

Kitchens have 21 cu ft refrigerators with ice maker in affordable units and 23 cu ft side by side refrigerators in market rate units. Electric or gas slide in ranges with over the stove microwaves with exhaust built in. Under counter dishwashers with multi function wash/dry cycles. Garbage Disposal and stainless steel sinks with pull down/out nozzles.

Kitchen countertops of Quartz, Bathroom/Powder Room Vanity countertops of Plastic Laminates, Compressed Resin or Quartz material.

Ground and Second and Third level room with wide plank vinyl composition flooring and painted wood base or 3/8" thick prefinished vinyl base.

Viny Composition or Wood Stairs with drywall sides or wood railing.

Bathrooms with ceramic tile or quartz tile on walls and floors and base.

Electric service, telephone service and cable service provided to each town home.

High Efficiency forced air furnace and air conditioning unit.

We worked closely with city staff to make sure the exteriors of the affordable units were unidentifiable to the market rate units and distributed throughout the site.

Market rate unit pricing is difficult to predict and will be determined by the market at delivery.

We are requesting the inclusionary units be either all for rent, all for sale or a blend of for sale and for rent provided that the proportions are shown below. The first inclusionary zoning unit will be 45% AMI and thereafter will be the following mix.

Inclusionary Unit Mix:

- For all rental units, 1/3 of units will be rented at 45% AMI and 2/3 of units rented at 60% AMI which requires modification.
    - Sec. 150.2155(B) of inclusionary code requires 1/3 at 45% AMI, 1/3 at 65% AMI, and 1/3 at 100% AMI
    - We are looking to provide more affordability in our rental inclusionary units by offering 2/3 units at an AMI lower than required by code
- For all for-sale units, ½ of units will be sold at 65% AMI and ½ units sold at 100% AMI (meets inclusionary code requirement in Sec. 150.2155(A))

The affordable unit rents are determined by the City's 2025 rental affordable unit pricing schedule seen here. Because the Inclusionary Ordinance requires 65% AMI instead of the proposed 60% AMI, Staff provided those calculations. All rental affordable unit pricing schedules are based on 2025 HUD Income Limits, seen here.

- Rental Units (assuming tenants pay own gas utility)
    - 2BR Units at 45% AMI – Average rent is $1,165
    - 2BR Units at 60% AMI – Average rent is $1,570
    - 3BR Units at 45% AMI – Average rent is $1,294.88
    - 3BR Units at 60% AMI – Average rent is $1,744.50
- For-Sale
    - 2BR Units at 65% AMI – Average sale price is $181,000
    - 2BR Units at 100% AMI is – Average sale price is $353,000

- 3BR Units at 65% AMI – Average sale price is $216,000
- 3BR Units at 100% AMI – Average sale price is $407,000



Color Palette A - Front Load Towns



Color Palette B - Rear Load Rows



Color Palette C - Front Load Towns



Color Palette A - Rear Load Rows



Color Palette B - Front Load Towns



Color Palette C - Rear Load Rows



	BUILDING LEGEND
1	Building Assembly Type
*2	2-BR Affordable Unit Entry
*3	3-BR Affordable Unit Entry

Site Plan - Building Key

HABITAT
Chicago, IL

Highland Park Townhomes
Highland Park, IL

BSB DESIGN
BSBDESIGN.COM

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

September 16, 2025 | 25-0030

Highland Park Townhomes

Habitat Company

Date	5-Sep-25
Phase	Schematic Design

Unit	Description	NRSF (sf)	Garage (sf)	GSF (sf)	Unit Count		Total NRSF	Total GSF	Notes:
					Total	Percent			
Townhome Units									
Plan A	2 Bed / 2.5 Bath	1,787	397	2,184	51	22.47%	91,137	111,384	Rear-Load Garage
Plan A2 - Affordable	2 Bed / 2.5 Bath	1,787	397	2,184	12	5.29%	21,444	26,208	Rear-Load Garage. 35% 2-BR for Affordable Units
Plan A3 - Affordable	3 Bed / 2.5 Bath	1,826	397	2,223	22	9.69%	40,172	48,906	Rear-Load Garage. 65% 3-BR for Affordable Units
Plan B - Interior/End	3 Bed / 3.5 Bath	2,014	438	2,452	92	40.53%	185,288	225,584	Rear-Load Garage
Plan C - Interior	3 Bed / 3.5 Bath	2,209	404	2,613	30	13.22%	66,270	78,390	Front-Load Garage
Plan C - End	3 Bed / 3.5 Bath	2,224	404	2,628	20	8.81%	44,480	52,560	Front-Load Garage
Total Townhome Units					**227**	**100.00%**	**448,791**	**543,032**	
Totals					**227**	**100.00%**	**448,791**	**543,032**	
							1977	2392	
							Mean NRSF	**Mean GSF**	

NRSF:	Measured to exterior face of stud at exterior and to centerline of demising wall; including all stair openings but **excluding garage.**
GSF:	Total buildable square footage including NRSF and garage.



North

0 40 80 160 320

HABITAT™

Proposed Construction Phasing
HIGHLAND PARK TOWNHOMES
Highland Park, IL

BSB DESIGN
BSBDESIGN.COM

Date: September 16, 2025

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

Subject: 1700 Old Deerfield Road Redevelopment

Dear Members of the City Council,

I have owned one of the properties that border the development on the northern end since 2005, and I want to share my support for the proposed plan by The Habitat Company.

I met with the developer on multiple occasions regarding the concerns I had with the impact of the development to my exclusive easement rights for my property and my tenants. After getting off on a rocky start, we have reached an agreement with modifications that limit the impact on my rights and create new easement rights that create a more cohesive existence with my use and the future residential use being proposed.

In addition, the developer proposing to open access to the northern boundary road will improve circulation of traffic and increase parking in the neighborhood.

With the reconstruction of Richfield Lane planned, my hope is that the city will work with me, my neighbors and the developer to time and complete the construction in a cooperative manner to minimize impact to our businesses.

Approving this townhome project would be a far better use than the alternative truck terminal and/or the 500+ unit apartment complex previously proposed could bring.

Thank you,

Joseph A. Sciarrone

Deer Ridge Properties, LLC
1630 Old Deerfield Road, Suite 201
Highland Park, IL 60035

EBC CONSTRUCTION, INC.

Residential and Commercial

New Construction Remodeling Design Cabinetry

September 21, 2025

Subject: Support for Proposed Townhome Rezoning

Dear Members of the City Council,

As a local business owner and land owner with property bordering this site, I want to share my support for the proposed rezoning and for overall development of this property.

I met with the developer on multiple occasions and was concerned with the first proposed set back of 20'. However, I am now ok with the current 50' set back and industrial strip on the north which protects my use if I were to ever redevelop my property. The developer listened to my concerns as well as others and responded to the feedback. They made as many changes as they could and it looks like a good compromise. I did attend several of the DRC meetings.

The addition of parking and the new access road will be a real benefit to me, my neighbors, and the broader community by improving access in and out of Richfield Road / Old Deerfield Road. I would like to see a no right turn in and no left turn out of the access road at the east side of Old Deerfield Road Alley. Also, I would like to see the final plans for the intersection by Bluegrass, but I think that can all be worked out with proper engineering and planning.

After seeing previous industrial proposals, I have come to the conclusion that this site is far better suited for housing than for industrial use. Townhomes will be a good fit for the neighborhood, while industrial development would only worsen issues like noise, traffic and disruption to local businesses and residents.

Thank you for your time.

Sincerely,

Carl Schwarz
1628 Old Deerfield Road
Highland Park, IL 60035

Burhop, Karl

Subject: FW: Concerns for the Solo Cup Development

From:
Sent: Monday, September 29, 2025 9:54 AM
To: cityhp <cityhp@cityhpil.com>; Neukirch, Ghida <gneukirch@cityhpil.com>
Cc: Fontane, Joel <jfontane@cityhpil.com>; Burhop, Karl <kburhop@cityhpil.com>
Subject: Concerns for the Solo Cup Development

[EXTERNAL EMAIL]

As a former design review commissioner…
I respect the process…

Briargate's lack of Master Plan has hurt the ability of the PDC to properly evaluate what is good or not for the area.

If this plan was dropped on the Lincoln School Property how would the city council feel about the appropriateness?

this project is a generational project
this property should and will be developed, I am not against development
it is presently owned by a millionaire, Fred Eychaner that has a right hand by the by the name of, Caty Danz... need I say more...
If the property owner and his team don't care, we are at a loss
it is 28 acres, yes, but there are 9 acres of wetlands, railroad tracks on one side, commercial on one side and residence on two sides.

concern for the future... The spur must be their main entrance and exit
It is not if it is when toys r us gets developed the entrance and egress, really needs city coordination. it is something the city needs to consider.

Richfield Road or Alley, which has old Deerfield Road addresses, is supposedly on the city's plan to renovate next year. Envision Second street repairs, trenching with utilities and drainage all needing to be repaired. This will need to be coordinated if both projects are green lighted.

June 17th Zack, Tom and I sat down... Since then there has been no dialog, yet on Sept 2nd at the last PDC Meeting, under oath, Katie Jahnke Dale said they have been working with Bluegrass on our concerns. That in all honesty is completely false. She nor any of their team has reached out since June...
they do not care about the hardship on Bluegrass, by putting a left turn lane... and a sidewalk.
as a "good neighbor wouldn't you want to discuss and attempt to resolve issues with the said neighbor?"

The frontage of Bluegrass lacks present definition; I have asked Joel Fontain & the petitioner for plans. there is a telephone pole 4 feet off of the curb. the present plan shows a sidewalk where the telephone pole is?

Investing millions in Restaurants, yet just letting this one go? I am not patting myself on the back, but I have 26 families that need to be taken care of

The design that has been approved, as noted by two other PDC commissioners, missed a few key points that I was told while on the DRC were important. How does this project fit into the neighborhood? What materials or perspectives have they threaded into the project from the neighborhood ? Does it compliment the neighborhood? Please help me understand…

The materials, fencing, sterility, in my eyes, doesn't add to or compliment the neighborhood.

Send this back to the PDC, this is still a preliminary approval, the PDC has the time and professionals to re review the site with purpose. The density & zoning overshadowed the entire process at the PDC. Give them direction to find solutions, Habitat wants to solve issues. Allow them to create a project that will make highland park proud. If they leave here today with proper zoning and density, that is a win. Give the PDC the ability to focus on your desires and make this the wonderful generational project to make everyone happy for years to come.

Thanks,

Jim Lederer
www.Bluegrasshp.com
1636 Old Deerfield Road
Highland Park, IL 60035



Burhop, Karl

Subject: FW: Mon 9/29 Meeting - HP City Council to Consider Solo Cup Property Redevelopment

From:
Sent: Friday, September 26, 2025 6:10 PM
To:
Cc: Burhop, Karl <kburhop@cityhpil.com>
Subject: Re: Mon 9/29 Meeting - HP City Council to Consider Solo Cup Property Redevelopment

[EXTERNAL EMAIL]

Good evening Ken

I appreciate you copying me on your statement to the HP City Council in anticipation of their meeting scheduled for this coming Monday, September 29th

I personally believe that the proposed redevelopment of the former Solo Cup property is timely and needs to be approved with imposition specifically of those limitations as set forth in your memorandum … there is no reason for codified zoning restrictions to be ignored for the benefit of a for-profit company … the density limitations are reasonable and valid, they should stand as applicable to this proposed project as they were intended

As for your other points, care and concern for the surrounding neighborhood and for all HP citizens should be tantamount to any approval of this project … safety and common sense are primary considerations that must be honored

I am including Karl Burhop on my reply to you and ask the he please include my concerns as a very long time HP resident in any packet given to the HP City Council

I do hope our Mayor and our City Council members act responsibly in the best interests of our community and all of we HP residents

Thank for your concerns and efforts in this regard

Respectfully
Robert Paget

Sent from my iPhone where auto spell may have inspired a creative interpretation of my typing ...

On Sep 26, 2025, at 11:15 AM, Ken Tatz < > wrote:

View this email in your browser

Dear Bob,

The Highland Park City Council will take up the Plan and Design Commission's recommendation for the 227-unit townhome development at the former Solo Cup site

on Monday, Sept. 29, at 7 pm

at The Moraine (formerly known as the Highland Park Country Club)

1201 Park Avenue W, Highland Park,Illinois

While the community generally supports residential townhome development at this site – as opposed to industrial -- many of us believe our City Council should NOT approve this development unless the developer agrees to make the following reasonable accommodations to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing.

The proposed reasonable accommodations are as follows:

(i) a density limit of no more than 200 units, which is still 12.5% more than that permitted by the zoning code category R7 for townhomes (*Habitat is currently requesting 227 units, which is 27.5% more than zoning code category R7 for townhomes*)

(ii) an agreement to prohibit left turns in and/or out of the entrance across the street from the police station during the peak morning and evening hours

(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code

(iv) eliminate the proposed crossing at Devonshire --despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

If you can SHOW UP at the meeting,

please STAND UP, come to the microphone,

and SPEAK UP by stating that you support the above proposed reasonable accommodations.



Copyright (C) 2025 Citizens Interested in Solo Cup Property Re-development. All rights reserved.
You are receiving this email because you provided your name and email address at a public meeting discussing the development of the former Solo Cup property.

Our mailing address is:
Citizens Interested in Solo Cup Property Re-development 1700 Old Deerfield Rd Highland Park, IL 60035 USA

Want to change how you receive these emails?
You can update your preferences or unsubscribe



Burhop, Karl

Subject: FW: Emergency response times regarding Solo Cup Redevelopment project

-----Original Message-----
From: Neukirch, Ghida <gneukirch@cityhpil.com>
Sent: Sunday, September 28, 2025 3:11 PM
To: Susan Budd < >
Cc: Mayor and City Council <council@cityhpil.com>; Burhop, Karl <kburhop@cityhpil.com>; Fontane, Joel <jfontane@cityhpil.com>
Subject: RE: Emergency response times regarding Solo Cup Redevelopment project

Good afternoon Mr. and Mrs. Budd,

Thank you for your email to Mayor Rotering, Senior Planner Burhop and me. By copy of this email, I am sharing your communication with the City Council and Director of Community Development Joel Fontane.

We appreciate your feedback. If you have any questions about tomorrow's City Council meeting when the Habitat Application will be reviewed, and next steps as part of the planning process, please let me know.

Many thanks!

Ghida S. Neukirch, CM
City Manager

1707 St Johns Avenue
Highland Park, Illinois 60035

Tel: 847.926.1000
gneukirch@cityhpil.com

-----Original Message-----
From: Susan Budd < >
Sent: Sunday, September 28, 2025 1:06 PM
To: Burhop, Karl <kburhop@cityhpil.com>; Neukirch, Ghida <gneukirch@cityhpil.com>; Rotering, Nancy <nrotering@cityhpil.com>
Subject: Emergency response times regarding Solo Cup Redevelopment project

[EXTERNAL EMAIL]

Regarding the proposed development please strongly consider how long it will take for ambulances, fire trucks, and police to respond to victims during periods of increased traffic congestion. If one of your loved ones or close friends were in need of urgent help, how would you feel if they had to wait for an extra 2, 5 or more minutes for life saving help. Victims with tragic outcomes due to this additional congestion will certainly hold you and the city responsible if their outcomes are much worse due to this previously foreseeable congestion problem.

For whatever development that you may approve, please require that all construction related traffic be routed along Deerfield Rd. to this project. Slow moving heavy trucks will unnecessarily create significant travel difficulties if allowed to use Ridge and Clavey roads. Furthermore, these heavy construction trucks carrying heavy loads of debris are loud diesel trucks that create very loud noise and diesel fumes pollution in family neighborhoods for many months. Please manage this situation to avoid this problem.

Finally, trying to make the size of this development as proposed does not give adequate consideration as to how many additional cars and service vehicle traffic will be generated. The city should be doing its own legitimate traffic study to determine what this neighborhood can adequately support. The developer's traffic study suggests an unbelievably low number of additional cars traveling the neighborhood given the number of units and parking spaces in this proposal. Let the city's study be the determining factor in deciding the proper density of this project. Otherwise you are simply putting the cart in front of the horse.

Please respect the needs of we, the residents in our neighborhood. We live here. The planning commission has disregarded our needs.

Please forward this email to the city council members.

Thank you for your very thoughtful consideration of these problems.
Ronald Budd
Susan Budd
1700 Clavey Rd
Highland Park

Burhop, Karl

Subject: FW: Solo Cup Site

From: Ruschau, Pamela < >
Sent: Monday, September 29, 2025 5:40 PM
To: Mayor and City Council <council@cityhpil.com>
Cc: Joe Kestler (
Subject: Solo Cup Site
Importance: High

[EXTERNAL EMAIL]

Dear Council Members,

We understand that the city council is scheduled to vote this evening on the proposal for the former Solo Cup site. We urge you to vote against the proposal or to modify the proposal to adhere to established requirements for residential development.

The high-density proposal presents a number of insurmountable problems that include traffic congestion, as well as serious access difficulties for the Highland Park Police Station. As an initial matter, it will cause serious congestion in the residential area and the commercial area west of 41.

Additionally, and importantly for the whole of Highland Park, the difficulties with the traffic congestion will cause serious difficulties for the Highland Park police exiting and entering the police station. This, in turn will affect the safety of Highland Park as a whole if police officers are not able to readily access and exit the police station.

Further, this will not only bring down the property values of residential property west of 41, but also the property values of the entirety of Highland Park. These are not appealing structures, and the high density only aggravates the problem of ugly buildings.

If something other than normal homes are to built on the site, they should at least adhere to current requirements for residential buildings. They should not be permitted variances for, among other things, height, distances between structures, green space directly around the structures, and parking. If the variances are allowed here, the same variances would need to be allowed for adjacent residential property. With the reduced property values, will property taxes be adjusted down accordingly?

Ask yourself these questions:

- Does anyone on the city council live west of 41?
- The overriding question here is would you allow this development and these structures to built with such high density and in such close proximity to your home or your friends and neighbors homes?

If you wouldn't allow this development in your neighborhood, you should not allow it in our neighborhood. Remember, you represent the totality of the residents of Highland Park, not just your immediate area.

We urge you to vote against the proposal.

Burhop, Karl

Subject: FW: Former Solo Cup Site development

From: Neukirch, Ghida <gneukirch@cityhpil.com>
Sent: Sunday, September 28, 2025 7:44 PM
To: Adrienne Lentz < >; Mayor and City Council <council@cityhpil.com>
Cc: Fontane, Joel <jfontane@cityhpil.com>; Burhop, Karl <kburhop@cityhpil.com>
Subject: RE: Former Solo Cup Site development

Good evening Adrienne,

On behalf of the Mayor and City Council, thank you very much for your feedback and recommendations.

If you have any questions about the information in the packet for tomorrow's meeting or next steps in the planning process, please let us know

Ghida S. Neukirch, CM
City Manager

City of Highland Park
1707 St Johns Avenue
Highland Park, Illinois 60035

Tel: 847.926.1000
gneukirch@cityhpil.com

If I am emailing outside of business hours, it is not an expectation that you do the same.

From: Adrienne Lentz < >
Sent: Sunday, September 28, 2025 5:28 PM
To: Mayor and City Council <council@cityhpil.com>
Subject: Former Solo Cup Site development

[EXTERNAL EMAIL]

URGENT!!!

- Let's adhere to the R7 zoning code and keep the number of units to 200 (which is still more than technically permitted).

- Think about the safety of the people, especially children and bike riders, using the surrounding streets and walkways.
- Consider the impact on traffic, noise, flooding,
- DO NOT compare Habitat's proposed development to Chantilly - if so, the height, density, and traffic flow should be enough to encourage Habitat to change their design.

Tomorrow's city council meeting is critical to the well being of our community. Thank you.

Adrienne Lentz

Adrienne Lentz

From: Ed Brill < >
Sent: Thursday, September 25, 2025 10:38 PM
To: Mayor and City Council <council@cityhpil.com>
Subject: Solo Cup Project - Transportation Issues

[EXTERNAL EMAIL]

Mayor Rotering, Council Members -

Over the last several years, City officials and commissions have contemplated various proposals to develop the former Solo Cup property. I, like many of my neighbors in Southwest Highland Park, generally agree that the

proposal before you next week is the best we've seen so far. A residential development is a welcome addition to the neighborhood, and the Plan Commission has done well negotiating with the developers to improve the plan.

Having said that, I read the submitted public comments thus far with disappointment that so many people writing in favor don't actually live in the affected neighborhood; none of you do, either. As such, I ask that you listen carefully to the comments from people who actually live among the 946 residences in Southwest HP. Our main collective concern is traffic; I will, of course, extend that further that the plan thus far has made a mockery of our Move HP plan, Complete Streets policy, and any thought of non-motorized transportation. I have a proposal that will help, but it has been given no consideration. I would have liked to see more advocacy from our staff thus far, but there is still time to address these needs.

KLOA, the organization hired by Habitat, is a "car culture" legacy traffic consultant. They have been actively hostile to any discussion of non-motorized transportation. They reject conversations, scoff at questions, and offer weak, defensive explanations. This despite the intersection of Ridge and Old Deerfield Road being the busiest non-motorized intersection west of US41. Ridge/Old Deerfield is a significant cycling arterial for 6 months out of the year, as evidenced by the Strava heatmap I've pasted below. The nearby Skokie Valley Trail and the US 41 overpass are relevant for both cyclists and walkers.

KLOA conducted traffic counts in late October 2024 and assert these are representative. They're not. Neither biking nor walking is as popular then as it is in the preceding five months. There are hundreds of pages in this packet about trees, wetlands, drainage...there are zero pages in this packet about pedestrians or cycling.

This development on its face will likely have 500 cars+ adding to the neighborhood. The proposed entrance/exit, for some crazy reason moved closer to Ridge Road, will inhibit traffic at the **single northern entrance/exit** from an entire neighborhood. The contention is split seconds, whether for cars or walkers or cyclists. And KLOA has offered some paint as their concession, crosswalks that are still not contiguous, trails that don't connect, and a clear message that their private property should not be used by others.

The City's Capital Improvement Plan posits to finally replace the unsafe pedestrian overpass at Old Deerfield and US 41 next year. Yet someone leaving SWHP will have to cross Old Deerfield Road twice to access that bridge via sidewalk. Habitat/KLOA could offer a public benefit of building a continuous sidewalk or sidepath (preferred) from Ridge to the Skokie Valley Trail on the south/east side of Old Deerfield. That way, there would be no need to cross any additional streets en route to the longest paved trail in Lake County (and eventually extended to Chicago) or the overpass to eastern Highland Park. Habitat/KLOA hasn't even acknowledged this idea, they just want to paint crosswalks.

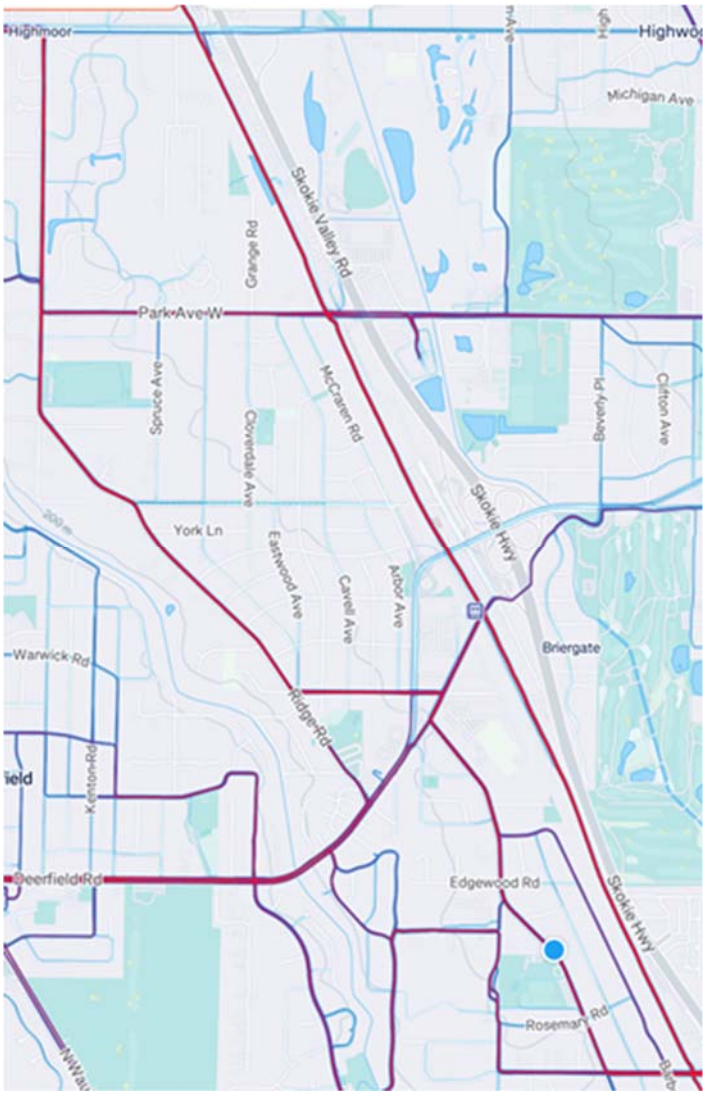
Having lived in this neighborhood off and on for most of my life, I understand that this parcel is always going to have sub-optimal traffic conditions. However, that doesn't excuse making it worse, offering no real computer modeling, claiming blatantly unbelievable numbers for the amount of car traffic the development will generate, not including bikes or pedestrians in that modeling, and just hoping this issue goes away.

As our elected officials, on Monday you have the final opportunity to say that this traffic plan isn't good enough - especially not for Complete Streets and MoveHP, considering the critical nature of these intersections. I'm not sure why there was no push back from staff or the city's own traffic consultant, but those of us who actually live here have seen what happens during school hours, during US41 backups, during Ravinia season... and we need to do better than the current plan.

Thank you.

--Ed Brill
669 Ridge

Formerly 729 Ridge
Formerly 2124 Tanglewood
30+ year SWHP neighborhood resident



Burhop, Karl

Subject: FW: solo cup property

From: < >
Sent: Thursday, September 25, 2025 7:17 PM
To: Burhop, Karl <kburhop@cityhpil.com>
Subject: solo cup property

[EXTERNAL EMAIL]

I would like to go on record as a lifelong resident of Highland Park -living on the west side- that opposes the Solo Cup project. I understand that this property needs to be utilized and sold, but I believe the pending project needs to be re-imagined.

Ida Greenfield
90 Acorn Lane

Sent from the all new AOL app for iOS

Memo to: Mayor and Council Members
From: Lisa Radin
Subject: Rewrite of Post 9/29 Meeting Thoughts
Date: October 9, 2025

I am a Baby Boomer. I've lived in Highland Park for 38 years. And I love the City of Highland Park and the conveniences it offers in addition to loving my neighborhood. This is written out of love of both City and my home/location.

In the 9/29 City/Habitat package there was a Fiscal Impact Analysis dated 5/16/2025 with 240 units. I was unaware that total land value would be reduced by 25% due to affordable homes. Report starts with current value as Farmland. I think this should be updated to reflect 227 units as rentals in addition, if HP has reviewed and what is the Net, Net revenue of Habitat's new proposal as I'm reading $49K in rental r/e taxes and $21K in HP Home Rule taxes based on 240 rental units. This seems exceedingly low. In addition, I think the City of Highland Park should pursue legal challenge of Red Cup tax classification of Farm/Forestry to recoup lost tax revenue in years 2023 and 2024 (given information provided to Ghida).

I've put my strategist hat on while reviewing Habitat proposals –due to my love of Highland Park. Which is different than wearing my SWHP resident hat. Given my many hats, at this time, I would recommend halting the Solo project and aggressively pursuing the Toys-R-Us redevelopment for the following reasons.

- Highland Park wants to increase population "getting bodies" to increase revenue, but "getting bodies" alone will not necessarily be favorable to HP growth and vitality.
- Solo development is geared towards mid-low luxury rental townhomes and some affordable housing, yet the existing HP community and its retailers skew affluent. This is a disconnect. More bodies do not necessarily equate to buying more at HP businesses.
- What cohort fits best in HP? (stats taken from various studies; quick review) Mid-low luxury dwellers can be cost conscious shopping for value and sales.
    - According to McKinsey study and others Gen Z (born 1996-2010 – age in 2025 29 – 15) seeks Value and Convenience, are the most on-line generation, and are less willing to shop in-person than other cohorts. They shop for experiences over material goods and lean towards sustainability; have almost no savings; seek environmentally friendly goods and discounts. Gen Z would not be a desirable mix for Solo townhouses given above, even though some rentals could be 2-3 friends/partners sharing a townhouse. Humans, yes – but helpful to Highland Park revenue growth? Low.

    - Gen X (born 1965-1980 – age in 2025 60-45) are considered loyal customers and shop smaller brands; blend online with in-store; value discounts. (While older Gex X'ers may not be the target given older families and 3 story walk-ups, younger X'ers are a viable target given younger and probably mid-school and h.s. children. "Loyal customers seeking smaller brands" fits HP retail positioning.
    - Millennials (born 1981-1996 – age in 2025 29-44) skew their shopping towards socially responsible businesses, environmental friendliness with a focus on discounts. This would appear to be the Solo market (young families), but their loyalty to HP business may be questionable given the desire to seek discounted goods. In addition,
- Young and affluent shoppers have given rise to shopping at Wholefoods (closest in Deerfield) and Trader Joes (closest in Northbrook) seeking healthful, organic foods. Whole Foods caters to more affluent, educated, health conscious and using Amazon Prime as discount, Trader Joe's for more value conscious vs Whole Foods, desiring fun, socially responsible, and environmentally friendly.
    - While I personally love shopping at Sunset – it is expensive and 'putting groceries in cars' may not be of value to younger audiences. Millennials and Gen X also have established shopping patterns and it would be easy to live at Solo and continue shopping at Whole Foods and Trader Joe's. Shopping at Sunset can be low/medium.
- Relying on Jewel (HP) to serve new residents may be a mistake given in 2023/24 Jewel's parent Albertson's intention to merge with Kroger (Mariano's) but the deal failed – the outcome of that deal was to close many Jewel stores. Jewel may still be looking for a merger and can impact Jewel (HP) short and long term as the logical grocery value alternative
- Which can shift Solo resident shopping towards other grocery retailers – thus not impacting positive grocery sales tax revenue even if only projected as 1%.
- <u>More importantly</u>, shopping at Sunset helps bring people closer to downtown HP to pick up other items when out doing errands. If no or low Solo Sunset shoppers, downtown HP shopping may follow that trend. Thus, adding 'more bodies' at Solo to enhance overall HP shopping may be a large assumption that doesn't pan out. Has HP conducted any shopping research?
- Shopping habit in general trends -> people shop within 6 minutes of their work/home. If current SWHP residents need/want to avoid the Old Deerfield/Richfield roads that would normally take them toward downtown HP, and if the new option is going to Clavey and or Lake Cook Road, their shopping habits can change and decrease spending in HP. A perceived win of "more shopping bodies" may be a loss of "established resident shopping". While an insight of 1, I know if I am avoiding traffic and end up on Clavey or Lake Cook, I

will consider Mariano's (Northbrook), Trader Joe's (Northbrook) or Jewel (Deerfield at Lake/Waukegan Roads) vs. norm of Sunset. If this reflects more than me, there can be a significant loss of business from SWHP residents if traffic congestion is not adequately figured out.
    - And, if not near downtown HP (Central) – I will go to other drug stores, gift shops, clothing and general stores not located in HP. Convenience is a shopping/buying driver.
- Established HP SWHP residents may skew towards Boomers who are less dependent w on-line shopping. The idea is to cultivate their business – they have greater affinity to walking into stores and shopping local. Should more be done?
- Separately, the suburbs of Glenview, Highwood and Wilmette are aggressively adding new upscale restaurants to draw traffic. Does HP view those cities as competitors and if so, what strategies are being created to compete for more dollars.
- While SWHP residents have been complaining of potential traffic snarl-ups, <u>if we would feel the traffic pressure, so would new Solo residents</u> and that would lead to bad Word-of-Mouth (WOM). Highland Park Council should be in the long game. Making sure any residential area is strong beyond the build/sale (Habitat redevelopment). We do not want unhappy Solo residents who find traffic a pain, who complain on-line (which they are comfortable doing) and impact future renters/turnover. Initial renters leading to no renters isn't the game, although Habitat would be happy – they developed and got out.
- The Solo/Habitat plan will use a brick veneer – a low-cost alternative to brick. While it's cheaper and easier to install there are issues. Foundation bases less study (?) The units might look nice from the get-go but needs to be maintained – not the same strength as brick re weather (winds), can cause drainage issues, freeze/thaw issues which affects durability aside from having higher maintenance issues than brick.
    - Why do E HP new residential building use brick but veneer is OK for W HP?
        - In the 2018 HP design booklet, say "Genuine materials of brick or mason is preferred", so how does the Solo redevelopment meet HP design standards?
- There is no panache re the Solo design. In fact, it's too high, too condensed and too bulky. It certainly does not fit or enhance the SWHP community.
    - Btw homes in SWHP are not tear-downs. The homes in Heatherdale (Heather/Winthrop/Devonshire) are well maintained 3-4 and 5 bedroom single-family homes that residents have invested in with additions and more.
- The 2018 Design booklet also states

- Any new development should enhance quality of life for existing residents – and to promote health, safety and welfare of community -with the density, traffic and environmental (toxic land) issues quality of life will be decreased and negatively impacted.
- Development should be Climate Friendly – nowhere have I seen development enhancements of LEED friendly and other.
    - There is nothing about this development that has a direct positive for the SWHP community
        - Nothing that promotes architectural interest
        - Nothing that promotes HP long-standing position of promoting art
        - Nothing that promotes multi-modal transportation use of people/bikes/cars – sharrows on roads are paint -no enhancement on actual use of redesigned roads/land – having negative impact on bike safety
        - And density given only 1 primary in/out at police station has traffic implications beyond and lower than norm
            - IF, this project goes through and IF the ICC continues to discourage use of Access Road – which may have provided an estimated 30% of cars using – then consideration should be given that units are reduced by 30%
- Habitat talks “luxury” townhomes. What does luxury mean to them as it’s not clear to me. And Habitat has provided no rent figures and no demographic direction on the development. Having this information is imperative to determining HP financial success.

- When Habitat started their process the main entrance by the Police station and Access Road w spur were the 2 main in/outs. Later they added Richfield Alley.
    - At the last meeting after many concerns were voiced re Access Road close to RR tracks, Habitat’s legal rep said, (at 1:42:10 of video found on YouTube) “The ICC was preliminarily discouraging using the Access Road…but don’t worry we’ll make it work.” I trust the ICC, not Habitat; hope you’re in the same boat. This is not comforting that Habitat is going to provide safety. In fact, It’s ridiculous. The YouTube Access Road/traffic conversation started w KLOA rep at 1:39:17.
        - All of above means the main entrance by Police station will be the only/primary entrance. This is a problem that should have been resolved at Meeting 2. (We are now going on Meeting 7).

        - Spinning our wheels due to Habitat's desire to get their development done is not a true partnership but a sales group pushing for a sale.
- While KLOA did traffic studies, they did not consider:
    - Craftwood delivery 18-wheelers that back up on Old Deerfield creating blockages (Resident insights)
    - Businesses such as JAR and Little Tommy's located along Old Deerfield Rd have driveways which they reverse back-up their trucks blocking traffic on Old Deerfield, occurring at various times of day. (Resident Insights)
    - According to KLOA and some council members at 9/29 meeting, resident were told that their traffic observations should be dismissed. Don't agree.
- Environmentally clean. At early meetings with either Habitat or another (truck depot), the representative explained that Solo (plant when knocked down) was an environmental mess w asbestos and other toxins. They didn't talk about the land in general. Solo made cups from polystyrene that is a known toxin and endocrine disruptor. Solo plastics break down into PFAS and phthalates. These are known as Forever Chemicals. While Pritzker recently signed an IL law re not selling goods with PFAS, it doesn't go into effect for years and I don't believe the IL EPA tests for them. But it doesn't mean that these toxins don't exist in soil.

  So, when someone on the Council at the last meeting asked for clean-up notices to be sent to residents…does that mean we cannot go out of our homes, or open our windows for 18-24 months when units are built? Or (sarcastically) we should all buy gas masks. The land is a problem.
- I've heard "Solo land is the biggest and best tract that HP will ever see/use" – I beg to differ. Yes, probably the biggest. But "best" – questionable.
    - Solo land was sold in 2012 for about $6 million and put into a 1031 Exchange (Red Cup Land Co in Tempe AZ) – no idea how many exchanges made on this property. Elston R/E company pays Red Cup / Solo land taxes, and I believe that's part of Newsweb. Maybe we should be talking to Newsweb, property owner, Fred Eychaner who seems to be a good guy according to Wikipedia.
    - In 2021 there was an auction to sell the land. Seller wanted $25 million. Land was appraised for $7 million. Bid received were between $3 mil and $11 million. I believe the land was not sold. Instead, developers came in – 1st w the truck depot, and now w Habitat. The land is not worth $25 million. Per Newsweb auction letter: The land is oddly shaped, next to a RR which isn't great, positioned in an area that has developed over time and creating more limits on traffic, environmentally questionable – so no – not the best land in HP.

- SWHP residents have felt that PUD/Mayor/Council are being pressured by Habitat to develop Solo land due to too many meetings over/time, fear of Habitat walking, desire to get more bodies in HP, desire for affordable housing, hope for greater tax revenue and current tax class of Farm/Forestry which provides $1200 in tax. HP residents 'for' a new development (per letters)– will not be directly impacted as residents by Solo as they don't live in the neighborhood. It's easy to be 'for' a development when not directly impacted.
    - All of above is the-better-than-nothing-strategy but does not lend itself to being a good long-term community business decision. This next meeting is to have Habitat tweak their proposal. Why give Habitat hope if the 227 units, even 200 units isn't wise and significantly problematic given the many negative issues as stated here and 100's of inputs received thus far. This project needs a significant rethink.

A few left-over items:

- According to the Park District, a crosswalk at Devonshire CT is desired so potential new residents can have access to a city Park within ¼ mile.
    - Per the Park District website, Devonshire Park is the 2nd smallest park in HP being 1.1 acres w nomenclature of Playground + dogs allowed
    - As a reference point for you re "park as playground"
        - Synder Park is 3.69 acres; Moroney Park is 2.07 acres; Rory David Deutsch Park (currently closed on Hilary) is .28 acres, and Mooney Park is 6.13 acres. (Devonshire 1.1 acre)
        - Mooney Park according to Google Maps is ¼ mile from 1660 Old Deerfield Road (Solo development)
            - IT IS my suggestion (and SWHP residents agree) that Solo residents (if this plan goes through) be directed to Mooney Park and not Devonshire Park thus:
                - Eliminating problematic crosswalk (safety)
                - Stop putting burden of both foot and car traffic on SWHP residents
                - Allow those using streets as pedestrians to cross at a traffic light on Deerfield Road making the transition safer
                - Hopefully reduce Solo resident awareness of Heatherdale car cut-throughs which would negatively change residential dynamic of Heatherdale

subdivision (Winthrop/Heather Lane/Devonshire) and if
    - The Park District doesn't agree, we request this be put in the list of residential variances.
- I've heard arguments on traffic "Solo Cup had 600 employees, so Habitat should be fine"
    - I know when Solo was in business that they had at least 2 manufacturing shifts as at 8p and later, smoke would be billowing out of their chimney's. And someone had to make that happen. So "Solo had 600 employees" isn't a good argument for cramming 600+ parking spaces and cars into this development.
- Lastly – re the cut off from Deerfield Road to Old Deerfield/Winthrop – some mention of closing that cut off. Do not agree as that cut off offsets traffic from the Richfield/Old Deerfield intersections, now. Conducted my own little traffic observation and I believe cars coming off Deerfield Road to cut off think the speed limit is 30 mph given sign placement.
    - There's a 30 mph on Deerfield Road near Carriageway / DF, across from BP just before Garrity Sq on S side of street and another one about 1-1/2 cars long before the cut off. Basically, telling drivers, 'Hey, go 30 mph". If me, I'd look at less confusing placement of 30 mph by cut-off with a possible 'Slow down' as addition – although the traffic engineers can figure it out. Bottomline? Confusing. I personally use Deerfield Rd to cut off to Winthrop (not a through street) to Heather Lane.

I leave you with this:

The U.S. Department of Transportation, The Federal Highway Admin and The National Safety Council created a program called "Safe Systems" with goal of Zero deaths due to transportation. Their report states:

"The Safe System approach assumes that people will occasionally, but inevitably, make mistakes behind the wheel and that the overall current transportation system should be designed to be forgiving – so that these mistakes will not lead to fatal outcomes."

If the ICC is discouraging the Access Road due to safety – if Old Deerfield Lanes are less in width than norm to handle Habitat 227 families – why the heck are we trying to shoehorn people and cars into a landscape that doesn't work? Or that can lead to major or minor accidents – causing backups and worse. In other words, the Toys R Us redevelopment which would primarily exit onto Deerfield Road (with lights vs stop signs) would seem to be the logical next step. And, while chasing a developer isn't the HP historical paradigm, maybe it's time for a change.

As a separate note to the Mayor, you asked if sidewalks can be put on Old Deerfield to get to the overpass. There is a sidewalk on the police station side of the street and stopping at the RR tracks. Potentially you can build a sidewalk from tracks to Skokie Valley Road (not sure those businesses at corner would like as used for parking). But that creates another problem if development goes through – more traffic at Old Deerfield/Skokie Valley Rd for those wanting to get on 41. AND, as a very separate note, I think the double stop sign to get on 41 is confusing. Again, not that 2 experiences make a study, but someone (from E HP) picked me up on Heather to take 41. She stopped at the 1st Stop Sign, but blew past the 2nd stop sign (I saw my life flash before my eyes) – and thought “Confusing, also not driving w her again”. Hope at one point the City or IDOT will review signs at Old Deerfield/41 if traffic increases. And, while we can think – ppl are careful drivers – tell that to the folks who were eating at 2 different Portillo’s. Distracted driving is the new norm.

Lisa Radin

Memo To: Mayor and City Council
From: Lisa Radin
Re: Solo / Habitat Development Traffic and HP Capital Improvements (CIP)
Date: October 14, 2025

Michael Tarnoff and other residents have been requesting a R turn into main entrance and R turn out which has been met with reluctance. I am including the last street diagram which was included in the 9/29 package. Main entrance shifted to 50 ft or so closer to Ridge. No idea what the street painting of rectangular crossbars represents but at 1st glance seems like those driving from Ridge turning R to Old Deerfield – are quickly met with a need to zigzag to follow Old Deerfield to Richfield. (Please look at street diagram and pretend you're on Ridge turning R on Old Deerfield – see the need to zigzag?) Seems confusing and strange. And while a dedicated L turn lane on Old Deerfield, there's a lotta turns going on that create normal traffic burdens. The idea is to simplify, not shoehorn.

That said, am learning of CIP's and thinking of Tarnoff's request of R in and R out – this makes more logical sense to me after reading CIP's and should be the only way into the main entrance during all hours, not a wait-and-see approach, and not only during am/pm rush.

Now, look at the diagram and visualize a L turn in from Old Deerfield into Main entrance with multiple cars in lanes. It's will be a problem backing up traffic on Ridge and Old Deerfield. Same with L turn out of main entrance for cars. Assume school buses can turn L out. Even though traffic and radius appear problematic.

That said – given Capital Projects the demand for R in, R out seems like a city necessity vs residential request.

Pedestrian Bridge over 41 (at Old Deerfield Rd/Skokie Valley Rd)
- Construction Engineering FY 2026
- $2 mil received; need $8 mil
- No mention of timing
- Significant traffic issues (longer wait/drive times) of not using Old Deerfield to enter 41 – Habitat/Solo and residents will need to go the Park Ave (that would demand Solo residents go R out)

Briergate Business District Improvements

- Richfield Alley – while HP improving draining and resurfacing nothing re making it a 2-lane street for Solo/Habitat to use as ROW. Tentatively scheduled for 2026. Appears Habitat has confusion re the Alley and HP CIP in addition to alley not being 2-lane worthy.
- IDOT Deerfield Road Bridge Improvements

- Targeted 2023-2028
- Targeting 7 months of construction (some copy picked up for CIP)
    - West 41 ramp and exit to Berkeley (9 weeks construction)
        - Detour Old Skokie Road via Old Deerfield and Richfield – adding more traffic than norm.
    - Access to Berkeley via Richfield and Ridge – adding more traffic than norm.
    - Westbound Deerfield Road entrance / exit to 41 via Park Ave West
        - but translates to - if Solo exits Park to Ridge to Richfield to Old Deerfield, must turn L into main entrance.
            - Suggest go to Clavey and N on Ridge, for R turn in.
    - E bound Deerfield Rd traffic exit ramp to Old Skokie/US 41 detoured for 9 weeks.

Summary: Given all above (which details may be above my pay grade) and the traffic pressure caused by CIP and Solo construction, highly recommend Solo/Habitat main entrance be R out and R in.

Please remember, If L turn out of main entrance and L turn into main entrance given increased traffic due to CIP construction doesn't seem wise, in addition to adding distress to current traffic patterns which serves the existing community.

I was surprised to learn that those living in SWHP will be living with traffic (CIP and Solo) construction and disruption the next 3-4+ years.

During that time and with Solo/Habitat we ask that construction not take place on weekends or at night (after 6p?). Between the major inconvenience, dust and noise this request seems value worthy.

Lisa Radin

See attachment 3rd page of Habitat Old Deerfield Road revisions and please keep in mind

350 W Hubbard St, Ste 500
Chicago, IL 60654
(312) 527-5400
www.habitat.com

Dear Planning Commission Members,

The following provides a summary of the proposed traffic mitigation improvements along the segment of Old Deerfield Road between Richfield Avenue and Ridge Road by the development in order to improve the existing and future traffic and pedestrian operations of the area:

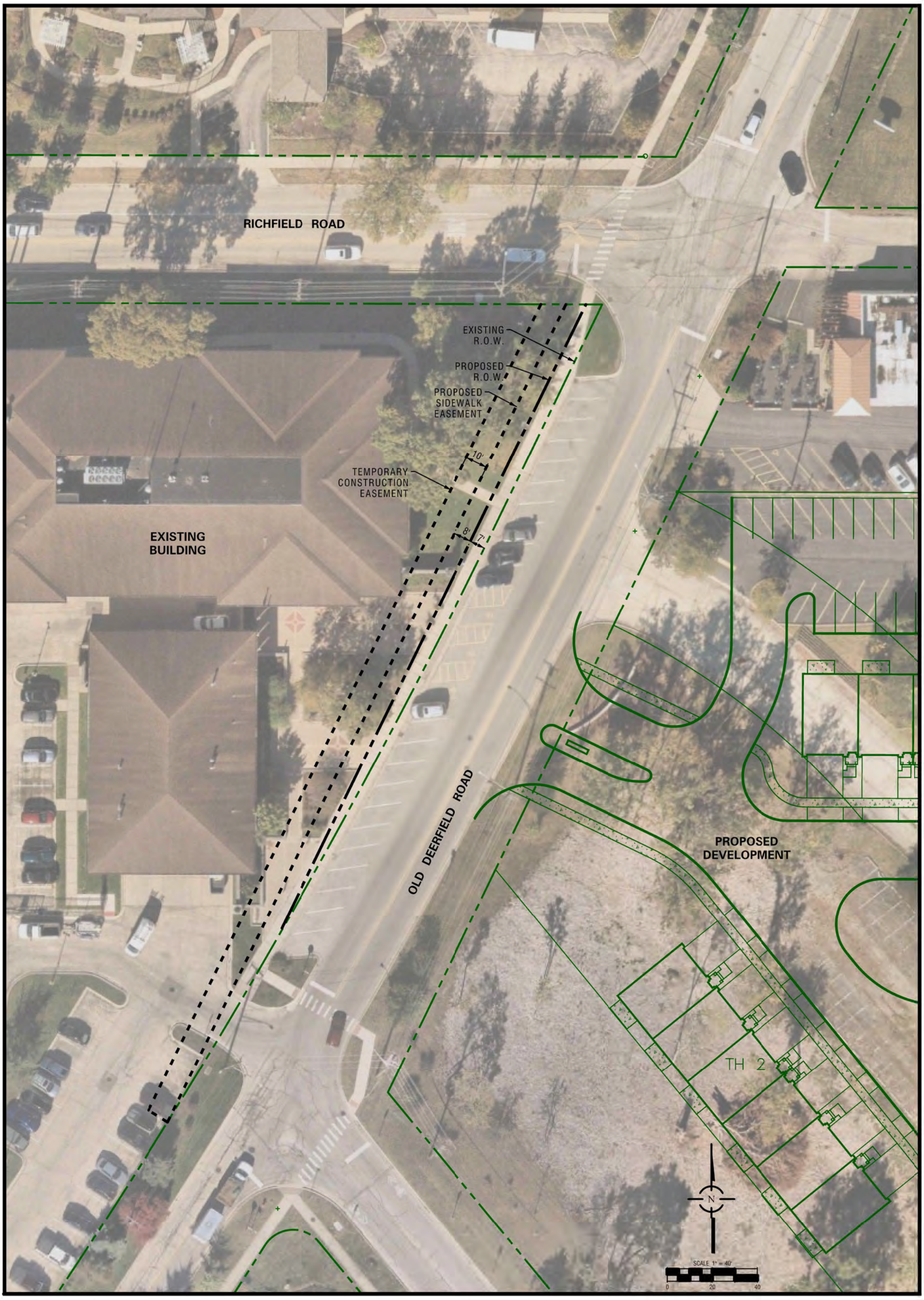
- Old Deerfield Road will be widened between Richfield Avenue and Ridge Road by approximately 10 feet to the west in order to provide an exclusive northbound left-turn lane and in order to maintain the same number of angled parking spaces on the west side. This left-turn lane will provide approximately 165 feet of storage.
- The southbound approach of Old Deerfield Road at its intersection with Richfield Avenue will be restriped to provide for an exclusive southbound left-turn lane with 115 feet of storage and 135 feet of taper.
- The radius on the southwest corner will be modified to accommodate the turning movement of large vehicles.
- A sidewalk will be provided on the east side of Old Deerfield Road extending from Ridge Road north to Richfield Avenue.
- High visibility crosswalks will be provided across the proposed access drive off Old Deerfield Road and on the south leg of Old Deerfield Road at its intersection with Richfield Avenue.
- Following the standards set forth in the *Manual on Uniform Traffic Control Devices* (MUTCD) 11th Edition, cross-hatched striping on Old Deerfield Road across the proposed access drive coupled with a “Do Not Block Intersection” sign facing south will also be provided.

The proposed preliminary geometric modifications are shown in **Exhibit A** in the Appendix. **Exhibits B** and **C** in the Appendix show the turning path of a school bus and that of a regular passenger vehicle.



Zack Zalar

The Habitat Company



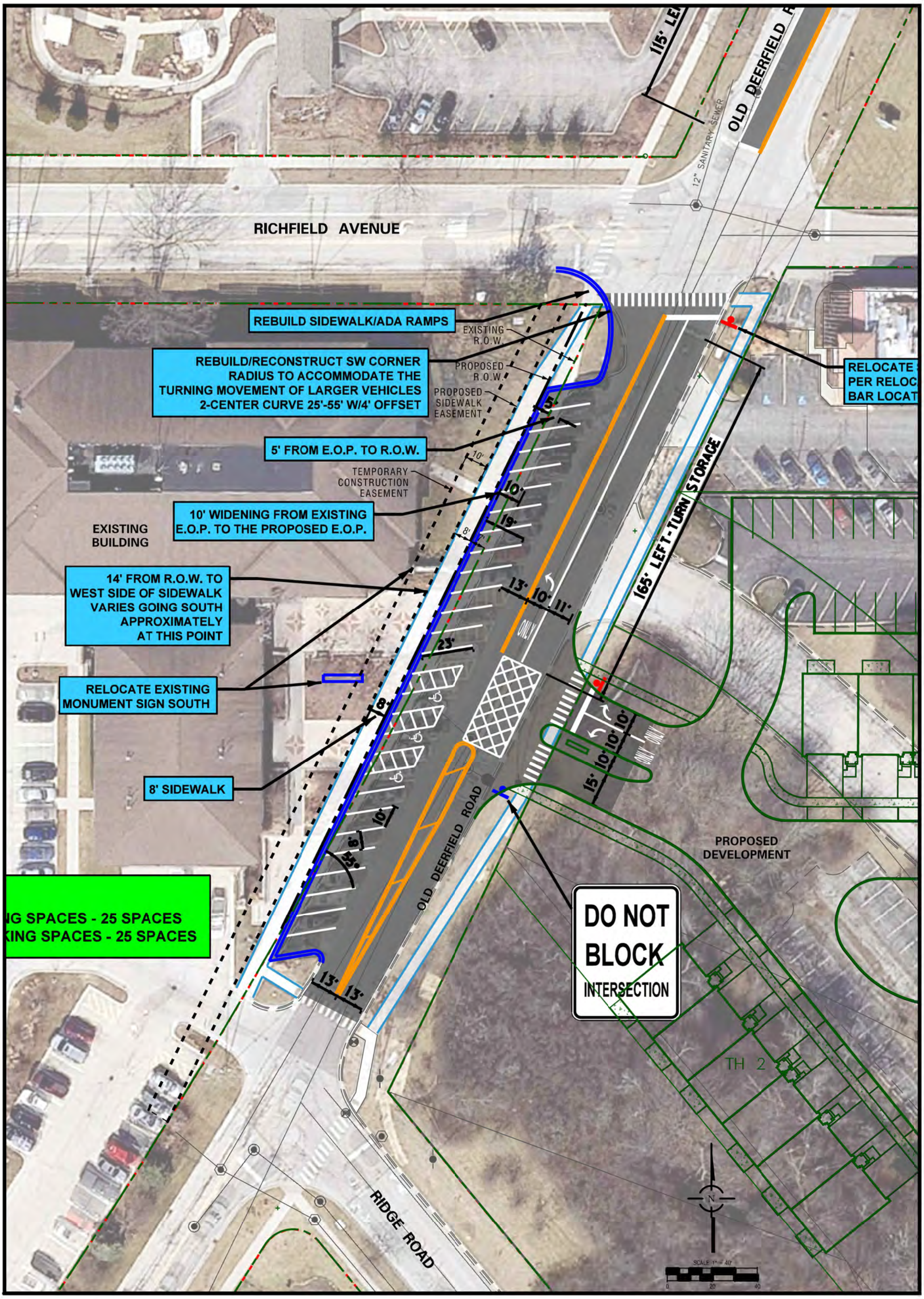
Spaceco
Civil Engineering & Surveying
spacecoinc.com Rosemont, IL - Morris, IL - Indianapolis, IN

DATE: 03/24/25 | FILENAME: | JOB NO: 11395.02

R.O.W. & EASEMENT CONCEPTUAL EXHIBIT OLD DEERFIELD ROAD (PG 1 OF 2)

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

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Spaceco
Civil Engineering & Surveying
spacecoinc.com Rosemont, IL – Morris, IL – Indianapolis, IN

DATE: 03/24/25 | FILENAME: | JOB NO: 11395.02

R.O.W. & EASEMENT CONCEPTUAL EXHIBIT
OLD DEERFIELD ROAD (PG 2 OF 2)

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, ILLINOIS

N:\Projects\11395\11395.02-Habitat\EXHIBITS\11395-02-OLD-DEERFIELD-ROW.dgn SHEET 2 User=randerson

Sandy & Art Lurie
1016 devonshire ct., highland park, il 60035

9/21/2025

Highland Park City Council
Highland Park, Illinois 60035
847.926.1000

Re: Solo Cup Development
Devonshire Court/Ridge proposed crosswalk

Dear Highland Park City Council,

We have lived on Devonshire Court for 48 years, raised our children here and now have the pleasure of having our grandchildren within walking distance of our home. We've enjoyed having Devonshire Park at the end of our block and shared with all in the area.

We understand it **seems** a logical place to put a crosswalk at Devonshire Ct and Ridge Rd, and an inclusive idea If you're trying to give people access to cross Ridge to specifically get to Devonshire Park or West Ridge, But to invite that access at that specific spot , is a poorly executed idea, and if you live here, you know that is a **dangerous** idea . You cannot know this just by looking at it or counting cars . You can only know it if you live here. The plans for a connecting walkway from the Habitat development to cross at Devonshire is bad because of **SAFETY** issues, especially for children, along with the additional traffic problem it will create. Additionally, you are changing the nature of one specific street, as the Park is the only destination and reason for somebody to cross Ridge at that site.

1. Habitat's 227 units target market is young families, as they've stated many times. Figure conservatively 350 people accessing that crosswalk, of course not all at once, heading down Devonshire. please envision what that adds to traffic stops at a place not built for accommodating crossing.

2. Cars going in both directions, especially heading north whip around that spot because it curves.

I have spoken to Sam Hertel from the engineering Department, and I know they went out and looked at the site. Their plan is to put walkers warning signs. They felt that there's enough stopping time on the curved northbound lane to notice people walking across the street. We beg to differ. You cannot really appreciate how fast the cars go northbound on ridge and since that's not really an intersection, one does not expect to see somebody crossing at that point despite any signage, they may install. Yesterday as I was driving northbound on Ridge a motorcycle passed me right by going probably

about 35 miles an hour; no way would he have been able to stop and observe that somebody was walking You have to live it coming out to look at it does not equate. This is a usual occurrence.

3. Cars traveling east on Deerfield Rd take the fork at Devonshire/Winthrop trying to bypass the intersection at Old Deerfield Road and Ridge; and come down Devonshire and then turn north and south with barely a stop.

4. You will have traffic backing up going North and South waiting for people to cross.

5. You will have children running across the crosswalk .

6. Habitat has planned for two playgrounds in the development, which probably negate the necessity of crossing to get to Devonshire Park.

7. To put a three-way stop or a light of any type that you push to cross would create more havoc on Ridge Road and vastly change the nature of this neighborhood, to say nothing of the traffic problems created.

Imagine children, not particularly paying attention , riding their bikes, scooters or walking , wanting to cross at this location , not only during peak traffic times but throughout the day....to get to the Park.

If this development gets approved by the this City Council, we would urge you to abandon the crosswalk at Devonshire Ct. and Ridge Road.

Kindest regards,
Sandy and Art Lurie

Sandy & Art Lurie
1016 devonshire ct., highland park, il 60035

9/24/2025

Mayor Nancy Rodkin Rotering
Highland Park City Council
1707 St.Johns Avenue
Highland Park, Il 60035
847-926-1000

Re: Solo Cup Development
Dear Mayor Rotering and the City Council,

We built our home and have lived at 1016 Devonshire Court for 48 years directly across from this property. This development as proposed will have a massive effect on us, it's massive physical presence, our property value.
I used to be in communication with Charles Gross who worked for the owner Fred Eychaner about what the community would want there. In 2012 a spokesman said " Our property in Highland Park is a surplus asset," a Solo Cup spokeswoman says in an email. "It makes the most sense for our business to sell it to a buyer who will develop it for the benefit of the Highland Park community."
Is this particular development of benefit to this, West of the Highway community?
That is what you are tasked with.

In communication with this elected body, We hope you're open to listen to this Neighborhood , this community, whose lives will be most directly affected on a Daily basis. One of, if not the last, large parcels of land in Highland Park, is this really the best we can do?
Would any of you, who entirely reside on the East side of town, want this across the street from you? I think not.

We will try to lay out as simply and clearly the reasons we don't believe this is a positive development for this last large parcel of land in Highland park. These are only a few.

Main topics: <u>Density, Traffic, Terrible Mediocre monotonous design, targets singular market, without considering a broad range of needs for the community, Density, Height, Traffic, Urban housing in a suburban neighborhood.</u>

One has to wonder why Habitat didn't design a development that is in keeping with the suburban nature of this property, and why they designed it this dense, and this tall, and are therefore asking for relief from appropriate zoning. Relief, why grant it?

1. This is overwhelmingly too dense, too many units squished together. Habitat is asking for you to give them relief on zoning, but why? Why don't they have to live within the same rules as everybody else if this was zoned properly for townhouses R7, on the 19 acres? They'd only be allowed 178 units. The fallacy is in figuring the units on 28 acres, the townhomes are being built on 19+ acres . Please offer a good reason for the city to look the other way and grant them the Density and Height relief they're asking for. Instead, they're asking for RM1, so they can jam more units on the land.
This too dense, too tall city Row houses plunked down into a suburban enclave.

Monotonous, unimaginative use of this property, targeted to only one specific group, those who can walk three flights. For us, this is palpable and believe will negatively affect our property values

2. They're asking for height relief, but why? It's totally possible to fit lovely townhouses into this space that don't exceed nor overwhelm the height. They don't need 10 foot ceilings on the second floor and they don't need three floors and 42 feet is an unacceptable height in this neighborhood.

3. We don't believe a large rental development is appropriate for this neighborhood. Rentals are not usually long-term residents invested in the community.

4. Habitat has been absolutely unmovable on the issue of entry and egress of the main entrance, which should beRight turn in and Right turn out only. Why is this such an issue for them? It decreases the bottleneck that will surely ensue when people coming out of the main entrance. want to turn left into the development or left out of the development, halting traffic in both directions. We've listened to all the traffic experts who don't live there. We're expected to believe that an estimated additional 350-600 cars will not affect traffic in this already congested area and not affect safety for walkers and bikers.

5. Flooding is already an issue in this area and has been on my street as the water flows down from the top of Devonshire and Winthrop, East and collects at the end of my property. When only one house was built about 15 years ago on Ridge that created flooding. Imagine what the displacement and all that concrete will do.

6. The Devonshire crosswalk suggested by the city and the park district in the name of connecting this to the neighborhood is a bad idea .We have forwarded to you a separate information page on this. We can't think of a worst place to stick a crosswalk in the middle of a street. People wanting to exit the development on foot or bike should do so at the main crossing at old Deerfield and Ridge, which is properly marked with stop signs.
The city/Park District wanted the walkway within the development to curve out to ridge at Devonshire. An idea that well thought through we believe. Danger, warning signs. You're encouraging people to cross at a spot that is not designed for crossing in the middle of a block. With 227 families one can only imagine the enticement cross in the middle children running across cars is not expecting to have to stop for somebody despite any signage you may install.

7. No Overall planning for what might be developed at the Toys R Us property which will further add to traffic and congestion in a biking and walking neighborhood.

8. GET IT RIGHT
It's been said that we've had six meetings and it's time to make a decision. I'm a designer, we've spent one year just designing a kitchen! Surely something of this monumental importance deserves whatever time it needs to get it right. What benefits this community, benefits the Whole of Highland park. It has been said by the Planning commission that they take into account what is good for the entire city, but if it's not good for this neighborhood, this community, then how can it be good for the entire city? If you are disaffecting hundreds of people who already live here and have roots here, how can it then be good for the entire city?

We urge you to not approve this development in it's current form.

Thank you for taking the time to listen.

Sandy and Art Lurie

Sandy & Art Lurie
1016 devonshire ct., highland park, il 60035

9/9/2025

Karl Burhop
Department of Community Development
Planning Division
1150 Half Day Road
Highland Park, Illinois 60035
847.926.1852 direct

Dear Planning and Design Commission,

We have lived on Devonshire Court for 48 years, raised our children here and now have the pleasure of having our grandchildren within walking distance of our home. We've enjoyed having Devonshire Park at the end of our block and shared with all in the area.

We understand it seems a logical place to put a crosswalk at Devonshire Ct and Ridge Rd, and an inclusive idea if you're trying to give people access to cross Ridge to specifically get to Devonshire Park. But to invite that access at that specific spot , is a poorly executed idea, and if you live here, you know that is a dangerous idea . You cannot know this just by looking at it or counting cars . You can only know it if you live here. The plans for a connecting walkway from the Habitat development to cross at Devonshire is bad because of SAFETY issues, especially for children, along with the additional traffic problem it will create. Additionally, you are changing the nature of one specific street, as the Park is the only destination and reason for somebody to cross Ridge at that site.

1. Habitat's 227 units target market is young families, as they've stated many times. Figure conservatively 350 people accessing that crosswalk, of course not all at once, heading down Devonshire. please envision what that adds to traffic stops at a place not built for accommodating crossing.
2. Cars going in both directions, especially heading north whip around that spot because it curves.
3. Cars traveling east, take the fork on Deerfield Road trying to bypass the intersection at Old Deerfield Road and Ridge; and come down Devonshire and then turn north and south with barely a stop.

4. You will have traffic backing up going North and South waiting for people to cross.
5. You will have children running across the crosswalk .

6. Habitat has planned for two playgrounds in the development, which probably negate the necessity of crossing to get to Devonshire Park.

7. To put a three-way stop or a light of any type that you push to cross would create more havoc on Ridge Road and vastly change the nature of this neighborhood, to say nothing of the traffic problems created.

Imagine children, not particularly paying attention , riding their bikes, scooters or walking , wanting to cross at this location , not only during peak traffic times but throughout the day....to get to the Park.
If this development gets approved by the this Commision, and City Council, we would urge you to abandon the crosswalk at Devonshire Ct. and Ridge Road.

Kindest regards,
Sandy and Art Lurie

Burhop, Karl

Subject: FW: 9/29/25 3 minute speech of Kenneth W. Tatz

From: AOL Mail < >
Sent: Monday, September 29, 2025 5:05 PM
To: Burhop, Karl <kburhop@cityhpil.com>
Subject: 9/29/25 3 minute speech of Kenneth W. Tatz

[EXTERNAL EMAIL]

Many of us who live in West HP have expressed concern for the significant increase in traffic that will result on Old Deerfield Road and Richfield Road from this plan. Initially, I urged the Commission to limit turns into and out of the development to right in/right out such as they have at Chantilly. I feel that the left turns into and out of the development across two lanes of traffic would create gridlock during periods of heavy traffic. I recently asked that at the very least, restrict those left turns in and out during rush hour times.

In an earlier meeting, I mentioned the bottlenecks would also impact police and emergency vehicle response times in getting to East and North Highland Park. As I recently found out from Zach Zalal of Habitat, the Highland Park Chief of Police wisely requested that as a condition of the build, Habitat cover the cost of the construction of a driveway to be built in the back of the Police Station parking lot. I think it is a great idea since a driveway that can directly access Deerfield Road and bypass Old Deerfield Road may be critical in reducing emergency response times to East and North HP.

Now, how about dealing with the concerns of those of us in the Southwest Corridor? Please include rush hour restrictions on left turns into and out of the development onto Old Deerfield Road. Cars wanting to turn left into or out of their development can do so via the access road or the improved extension of Richfield Road. It is only a slight inconvenience for them.

For those of us in the southwest corridor, we know about being inconvenienced as we are unable to make a left turn from Lake Cook Road up Ridge Road in order to proceed to our homes. We are forced to go up Waukegan Road and come across Deerfield Road to Old Deerfield Road and then head back down Ridge Road. If the city were to permit left turns up Ridge Road from Lake Cook Road, it would ease the burden on Old Deerfield Road.

We understand that this development will bring more residents into HP who can frequent businesses in downtown HP and increase the tax base, but the entire brunt of the dramatic increase in traffic falls upon those of us in the southwest corridor or those who live in Sherwood Forest and have children who attend Sherwood School. We are not opposed to having a residential development in that space, but the extreme density leading to heavy traffic caused by zoning townhomes RM1 instead of R7 will affect the **quality of our lives and the value of our homes.**

To mitigate the harm caused by this level of density, left turns out of the development should be restricted during rush hours. In addition, I believe the city of HP should construct a left turn lane from Lake Cook Road for those headed North to their homes up Ridge Road, because that would reduce the stress on Old Deerfield Road.

To conclude, those of us in the Southwest corridor are simply asking for some relief from bearing all of the burdens of the development and none of the benefits.

Thank you for your attention and consideration of these recommendations.

October 9, 2025

TO: **Highland Park City Council**

FROM: **Michael Tarnoff**

RE: **The Case For Requiring Reasonable Accommodations and Meaningful Compromises From Habitat Prior To Granting Approval To Its Proposed Development**

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1. ISSUES RELATED TO DENSITY

A. ZONING. The responses at the September 29th City Council to the questions regarding split zoning clearly indicated that the **primary** reason for the split-zoning request is to justify, and take advantage of, the increased density provided by the RM1 zoning code category. However, Habitat is developing townhomes, and the restrictions for **townhome developments** set forth in the R7 category of the current zoning code are **NOT** arbitrary. They were enacted for good and valid reasons. Absent density, there is simply no other logical explanation as to why the entire site should not be zoned R7, nor why the zoning relief that Habitat wants for density, height, fencing, *etc*. cannot and should not be treated as variances from the restrictions set forth in R7.

It is also important to note that if the RM1-R7 split-zoning is granted, it is theoretically possible that at some future date, either Habitat or the next owner of the property will apply for the full allowable density under RM1, and a future City Council may be tempted to grant such a request in order to further increase tax revenue. If the site is zoned R7, even with a "variance" for some additional density over that which would normally be allowed under R7, any future increase would require a change to zoning and would therefore be less likely to be granted.

B. PROFIT. In addition, Habitat has indicated on numerous occasions that it "needs" the additional density in order to make a profit – but (i) there are published articles of other, recent townhome developments in neighboring communities of Northbrook and Deerfield with a density of 5 units per acre, as opposed to Habitat's proposed 8.1 units per acre, and (ii) profit alone is simply not a sufficient reason to make such major exceptions regarding density.

C. COMPARISON TO MULLER DEVELOPMENT. At its meeting less than one week ago, on Monday October 6, 2025, the City Council approved the proposed Muller development for high-end condominiums at 1632-1646 Second St. with a total of 17 units, versus the 28 maximum units allowed under the RO zoning district unit density – **or 39% LESS units than the density allowed under the relevant zoning code category**. This approval of the Muller development is in stark contrast to the justification that has been put forth for the Habitat development to be allowed **227 units, or 27.5% MORE than the density under the R7 zoning code category for townhomes would normally allow** -- which was that Highland Park needs to encourage more people to move here in order to support its downtown commercial and retail establishments. **If that rationale is to be taken seriously, shouldn't it apply equally to all new developments?**

D. COMPARISON TO CHANTILLY. During the many meetings of the Plan and Design Commission, Habitat has made a point of comparing its proposed development plan to another townhome development in Highland Park, known as Chantilly. Habitat's main point in making that comparison has been that both Chantilly and the proposed Habitat development have a townhome density of just over 8 units per acre.

That is, of course, **mathematically** correct. However, that single mathematical data point obfuscates a number of major qualitative differences between Chantilly and the proposed Habitat development that must be considered.

Following are some of those major qualitative differences:

(i) Chantilly townhomes are all **2 stories high**, completely unlike the proposed Habitat development townhomes which are 3 stories high **and require zoning relief for height**,

(ii) Chantilly traffic enters and exits **only** onto Highway 41. No Chantilly traffic has any impact whatsoever on any Highland Park Street –--- completely unlike the proposed Habitat project, which requires access from and to Old Deerfield Road, an already overcrowded city street serving both commercial and residential neighbors,

(iii) Chantilly has only **one** entrance and exit point – completely unlike the proposed Habitat project, which is seeking **3 (three)** entrance and exit points,

(iv) Chantilly's **one and only entrance and exit is right turn in and right turn out only** – completely unlike the proposed Habitat project, which has refused to consider right turn in and right turn out only, even for just during the peak morning and evening hours,

(v) finally, **Chantilly is adjacent to Fink Park, which is at least 50 or more acres of open land** that includes tennis courts, soccer-ball and baseball fields, frisbee golf, several miles of walking trails, and a large pond. Chantilly residents can walk out of their townhomes and directly into Fink Park -- which contributes to a **feeling** of significantly more openness, significantly less density, and greater connection to the surrounding community.

2. VEHICULAR ACCESS AND EXIT POINTS

Page 95 of the "Attachment 8 - UPDATED Narrative" submitted by Habitat (**attached below as Exhibit 1**) states:
"There will be two vehicular access and exit points. One is proposed for the northeast corner of the Property along the Union Pacific Railroad at Old Deerfield Road (the "Access Road"). Currently this road is barricaded to public access off of Richfield Road but will be opened up for public ingress and egress once the development is completed. A second access point is proposed near the current entrance on Old Deerfield Road."

However, the proposed "opening up" of the connection to the Access Road at the south end of Richfield Rd means that there are **three** - not two – "vehicular access and exit points" to the development, notwithstanding that two of the three access and exit points are from different locations along the Access Road.

As noted many times at the Plan and Design commission meetings, this third access point, to be opened up at the south end of Richfield Rd, presents a significant challenge to the commercial businesses which have no choice but to use that section of Richfield Rd – which is only two lanes wide and is less-than-one-block long -- for all access, including frequent deliveries by large semi-trailer trucks, which will block one lane for extended periods of time.

The question is: why should this this third access and exit point be approved, when (a) as noted in section 2.D. above, the Chantilly development is clearly successful with only **one** access point, even though that access point is right-turn-in and right-turn-out only, and (b) once residents of the Habitat develop are already on the Access Road, it is less than 30 seconds for them to reach Old Deerfield Rd via the intersection at the northeast corner of the property?

3. WRITTEN PROTEST / PETITION

As the City Council is aware, a written protest in the form of a petition from property owners with frontage immediately adjacent to or across from the former Solo Cup site development has been signed by more than 50% of those property owners, and therefore I believe approval of the application by Habitat now requires a favorable vote by two-thirds (⅔) of the 7 members of the City Council currently holding office.

It is also crucial to note that, in accordance with the City Code, the written protest / petition was **limited** to property owners with frontage immediately adjacent to or across from the subject property --- **but a very large majority of the hundreds of property owners in the surrounding neighborhood** – many of whom were present at the Sept. 29th City Council meeting -- also agree with the **reasonable accommodations** set forth in the written protest / petition.

As the written protest / petition clearly states, the community generally supports residential townhome development at this site. Nevertheless, a large majority of those who live in the neighborhood feel quite strongly that the City Council – **our City Council** -- should delay its decision for 30 days and/or refer the application back to the Planning and Design Commission, in order to consider a list of **reasonable accommodations to limit the impact on the neighborhood** resulting from the substantial zoning relief that Habitat has requested.

The written protest / petition urges the Plan and Design Commission and/or the City Council to use their authority to **require at least a meaningful level of compromise** regarding each of the proposed **reasonable accommodations**.

The written protest / petition also requests that, **if for any reason Habitat is not willing to make meaningful compromises regarding the proposed reasonable accommodations**, then we believe that the Habitat application should be denied and the City of Highland Park can -- and should -- seek a developer of equal stature that is able and willing to consider these reasonable accommodations.

4. ADDITIONAL NEIGHBORHOOD ISSUES AND CONCERNS

At the many meetings of the Plan and Design Commission numerous property owners in the surrounding neighborhood have repeatedly expressed the following additional issues and concerns:

(a) a desire for a “partial fence” or landscape barrier between the Habitat development and the homes on Grove Avenue, to prevent members of the development from wandering into the backyards of the homes on Grove Avenue,
(b) concern about the provisions for potential drainage into the backyards of the homes on Grove Avenue,
(c) concern about the need for some sort of pest control remediation during the several years construction period, as mice, chipmunks, squirrels and other small animals and insects will flee the site during the construction period,
(d) a desire to have **ALL** the power lines buried, rather than only the power lines that are within the development, as currently proposed by Habitat,
(e) a desire to have the proposed “walkway” along Ridge Rd be surfaced in some material other than wood chips so that it can accommodate people in wheelchairs and bicycles as well as “walkers”.

5. CITY OF HIGHLAND PARK MASTER PLAN - Updated June 16, 2006

In the Plan and Design Commission meetings the topic of the City’s Master Plan was raised repeatedly, by both residents of the neighborhood as well as members of the Plan and Design Commission. Both residents and Commission members lamented that the Master Plan was out-of-date. Both also expressed concerns regarding how the imminent development of the former Toys-R-Us site might ultimately impact traffic on Old Deerfield Road, while also acknowledging that the potential future development of the former Toys-R-Us site was not an appropriate matter for either Habitat or the Plan and Design Commission to address with respect to Habitat’s proposed development of the former Solo Cup site. As a result, potential future development of the former Toys-R-Us site is **NOT** factored into either the KLOA traffic study projections commissioned by Habitat or the independent review of that study commissioned by the City.

However, while it is neither Habitat’s nor the Plan and Design Commission’s responsibility to consider potential future development of other sites in the immediate area, **it is the City Council’s responsibility to factor in such potential future development to its own analyses of traffic, density, and overall impact on the community,** when deciding upon conditions of approval for any project.

In addition, following are quotes from the City of Highland Park Master Plan - Updated June 16, 2006, which unfortunately are unambiguously **NOT** reflected in the Habitat development plan.

- “Retain mature population with senior and empty-nester housing”
- “Champion the needs of older residents for housing and quality of life”
- “Design for quality not quantity”
- “Maintain existing housing and population density”

6. REQUEST TO CITY COUNCIL

Based upon all the above, I respectfully request and urge that the Plan and Design Commission and/or the City Council use their authority to review and discuss with Habitat the following reasonable accommodations and seek meaningful compromises

with them to limit the impact on the neighborhood resulting from the substantial zoning relief that Habitat has requested.

To recap, the proposed list of reasonable accommodations to be discussed with Habitat is as follows:

i. **Zoning** – zone the entire site R7,
ii. **Density** – no more than 200 units -- including any bonuses – which is still 12.5% more than that normally permitted by the zoning code category R7 for townhomes,
iii. **Traffic flow** - an agreement to prohibit left turns in and/or out of the entrance across the street from the police station during the peak morning and evening hours (7 to 9 am, and 4 to 6 pm).
iv. **Walkway** - agreement to surface walkway in some material other than wood chips so that in can accommodate people in wheelchairs and bicycles as well as "walkers",
v. **Power lines** - agreement to bury all power lines,
vi. **Pest Control** - firm assurances to homeowners on Grove Avenue regarding pest control remediation during the several years construction period,
vii. **Crossing** - elimination of the proposed crossing at Devonshire,
viii. **Drainage** - firm assurances to homeowners on Grove Avenue regarding drainage,
ix. **Removal of fence** – except for partial fence, or landscape barrier, preventing access from the development to the backyards of the homes on Grove Avenue,
x. **Access and Exit Points** – elimination of proposed Access and Exit point at the south end of Richfield Rd. *IMPORTANT NOTE: This number 6(x) only makes sense if you also adopt 6(iii), and this 6(x) as a stand-alone item without 6(iii) would only make traffic congestion on Old Deerfield Road even worse.*

7. EXPLANATION OF "REASONABLE ACCOMMODATIONS" AND "MEANINGFUL COMPROMISES"

At the beginning of this process – back in October of 2024 -- there was what has sadly turned out to be a mistaken expectation that Habitat would hold a series of open-to-the-public community meetings in which they would seek input and suggestions from, listen to the concerns of, and hopefully reach compromises with, residents of the surrounding neighborhood. Although Habitat has met individually with some of the neighbors (including me), unfortunately, they have held **NO** additional open-to-the-public community meetings since the initial meeting last October – approximately 1 year ago.

It is understood -- and accepted – by everyone that Habitat cannot be expected to, and almost certainly will not, agree to every one of the 10 points listed in section 6 above. Nevertheless, **the hundreds of property owners in the surrounding neighborhood** feel extremely strongly these requests represent **reasonable accommodations,** and virtually all these property owners are watching these proceedings with intense interest. It is the sincere and fervent hope of those property owners that the members of the Plan and Design Commission and/or the City Council will seek and obtain some additional movement and **meaningful compromises** from Habitat regarding the items on that list, if its application is to meet the conditions for approval.

Finally, as noted in section 3 above, those same property owners also feel quite strongly that "… if for any reason Habitat is **not** willing to make **meaningful compromises** regarding the above proposed **reasonable accommodations**, then we believe that the Habitat application should be denied and the City of Highland Park can -- and should -- seek a developer of equal stature that is able and willing to make these reasonable accommodations."

Exhibit 1

4.1.i Packet Pg. 95 -- Attachment: Attachment 8 - UPDATED Narrative (Monday) (1700 Old Deerfield Road Townhome Development)

The Habitat Company LLC
1700 Old Deerfield Road, Highland Park, Illinois
Project Narrative

Introduction

The Habitat Company LLC (the "Developer") proposes the redevelopment of 1700 Old Deerfield Road in Highland Park, Illinois, the former Solo Cup property (the "Property"). The Property is currently vacant. The proposed development contemplates the construction of 227 rental and/or for-sale residential townhomes. In addition to redeveloping this vacant land, the proposed development would foster local economic development, reduce traffic congestion, improve roadway and pedestrian safety, conserve environmental resources, provide 34 affordable housing units and generate significant new tax revenue over the current taxes paid by the owner of the Property (less than ~$1,200 annually).

Project Overview

The proposed development consists of 227 units oriented around a driving court with on-site parking spaces in addition to two-car garages attached to every unit, a clubhouse, fitness center, locker room, outdoor recreation areas and resort style pool. Additionally, the proposed development envisions significant improvements to Old Deerfield Road with a dedicated left turn lane from northbound Old Deerfield Road to Richfield Road, reducing traffic delays and improving roadway safety.

Ownership and Proposed Use

The Property is currently owned by Red Cup Land Company, LLC and will be purchased by Developer following the required zoning approval. The Developer will either sell or lease the units for residential use, depending on market conditions.

Objectives

The proposed development features 227 (73.6%) luxury residential units, which is substantially less than the proposed zoning would permit of 326 units (140 %). In addition there will be a clubhouse with outdoor garden, a Tot Lot and Dog Run. There are 227 two-car garages attached to every unit (total 454 spaces), 100 additional driveway surface parking spaces at the west townhomes, street parking and parking lot spaces for a total of 661 total parking spaces. The 227 units will be constructed within 48 buildings and 19 different building types spread around a series of driving lanes and courts primarily orienting units to within the community to give surrounding neighbors privacy. The design also incorporates generous setbacks and expansive landscape buffers, both new and existing. The proposed development will use best efforts to adhere to as many environmentally responsible design and construction guidelines as possible. The clustering, setbacks, and landscape buffers are intended to reduce the proposed development's visual impact on the neighborhood. The market will dictate whether the property is built in one phase or multiple phases.

There will be two vehicular access and exit points. One is proposed for the northeast corner of the Property along the Union Pacific Railroad at Old Deerfield Road (the "Access Road"). Currently this road is barricaded to public access off of Richfield Road but will be opened up for public ingress and egress once the development is completed. A second access point is proposed near the current entrance on Old Deerfield Road. Additionally, the Developer has retained a team of expert consultants who have performed preliminary studies related to the proposed use, including off-site traffic patterns and capacities, civil engineering, wet-lands, and existing tree conditions. Preliminary studies are enclosed in this application and final engineering will be submitted at a later date.

September 26, 2025

TO: Highland Park City Council and City Clerk
Via email to Kal Burhop at <**kburhop@cityhpil.com**>

FROM: Michael Tarnoff

Re: **Written protests in the form of Petition(s) to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development**

Karl, in accordance with Section 150.1507 of the City Code, which reads, in part, as follows:

Sec. 150.1507. Action by City Council.

(A) An application for a proposed amendment shall be acted upon by the City Council following the date upon which the findings and recommendations of the Plan and Design Commission are made.

(1) In case of a written protest against any proposed amendment, signed and acknowledged by the owners of 20 percent of the frontage proposed to be altered, or by the owners of 20 percent of the frontage immediately adjacent or across an alley therefrom, or by the owners of 20 percent of the frontage directly opposite the frontage proposed to be altered, is filed with the City Clerk, the proposed amendment shall not be passed except by a favorable vote of two-thirds (⅔) of all the members of the City Council then holding office.

I do not know how to contact the City Clerk, but I ask that you pass this “written protest” along to City Clerk. **If there are any other steps required to ensure that this written protest is filed correctly, can you please inform me of whatever steps are required.**

By virtue of filing this petition with the City Clerk, I am also notifying the City Council and that (a) the attached **Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development** has been signed by “the owners of [significantly more than] 20 percent of the property owners with frontage immediately adjacent to or across from” the former Solo Cup site proposed development, and (b) therefore, the proposed application by Habitat “shall not be passed except by a favorable vote of two-thirds (⅔) of all the members of the City Council then holding office.”

The petition has been signed by the owners of the following property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development on either Ridge Road, Grove Avenue, or Old Deerfield Road.

- 1636 & 1760 Old Deerfield Rd
- 1621 Grove Ave
- 1669 Grove Ave
- 1649 Grove Ave

- 1567 Grove Ave
- 1637 Grove Ave
- 1619 Grove Ave
- 1607 Grove Ave
- 1632 Grove Ave
- 1640 Grove Ave
- 1032 Ridge Rd
- 1024 Ridge Rd
- 1018 Ridge Rd
- 1036 Ridge Rd
- 1050 Ridge Rd
- 1056 Ridge Rd
- 1038 Ridge Rd
- 1040 Ridge Rd

A .PDF file with copies of the signed petitions are attached. As you can see, the petition states, among other things, that "we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but **only if Habitat makes "reasonable accommodations" (defined below)** to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing". The proposed "reasonable accommodations" are as follows:

(i) a density limit of no more than 200 units, which is still 12.5% more than that permitted by the zoning code category R7,

(ii) an agreement to prohibit left turns in and/or out of the entrance across the street from the police station during the peak morning and evening hours,

(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,

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(v) eliminate the proposed crossing at Devonshire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

If the City Clerk or the city Council requires the originals of the signed petitions please let me know and I will deliver them to wherever you direct. And, as previously stated, if there are any other steps required to ensure that this written protest is filed correctly, can you please inform me of whatever steps are required.

Thank you.

Burhop, Karl

Subject: FW: Written protests in the form of Petition(s) to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development
Attachments: 1620 Grove ave.pdf; 1628 Grove Ave.pdf

From: Michael Tarnoff < >
Sent: Wednesday, October 1, 2025 1:58 PM
To: Neukirch, Ghida <gneukirch@cityhpil.com>
Cc: Mayor and City Council <council@cityhpil.com>; Burhop, Karl <kburhop@cityhpil.com>
Subject: Written protests in the form of Petition(s) to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

[EXTERNAL EMAIL]

TO: Ghida Neukirch at **gneukirch@cityhpil.com**
CC: Highland Park City Council at **council@cityhpil.com**;
Karl Burhop at **kburhop@cityhpil.com**.

Near the end of the City Council meeting on September 29th I was handed an additional 3 petitions, copies of which are attached. As you may note, two of these petitions are from a husband and wife at the same address – 1620 Grove Avenue.

As noted in the subject line of both this email and the previous email dated September 26, 2025 (attached below) these petitions are meant to be "*Written protests in the form of Petition(s) to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development*". The intent is comply with the term "written protest" as that term is used in the City Code Sec. 150.1507 (A) (1).

As also noted in the previous email of Sept 26th, (a) if you require the originals of the signed petitions, rather than the scanned .pdf files, please feel free to let me know and I will deliver them to wherever you direct, and (b) if there are any other steps required to ensure that this written protest is filed correctly, can you please inform me of whatever additional steps are required.

Thank you.

Michael Tarnoff

While I may be sending this message outside my normal working hours, I have no expectations to receive a response outside of yours.

From: Michael Tarnoff < >
Sent: Sunday, September 28, 2025 5:45 PM
To: council@cityhpil.com; Burhop, Karl <kburhop@cityhpil.com>
Subject: Memo to City Council

TO: Highland Park City Council **council@cityhpil.com**.
CC: City Clerk via email to Karl Burhop at **kburhop@cityhpil.com**.

Although, as noted in the memo of Sept 26th (attached below), there were already petitions from significantly more than the 20% required in the City Code, attached for your information are 3 additional petitions that I have received over the past 3 days from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development.

Thank you .

Michael Tarnoff

While I may be sending this message outside my normal working hours, I have no expectations to receive a response outside of yours.

From: Michael Tarnoff < >
Sent: Friday, September 26, 2025 2:20 PM
To: Burhop, Karl <kburhop@cityhpil.com>
Subject: Memo to City Council

September 26, 2025

TO: Highland Park City Council and City Clerk
Via email to Kal Burhop at <**kburhop@cityhpil.com**>
<NOTE: this memo is also attached as an MSWord document>

FROM: Michael Tarnoff

Re: **Written protests in the form of Petition(s) to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development**

Karl, in accordance with Section 150.1507 of the City Code, which reads, in part, as follows:

Sec. 150.1507. Action by City Council.

(A) An application for a proposed amendment shall be acted upon by the City Council following the date upon which the findings and recommendations of the Plan and Design Commission are made.

(1) In case of a written protest against any proposed amendment, signed and acknowledged by the owners of 20 percent of the frontage proposed to be altered, or by the owners of 20 percent of the frontage immediately adjacent or across an alley therefrom, or by the owners of 20 percent of the frontage directly opposite the frontage proposed to be altered, is filed with the City Clerk, the proposed amendment shall not be passed except by a favorable vote of two-thirds (⅔) of all the members of the City Council then holding office.

I do not know how to contact the City Clerk, but I ask that you pass this "written protest" along to City Clerk. **If there are any other steps required to ensure that this written protest is filed correctly, can you please inform me of whatever steps are required**.

By virtue of filing this petition with the City Clerk, I am also notifying the City Council and that (a) the attached **Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development** has been signed by "the owners of [significantly more than] 20 percent of the property owners with frontage immediately adjacent to or across from" the former Solo Cup site proposed development, and (b) therefore, the proposed application by Habitat "shall not be passed except by a favorable vote of two-thirds (⅔) of all the members of the City Council then holding office."

The petition has been signed by the owners of the following property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development on either Ridge Road, Grove Avenue, or Old Deerfield Road.

- 1636 & 1760 Old Deerfield Rd
- 1621 Grove Ave
- 1669 Grove Ave
- 1649 Grove Ave
- 1567 Grove Ave
- 1637 Grove Ave
- 1619 Grove Ave
- 1607 Grove Ave
- 1632 Grove Ave
- 1640 Grove Ave
- 1032 Ridge Rd
- 1024 Ridge Rd
- 1018 Ridge Rd
- 1036 Ridge Rd
- 1050 Ridge Rd
- 1056 Ridge Rd
- 1038 Ridge Rd
- 1040 Ridge Rd

A .PDF file with copies of the signed petitions are attached. As you can see, the petition states, among other things, that "we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but **only if Habitat makes "reasonable accommodations (defined below)"** to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing". The proposed "reasonable accommodations" are as follows:

(i) a density limit of no more than 200 units, which is still 12.5% more than that permitted by the zoning code category R7,

(ii) an agreement to prohibit left turns in and/or out of the entrance across the street from the police station during the peak morning and evening hours,

(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,

(iv) grant approval for the requested relief regarding height

(v) eliminate the proposed crossing at Devonshire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

If the City Clerk or the city Council requires the originals of the signed petitions please let me know and I will deliver them to wherever you direct. And, as previously stated, if there are any other steps required to ensure that this written protest is filed correctly, can you please inform me of whatever steps are required.

Thank you.

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

WHEREAS, the developer, the Habitat Company ("Habitat") is proposing to develop townhomes, and

WHEREAS, the City of Highland Park's existing zoning code category R7 specifically accommodates townhomes as a permitted use, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but only if Habitat makes "reasonable accommodations" (defined below) to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing, and

WHEREAS, the City of Highland Park's existing zoning code category R7 includes specific parameters for density, height, and fencing, and

WHEREAS, Habitat has applied for split-zoning of the subject property into RM1 and R7 for the primary purpose of building a greater density than that which is permitted by the zoning code category R7, and

WHEREAS, in addition to a density that is greater than that which is permitted by the zoning code category R7, Habitat has also applied for zoning relief regarding height and fencing which are significant variations from that which is permitted by the zoning code category R7, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development, feel that the definition of "reasonable accommodations" can and should include:

(i) a density limit of no more than 200 units, which is still 12.5% more than that permitted by the zoning code category R7,

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NOW, THEREFORE, **we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development, do hereby request that the City of Highland Park City Council, approve Habitat's rezoning and P.U.D. (Planned Unit Development) application with the condition that Habitat agrees to make the "reasonable accommodations" as defined above.**

Signature: Lesley Wallerstein

Name (print): Lesley Wallerstein

Address: 1620 Grove Avenue

Email:

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development, feel that the definition of "reasonable accommodations" can and should include:

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Signature: C. Wallerstein

Name (print): CRAIG WALLERSTEIN

Address: 1620 Grove Avenue Highland Park IL 60035

Email: _____

Addendum: must follow Chapter 95 Nuisance of Article 2 General sec 95.001 especially 95.001 (O) 1) Reserve, commercial activities 3) excessive noises

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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See below:

Signature: Nancy A. Schelhas
Name (print): Nancy A. Schelhas
Address: 1628 Grove Avenue
Email:

No private equity involvement!

(i) still too dense. I don't approve.. No zoning relief!
(ii) Approve
(iii) Approve
(iv) Buildings are too high. I don't approve.
(v) Approve. Crossing is way too dangerous..

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: _____

Name (print): Kathy Sullivan

Address: 1636 Old Deerfield & 1760 Old Deerfield Rd.

Email: _____

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Signature: Bogusław Radziak

Name (print): BOGUSLAW RADZIAK

Address: 1640 GROVE AVE HIGHLAND PARK, IL

Email:

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Signature: _____

Name (print): IRA SCHUSSEL

Address: 1632 Grove Ave. HP 60035

Email: _____

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: William R Dixon

Name (print): William R Dixon

Address: —

Email: —

9/24/25

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: Jenny Tristano

Name (print): Jenny Tristano & Eugene Novikov

Address: 1621 Grove Ave, Highland Park, IL 60035

Email: [redacted]

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: Julie Yurov

Name (print): Julie Yurov

Address: 1069 Grove Ave, Highland Park, IL 60035

Email: [redacted]

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,

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(v) eliminate the proposed crossing at Devonshire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

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Signature: Jenny Nikolaou

Name (print): Jenny Tastano & Eugene Nikolaou

Address: 1621 Grove Ave Highland Park IL 60035

Email: [redacted]

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

WHEREAS, the developer, the Habitat Company ("Habitat") is proposing to develop townhomes, and

WHEREAS, the City of Highland Park's existing zoning code category R7 specifically accommodates townhomes as a permitted use, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but only if Habitat makes "reasonable accommodations" (defined below) to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing, and

WHEREAS, the City of Highland Park's existing zoning code category R7 includes specific parameters for density, height, and fencing, and

WHEREAS, Habitat has applied for split-zoning of the subject property into RM1 and R7 for the primary purpose of building a greater density than that which is permitted by the zoning code category R7, and

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Signature: _____

Name (print): TRENT W. SPARROW

Address: 1517 GROVE AVE HP 60035

Email: [redacted]

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: _____

Name (print): Jason P. Bober

Address: 1637 Grove Ave

Email: [redacted]

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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(iii) ~~removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,~~ Partial fence for properties that back up to site

(iv) grant approval for the requested relief regarding height

(v) eliminate the proposed crossing at Devonshire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

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Signature: _____

Name (print): Isabell Cooper

Address: 1619 Grove Ave

Email: [redacted]

I appreciate the considerations that have happened so far. I hope the city, our neighborhood and the developer will continue to work together for our common good.

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

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Signature: [signature]

Name (print): Ellen W Levy

Address: 1604 Grove Ave

Email: [redacted]

I have 2 main concerns: #1. DRAINAGE: This area has had a problem with drainage and flooding. I DON'T WANT HABITAT'S DRAINAGE SYSTEM TO BE MY BACKYARD! 2. There needs to be a master plan for traffic taking into account what might happen to the Toy R Us buildings. We need another access to Deerfield Road.

I have no objection to the rental properties, We can't all live in mansions. We need to have a really good supply of "starter" and mid-priced homes. We need to keep the community diverse.

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Signature: Jennifer Doepke

Name (print): Jennifer Doepke

Address: 1032 Ridge Rd HP

Email: [redacted]

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Signature: Amanda Tejral

Name (print): _____

Address: 1024 Ridge rd. Highland Park

Email: _____

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Signature: _____

Name (print): VIC PIGHETTI

Address: 1018 RIDGE RD

Email: _____

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Signature: Nyronia Clark

Name (print): Nyronia Clark

Address: 1036 Ridge HPIL

Email: [redacted]

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Signature: Paul V Rafac

Name (print): Paul Rafac

Address: 1050 Ridge Road

Email: [redacted]

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Signature: NANCY ORSINI

Name (print): Nancy Orsini

Address: 1056 Ridge Rd

Email: _____

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Signature: _____

Name (print): Jacob Prizer

Address: 1038 Ridge Rd

Email: _____

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Signature: M. Mordini

Name (print): M. MORDINI

Address: 1040 RIDGE.

Email: _____

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WHEREAS, in addition to a density that is greater than that which is permitted by the zoning code category R7, Habitat has also applied for zoning relief regarding height and fencing which are significant variations from that which is permitted by the zoning code category R7, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development, feel that the definition of "reasonable accommodations" can and should include:

(i) a density limit of no more than 200 units, which is still 12.5% more than that permitted by the zoning code category R7,

(ii) an agreement to prohibit left turns in and/or out of the entrance across the street from the police station during the peak morning and evening hours,

(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,

(iv) grant approval for the requested relief regarding height

(v) eliminate the proposed crossing at Devonsbire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

NOW, THEREFORE, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development, do hereby request that the City of Highland Park City Council, approve Habitat's rezoning and P.U.D. (Planned Unit Development) application with the condition that Habitat agrees to make the "reasonable accommodations" as defined above.

Signature: _____

Name (print): WILLIAM JARRETT

Address: 1028 RIDGE RD

Email: _____

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

WHEREAS, the developer, the Habitat Company ("Habitat") is proposing to develop townhomes, and

WHEREAS, the City of Highland Park's existing zoning code category R7 specifically accommodates townhomes as a permitted use, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but only if Habitat makes "reasonable accommodations" (defined below) to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing, and

WHEREAS, the City of Highland Park's existing zoning code category R7 includes specific parameters for density, height, and fencing, and

WHEREAS, Habitat has applied for split-zoning of the subject property into RM1 and R7 for the primary purpose of building a greater density than that which is permitted by the zoning code category R7, and

WHEREAS, in addition to a density that is greater than that which is permitted by the zoning code category R7, Habitat has also applied for zoning relief regarding height and fencing which are significant variations from that which is permitted by the zoning code category R7, and

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(iii) removal of the fence, which makes the development feel like an enclave, which is specifically discouraged in the zoning code,

(iv) grant approval for the requested relief regarding height

(v) eliminate the proposed crossing at Devonshire -- despite the fact that Habitat has indicated it was requested by the Park District – because the property owners who live near that corner feel it is a dangerous place for a crossing due to the fact that it is located immediately after a sharp curve in the road.

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Signature: _____

Name (print): Joana Abril

Address: 1046 Ridge Rd

Email: _____

Petition to Highland Park City Council from property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development

WHEREAS, the developer, the Habitat Company ("Habitat") is proposing to develop townhomes, and

WHEREAS, the City of Highland Park's existing zoning code category R7 specifically accommodates townhomes as a permitted use, and

WHEREAS, we the property owners with frontage immediately adjacent to or across from the former Solo Cup site proposed development support townhome development at this site, but only if Habitat makes "reasonable accommodations" (defined below) to limit the impact on the community resulting from the variances that it has requested regarding density, height, and fencing, and

WHEREAS, the City of Highland Park's existing zoning code category R7 includes specific parameters for density, height, and fencing, and

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Signature: Daniel M. Wodis

Name (print): Daniel M. Wodis

Address: 1616 Grove Ave Highland Park, IL 60035

Email: [redacted]

Burhop, Karl

Subject: FW: Update Regarding 1700 Old Deerfield Rd. (former Solo Cup site)

From: Erin Kasdin < >
Sent: Friday, October 17, 2025 2:44 AM
To: Burhop, Karl <kburhop@cityhpil.com>; Neukirch, Ghida <gneukirch@cityhpil.com>
Subject: Re: Update Regarding 1700 Old Deerfield Rd. (former Solo Cup site)

[EXTERNAL EMAIL]

Hi,
It's the middle of the night but this is the only time I have to write this, so apologies if it's rough. But I wanted to share my thoughts ahead of the city council meeting.

Many of us in the neighborhood are working parents of young kids who don't have the time to be able to attend all the lengthy l, late night meetings and lobby for what is in all our best interests. You should know that many people oppose this plan who simply don't have the capacity to speak up. That said, here are some last minute notes in an effort to be heard.

Please note for the city council that the wetlands are protected for a reason. there is much talk of "paving" a walkway through that area. Increased human traffic through the wetlands isn't necessary and is potentially quite harmful.

Please also not that, as one council member already mentioned, there should be no further removal of heritage trees, and the plans should be amended so that no trees are taken down. There should be requirements that all plantings be native. They are as easy to plant as non native and will be a great deal more beneficial.

Please be more specific about how the local water and air supply will be monitored for contamination during construction to prevent our children from being exposed to toxic chemicals.

Animals currently live where Habitat plans to bulldoze—Animals that serve as essential pest control like coyotes, possum, bats, hawks, owls. They will be forced out and no longer able to provide the free pest control services they do year round. mice will look for places to go and have fewer predators. Another price the community will pay, but no, we don't need to poison the food chain in addition to the destruction of the last remaining piece of undeveloped land in the city. So please do not include extermination services with this plan as well. Let's look to lessen the ecological burden, not increase it.

The continued abuse of our ecosystem is what is making the planet unlivable, and whether you want to believe that your actions are part of the problem or not, they are. Undeveloped land isn't unproductive. It's unprofitable. At least be honest with your motivations. But climate disasters are quite a bit more expensive than a bit of vacant land.

Habitat will move in, syphon wealth from the community, drive up rents, fall behind on maintenance, influence policy, and fail to pay their full tax burden. When they don't get their way, they will sue the city, and taxpayers will be the ones paying (again). This deal is good for no one but Habitat.

City of Highland Park
1150 Half Day Rd.
Highland Park, Illinois 60035
847.432.0807
cityhpil.com

Memorandum

DATE: October 20, 2025

TO: Karl Burhop, Senior Planner

FROM: Emmanuel Gomez, PE, City Engineer

BY: Sam Hertel, PE, Civil Engineer

SUBJECT: 1700 Old Deerfield Rd

Plan Comments

1. The proposed improvements for the Richfield Ave extension are as follows:
    a. Improve drainage by constructing new storm sewers; the existing sewer is undersized clay pipe will be replaced with a new pipe to meet current design standards and improve flow at the outfall
    b. Reconstruct pavement with new full-depth asphalt and new curbs
    c. Install new street lighting along the north side of the street

2. The project is currently in the Design Phase, with construction tentatively scheduled in 2026

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

Memorandum

Date: May 13, 2025

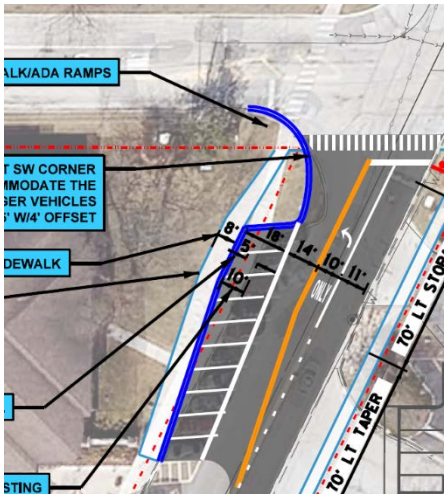
To: Mr. Sam Hertel, EIT
Civil Engineer

From: Steve Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

Re: 1700 Old Deerfield Road Development in Highland Park, IL
KLOA, Inc. Traffic Impact Study Dated March 21, 2025 &
Alt. Roadway Improvement Plan Dated May 5, 2025

We have reviewed the revised Traffic Impact Study (TIS) dated February 10, 2025 that was prepared by KLOA, Inc. for a proposed 240 unit townhouse redevelopment, located to the east of Old Deerfield Road between Ridge Road and Richfield Road. We have the following comments on the TIS and site plan.

1. Civiltech concurs that the revised geometric alternative on the south leg of Old Deerfield at Richfield strikes a balance between improving northbound capacity and minimizing widening towards the police station. Both alternatives define the edge of the southbound taper with diagonally parked cars. The alternative shown in Exhibit A is preferred because the depth of the diagonal parking does not change abruptly and the sidewalk transition is smoother. For this alternative, stripe a white line along the back edge of the parking spaces to guide southbound drivers.



2. The comment regarding narrowing the outbound lanes to 10 feet was addressed. However, this resulted in the widening of the inbound portion of the driveway to 20 feet. Civiltech recommends narrowing this to 15 feet, as shown in the previous plan. Narrower driveways are conducive to a safer, more walkable environment for pedestrians.

Burhop, Karl

Subject: FW: 1700 Old Deerfield Road Development
Attachments: RR XHatch 8_31_20 pg 2.pdf; Guide to the Quiet Zone Establishment Process-QuietZoneBrochure.pdf

On Oct 8, 2025, at 7:20 AM, Milewski, Stanley <Stanley.Milewski@illinois.gov> wrote:

[EXTERNAL EMAIL]

Joel,
Thank you for returning my call last week regarding the proposed residential townhome development at 1700 Old Deerfield Road.

As I had indicated during our conversation, a representative from DLA Piper had emailed our office requesting a conversation with Commission Staff, in response to a neighbor raising concerns about an adjacent railroad crossing. We conducted a call with the representative and an additional representative from Habitat. During the call, they briefed us on the project and provided us with a site plan of the proposed development. They indicated that no changes were being proposed to the Union Pacific railroad crossing on Old Deerfield Road (DOT# 176826B) near the north end of the proposed development. Although, they indicated that the current industrial driveway located approximately 50 feet southeast of the westernmost railroad track would be improved and serve as a secondary access to the proposed development. A separate primary access would be provided farther south on Old Deerfield Road. Based on a very cursory review of the plan during that conversation, we indicated that the project could contribute to an increase in vehicles queuing onto the tracks. Because the access road is located so close to the railroad crossing, a motorist turning left from Old Deerfield Road onto the access road that stops to wait for a gap in oncoming traffic, could block and back up additional motorists onto the tracks. We had asked if a traffic impact study (TIS) had been competed in relation to the project, in which they responded yes and that they would provide us a copy. We indicated to them that we would follow up with the City of Highland Park regarding this issue.

We have not received a TIS, but I was able to locate a copy along with other project information on the City's website.

We have reviewed the TIS and it does not directly address the question of vehicles queuing onto the adjacent grade crossing. Although, the study does include capacity analyses of the intersection of Old Deerfield Road and the north access drive that indicate very minimal queuing, even with the projected increased traffic volumes associated with the development. Regardless, because the access drive is so close to the crossing, an increase in volume of left turning vehicles onto the access drive will result in a higher likelihood of vehicles stopping on the tracks as compared to existing conditions.

The purpose of us reaching out to the City was to determine if any consideration was given to this safety issue as part of the project, and if not, to make the City aware and recommend that it be given consideration. If the occurrence of queuing vehicles onto the tracks increases considerably as a result of the new development, Commission Staff would recommend the City

consider restricting left turns onto the access road. Other safety measures or mitigations should also be considered, such as, the installation of Do No Stop On Tracks signs, pavement cross-hatch markings in the track area (see attached detail), speed bumps within the access road or other measures to discourage some residents from using this roadway as their primary access and maintaining a clear area to the right of the roadway immediately downstream of the crossing to allow opportunity for vehicle escape.

In our search for the TIS on the City's website, we came across a document titled Request for Council Action that contains a section "Other Conditions of Approval". In that section, it states that construction traffic shall only use the access road along the railroad. This can be a safety concern if trucks greater than approximately 50 feet in length are approaching from the north, across the tracks. There is insufficient clear storage downstream of the tracks for a truck of greater length to stop waiting for a gap in oncoming traffic, without fouling the track area. This could also apply to the additional requirement listed indicating that all delivery traffic also use this access roadway. Furthermore, there is a condition requiring a traffic study be conducted at the primary access upon sufficient occupancy to determine if any turn restrictions are needed. Turn restrictions at the primary access could contribute to increased volumes and safety concerns at the north access adjacent to the railroad crossing, and therefore, we recommend the study include review of consequential impacts at the north access. Conversely, we strongly recommend the study include a review of vehicle queueing at the railroad grade crossing to determine if a left turn restriction onto the north access road is needed, if not implemented prior.

On separate note, unlike the Metra Union Pacific North Line, this crossing/rail corridor is not part of an existing quiet zone. As information, I've attached a Guide to the Quiet Zone Establishment Process. The conversion of the existing driveway to an access road for the proposed development will likely result in greater implications towards the creation of a quiet zone if the City desires to establish one along this line in the future.

Please let me know if you have any questions.

Thanks

Stan Milewski, P.E.
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, Illinois 62701
Stanley.Milewski@illinois.gov
312-636-7762

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GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

AN INFORMATION GUIDE

Federal Railroad Administration
1200 New Jersey Avenue S.E.
Washington, DC 20590
Telephone: 202-493-6299
www.fra.dot.gov

Federal Railroad Administration

Highway-Rail Crossing and Trespasser Programs Division

Follow FRA on Facebook and Twitter

Purpose of the Guide

This brochure was developed to serve as a guide for local decision makers seeking a greater understanding of train horn sounding requirements and how to establish quiet zones. Its purpose is to provide a general overview and thus does not contain every detail about the quiet zone establishment process. For more detailed and authoritative information, the reader is encouraged to review the official regulations governing the use of locomotive horns at public highway-rail grade crossings and the establishment of quiet zones that are contained in 49 CFR Part 222. A copy of the rule can be downloaded or printed at http://www.fra.dot.gov/eLib/Details/L02809.

About Quiet Zones



FRA is committed to reducing the number of collisions at highway-rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited.

Federal regulation requires that locomotive horns begin sounding 15–20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a “reduced train horn area.”

Communities wishing to establish quiet zones must work through the appropriate public authority that is responsible for traffic control or law enforcement at the crossings.

Historical Context

Historically, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. Some States allowed local communities to create whistle bans where the train horn was not routinely sounded. In other States, communities created whistle bans through informal agreements with railroads.



In the late 1980's, FRA observed a significant increase in nighttime train-vehicle collisions at certain gated highway-rail grade crossings on the Florida East Coast Railway (FEC) at which nighttime whistle bans had been established in accordance with State statute In 1991, FRA issued Emergency Order #15 requiring trains on the FEC to sound their horns again. The number and rate of collisions at affected crossings returned to pre-whistle ban levels.

In 1994, Congress enacted a law that required FRA to issue a Federal regulation requiring the sounding of locomotive horns at public highway-rail grade crossings. It also gave FRA the ability to provide for exceptions to that requirement by allowing communities under some circumstances to establish "quiet zones."

The Train Horn Rule became effective on June 24, 2005. The rule set nationwide standards for the sounding of train horns at public highway-rail grade crossings. This rule changed the criteria for sounding the horn from distance-based to time-based. It also set limits on the volume of a train horn. The rule also established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. Locomotive horns may still be used in the case of an emergency and to comply with Federal regulations or certain railroad rules.

Public Safety Considerations

Because the absence of routine horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone usually will be required to mitigate this additional risk. At a minimum, each public highway–rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators.

In order to create a quiet zone, one of the following conditions must be met

1. ***The Quiet Zone Risk Index (QZRI)*** **is less than or equal to the** ***Nationwide Significant Risk Threshold (NSRT)*** with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
2. ***The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH)*** with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway-rail crossings in the proposed quiet zone when locomotive horns are routinely sounded.
3. ***Install SSMs at every public highway-rail crossing.*** This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Examples of SSMs are shown on the next page.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

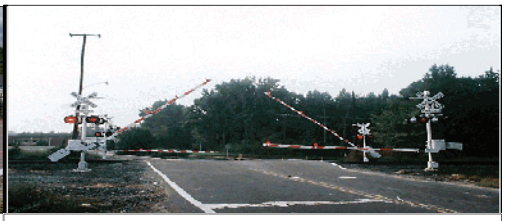
FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

Public Safety Considerations continued

Examples of SSMs



Crossing Closure



Four Quadrant Gate System



Gates with Channelization Devices



Gates with Medians



Wayside Horns The train horn rule also provides another method for reducing the impact of routine locomotive horn sounding when trains approach public highway-rail grade crossings. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates, constant warning time devices (except in rare circumstances), and power out indicators. The wayside horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. Use of wayside horns is not the same as establishing a quiet zone although they may be used within quiet zones.

Cost Considerations

The enabling Federal statute did not provide funding for the establishment of quiet zones. Public authorities seeking to establish quiet zones should be prepared to finance the installation of SSMs and ASMs used. Costs can vary from $30,000 per crossing to more than $1 million depending on the number of crossings and the types of safety improvements required.

Legal Considerations

The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.

The Quiet Zone Establishment Process

Under the Train Horn Rule, only public authorities are permitted to establish quiet zones. Citizens who wish to have a quiet zone in their neighborhood should contact their local government to pursue the establishment of a quiet zone. The following is a typical example of the steps taken to establish a quiet zone:

1. ***Determine*** which crossings will be included in the quiet zone. All public highway-rail crossings in the quiet zone must have, at a minimum, an automatic warning system consisting of flashing lights and gates. The warning systems must be equipped with constant warning time devices (except in rare circumstances) and power out indicators. The length of the quiet zone must be at least one-half mile in length.

2. ***Identify*** any private highway-rail grade crossings within the proposed quiet zone. If they allow access to the public or provide access to active industrial or commercial sites, a diagnostic review must be conducted and the crossing(s) treated in accordance with the recommendations of the diagnostic team.

3. ***Identify*** any pedestrian crossings within the proposed quiet zone and conduct a diagnostic review of those crossings too. They also must be treated in accordance with the diagnostic team's recommendations. *NOTE:* While it is not required by the regulations, FRA recommends that every crossing within a proposed quiet zone be reviewed for safety concerns.

4. ***Update*** the U.S. DOT Crossing Inventory Form to reflect current physical and operating conditions at each public, private, and pedestrian crossing located within a proposed quiet zone.

5. ***Provide*** a Notice of Intent (NOI) to all of the railroads that operate over crossings in the proposed quiet zone, the State agency responsible for highway safety and the State agency responsible for crossing safety. The NOI must list all of the crossings in the proposed quiet zone and give a brief explanation of the tentative plans for implementing improvements within the quiet zone. Additional required elements of the NOI can be found in 49 CFR 222.43(b). The railroads and State agencies have 60 days in which to provide comments to the public authority on the proposed plan.

6. ***Alternative Safety Measures*** – If ASMs are going to be used to reduce risk, an application to FRA must be made. The application must include all of the elements provided in 49 CFR 222.39(b)(1) and copies of the application must be sent to the entities listed in 49 CFR 222.39(b)(3). They will have 60 days to provide comments to FRA on the application. FRA will provide a written decision on the application typically within three to four months after it is received.

The Quiet Zone Establishment Process continued

7. ***Determine*** how the quiet zone will be established using one of the following criteria: (Note that Options 2 through 4 will require the use of the FRA Quiet Zone Calculator available at http://safetydata.fra.dot.gov/quiet/.)

1. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
2. The Quiet Zone Risk Index (QZRI) of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) without installing SSMs or ASMs.
3. The QZRI of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) after the installation of SSMs or ASMs.
4. The QZRI of the proposed quiet zone is less than or equal to the Risk Index with Horns (RIWH) after the installation of SSMs or ASMs.



8. ***Complete*** the installation of SSMs and ASMs and any other required improvements determined by the diagnostic team at all public, private, and pedestrian crossings within the proposed quiet zone.

9. ***Ensure*** that the required signage at each public, private, and pedestrian crossing is installed in accordance with 49 CFR Sections 222.25, 222.27, and 222.35, and the standards outlined in the Manual on Uniform Traffic Control Devices. These signs may need to be covered until the quiet zone is in effect.

10. ***Establish*** the quiet zone by providing a Notice of Quiet Zone Establishment to all of the parties that are listed in 49 CFR Section 222.43(a)(3). Be sure to include all of the required contents in the notice as listed in 49 CFR Section 222.43(d). The quiet zone can take effect no earlier than 21 days after the date on which the Notice of Quiet Zone Establishment is mailed.

*****Appendix C to the Train Horn Rule provides detailed, step by step guidance on how to create a quiet zone.*****

Required Documentation

Public authorities interested in establishing a quiet zone are required to submit certain documentation during the establishment process. FRA has provided checklists for the various documents that can be found at http://www.fra.dot.gov/Elib/Details/L03055.

FRA's Regional Grade Crossing Managers are available to provide technical assistance. A State's department of transportation or rail regulatory agency also may be able to provide assistance to communities pursuing quiet zones.

Public authorities are encouraged to consult with the agencies in their State that have responsibility for crossing safety. Some States may have additional administrative or legal requirements that must be met in order to modify a public highway-rail grade crossing.

Role of Railroads

Communities seeking to establish a quiet zone are required to send a Notice of Intent and a Notice of Quiet Zone Establishment to railroads operating over the public highway-rail grade crossings within the proposed quiet zone. Railroad officials can provide valuable input during the quiet zone establishment process and should be included on all diagnostic teams. Listed below are links to the Class I Railroads and Amtrak.

BNSF Railway (BNSF)	Canadian Pacific (CP)
CSX Transportation (CSX)	Norfolk Southern (NS)
Canadian National (CN)	Union Pacific (UP)
Kansas City Southern (KCS)	Amtrak (ATK)

FINAL NOTE

The information contained in this brochure is provided as general guidance related to the Quiet Zone Establishment Process and should not be considered as a definitive resource. FRA strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad tracks since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

POINTS OF CONTACT

General Questions:

Inga Toye, 202-493-6305
Debra Chappell, 202-493-6018
Ron Ries, 202-493-6285

Regional Contacts

Region 1 Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont
1-800-724-5991

Region 2 Delaware, Maryland, Ohio, Pennsylvania, Virginia, West Virginia , and Washington, D.C.
1-800-724-5992

Region 3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee
1-800-724-5993

Region 4 Illinois, Indiana, Michigan, Minnesota, and Wisconsin
1-800-724-5040

Region 5 Arkansas, Louisiana, New Mexico, Oklahoma, and Texas
1-800-724-5995

Region 6 Colorado, Iowa, Kansas, Missouri, and Nebraska
1-800-724-5996

Region 7 Arizona, California, Nevada, and Utah
1-800-724-5997

Region 8 Alaska, Idaho, Montana, North Dakota, South Dakota, Oregon, Washington, and Wyoming
1-800-724-5998

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U.S. Department of Transportation
Federal Railroad Administration

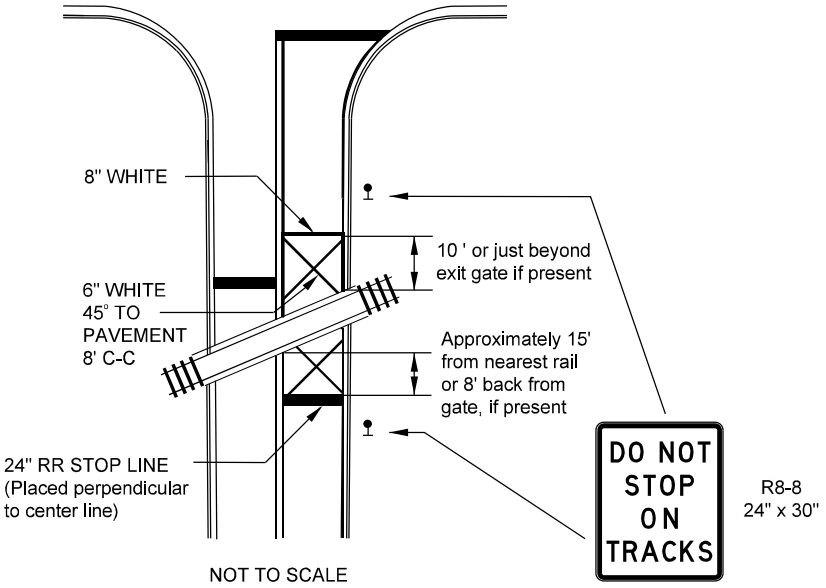
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September 2013

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

WITH SIGNALIZED INTERSECTION

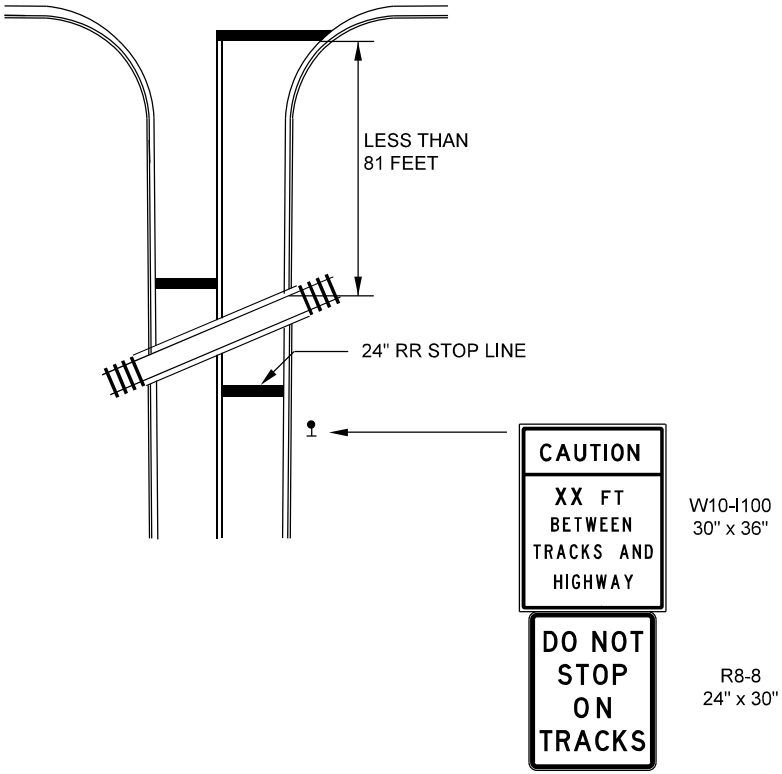


Note:

1. Cross-hatch pavement markings may be installed in opposite direction lanes of grade crossing approach as needed.
2. Where near-side traffic signals are used the pavement markings extend to the intersection. (See Detail for Pre-Signals)
3. At multiple track locations, continue cross-hatch markings between tracks on pavement.
4. Cross-hatch markings may be installed at locations without a signalized intersection based on an engineering review or as directed by ICC.

WITH NON-SIGNALIZED INTERSECTION

81' or less to closest rail



Note:

1. Distance to be shown on sign measured from a point 6 feet from the rail closest to the intersection or from the closest point along the exit gate if present over the roadway when in the lowered position to the stop bar or crosswalk, which ever is closest, rounded down to nearest 5 feet. Where there is no stop line, measure to point where driver has a view of approaching traffic.
2. The clearance sign is also to be used as an interim measure at locations with interconnected intersection traffic signals where it is planned to change them to near-side signals at a future time. In this case, the distance to be shown on the sign is measured from the edge of the striped-out area instead of 6 feet from the rail. The sign is to be removed when the near-side signals are installed and the pavement markings extended to the intersection.