

City Council Meeting
City Hall - 1707 St Johns Avenue
October 6, 2025
7:30 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.

Committee of the Whole and City Council meetings are broadcast live on the City's Facebook page and on the City's website. Meetings can be watched after the meeting from a video link on the City's website.

The City encourages individuals to sign-up for its enews for important information from the City. To sign-up for the enews, visit www.cityhpil.com.

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Approval of Minutes

- A. Approval of the Minutes of the Regular Meeting of the City Council Held on September 25, 2025

V. Approval of Warrant List

- A. Warrant List and Wire Transfers from September 11, 2025 to September 25, 2025.

VI. Report of Mayor

A. Proclamations

- Diwali Awareness Day - October 20, 2025
- Sister Cities International Day - October 14, 2025

B. Other Business

VII. Business from the Council

VIII. Business from City Staff

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

X. Omnibus

Administration

(Questions concerning these items can be directed to 847-926-1004)

1. A Resolution Supporting the Illinois America250 Commemoration
2. A Resolution Repealing Resolution No. R87-2025 and Approving the Regular Committee of the Whole and City Council Meeting Schedule for 2026

Finance

(Questions concerning these items can be directed to 847-926-1020)

3. An Ordinance Amending the Annual Budget of the City of Highland Park, County of Lake, State of Illinois, for the Fiscal Year Ending December 31, 2025 Reflecting 2025 Estimates Determined During the 2026 Budget Process
4. A Resolution Waiving the Formal Bidding Requirements of the City's Purchasing Manual and Approving Change Order No. 3 to the Banking Service Agreement with Highland Park Bank & Trust
5. A Resolution Approving the Lease of Multifunction Copiers from Gordon Flesch Company, Inc., of Madison, Wisconsin, through the PEPPM Cooperative Technology Purchasing Program

Public Works

(Questions concerning these items can be directed to 847-432-0807)

6. A Resolution Approving the Purchase of Salt from Morton Salt, Inc., of Chicago, Illinois through the Illinois Department of Central Management Services Joint Purchasing Program

Community Development

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

7. Consideration of Sign Variances (1900 First St.)
8. A Resolution Approving the Extension of the Period of Validity of a Special Use Permit for a Planned Development (2745 and 2699 Skokie Valley Road)
9. A Resolution Approving a Plat of Consolidation (2745 and 2699 Skokie Valley Road)

XI. Items Removed From Omnibus Vote Consideration

XII. Other Business

- A. Consideration of a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development and Design Review with Modifications from City Code

(250 Skokie Valley Rd.)

- B. Consideration of a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, Final Plat of Re-subdivision, and Design Review, with Modifications from City Code, for a 5-story, 19-unit Multi-Family Development (1632, 1640, and 1646 Second St.)
- C. Proposed Lake Cook Road Path - LCDOT Project

XIII. Closed Session

- A. 5 ILCS 120/2(C)(11) – Pending Litigation
- B. 5 ILCS 120/2(C)(5) – Purchase or Lease of Property; 5 ILCS 120/2(C)(8) – Security

XIV. Adjournment

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Ashley Palbitska, Assistant to the City Manager/Deputy City Clerk

Department: City Manager's Office

Title: Approval of the Minutes of the Regular Meeting of the City Council Held on September 25, 2025

Recommendation:

For the City Council's approval are the minutes of the Regular Meeting of the City Council held on September 25, 2025.

Attachments:

1. MIN CC 9-25-2025

**MINUTES OF A REGULAR MEETING OF
THE CITY COUNCIL OF THE CITY OF HIGHLAND PARK**

MEETING DATE: Thursday, September 25, 2025
MEETING LOCATION: City Hall - Council Chambers
1707 St. Johns Avenue, Highland Park, IL 60035

CALL TO ORDER

At 7:32 PM, Mayor Rotering called the meeting to order and asked for a roll call:

ROLL CALL

PRESENT: Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer

ABSENT: Councilmember Blumberg

STAFF PRESENT: City Manager Neukirch, Director of Public Works Bannon, Community Development Director Fontane, Assistant City Manager Jason, Finance Director McCaulou, Fire Chief Schrage, Assistant City Manager Taub, Deputy Chief Olson, Communications Manager Bennett, Assistant to the City Manager Palbitska

ALSO PRESENT: Corporation Counsel Elrod

PLEDGE OF ALLEGIANCE

APPROVAL OF MINUTES

1. Approval of the Minutes of the Regular City Council Meeting Held on September 8, 2025
2. Approval of the Minutes of the Closed Session of the Regular City Council Meeting held on September 8, 2025

Councilmember Lidawer moved to approve the Minutes of the Regular City Council Meeting Held on September 8, 2025 and the Minutes of the Closed Session of the Regular City Council Meeting Held on September 8, 2025. Councilmember Tapia seconded the motion. Upon a voice vote, the Mayor declared the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Annette Lidawer, Councilmember
SECONDER:	Andrés Tapia, Councilmember
AYES:	Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer
ABSENT:	Councilmember Blumberg

APPROVAL OF WARRANT LIST

1. Warrant List and Wire Transfers from August 29, 2025 to September 10, 2025.

Councilmember Tapia moved to approve the Warrant List. Councilmember Lidawer seconded the motion. Upon a roll call vote, the Mayor declared the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Andrés Tapia, Councilmember
SECONDER:	Annette Lidawer, Councilmember
AYES:	Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer
ABSENT:	Councilmember Blumberg

REPORT OF MAYOR

A. Proclamations

1. October 7th is the Two-Year Remembrance of October 7, 2023
Mayor Rotering recognized the two year remembrance of October 7, 2023.

2. Wear Purple: October is Domestic Violence Awareness Month
Mayor Rotering proclaimed October as Domestic Violence Awareness Month.

Sally Steele, Director of Domestic Violence Law Practice as the North Suburban Legal Aid Clinic, provided comments.

3. October 5 - October 11, 2025 is Banned Books Week
Mayor Rotering proclaimed October 5 - October 11, 2025 as Banned Book Week.

Heidi Smith, Executive Director of the Highland Park Public Library, provided comments regarding Banned Book Week.

BUSINESS FROM THE COUNCIL

There was none

BUSINESS FROM CITY STAFF

City Manager Neukirch provided highlights of items on the Omnibus Agenda and provided information on the Special City Council Meeting being held at The Moraine on Monday, September 29, 2025.

BUSINESS FROM THE PUBLIC (Individuals wishing to be heard regarding items not listed on this agenda)

Assistant to the City Manager Palbitska provided a statement regarding Business from the Public.

Kara Goldstone, Highland Park resident, voiced her concern with bird collisions in the Central Business District and provided insight as to how this issue could be remedied.

Stephanie Kerch, Highland Park resident, discussed previous conversations regarding the proposed development at the previous Solo-Cup property.

SCHEDULED BUSINESS

ITEMS FOR OMNIBUS VOTE CONSIDERATION

A request to remove items 10 and 12 from omnibus vote consideration was voiced.

Councilmember Tapia moved to approve items 1-9, 11, and 13-14 by omnibus vote consideration. Councilmember Lidawer seconded the motion. Upon a roll call vote, the Mayor declared the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Andrés Tapia, Councilmember
SECONDER:	Annette Lidawer, Councilmember
AYES:	Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer
ABSENT:	Councilmember Blumberg

Administration

1. Adoption of a Resolution (R109-2025) by omnibus vote consideration titled, “A Resolution Approving Amendment No. 2 to the Power Supply Agreement with MC Squared Energy Services, LLC, for the City’s Electricity Aggregation Program”.
2. Adoption of a Resolution (R110-2025) by omnibus vote consideration titled, “A Resolution Approving an Exterior Improvement Grant for Jin28 Express, Doing Business as Jin28”.
3. Adoption of a Resolution (R111-2025) by omnibus vote consideration titled, “A Resolution Authorizing an Agreement with the Illinois Finance Authority for the Stretch Code Adoption Grant”.

Finance

4. Adoption of an Ordinance (O51-2025) by omnibus vote consideration titled, “An Ordinance Amending Chapter 97 of “The Highland Park Code of 1968,” as amended, and Repealing Ordinance O-36-2025, Concerning a Municipal Grocery Retailers’ Occupation Tax and Municipal Grocery Service Occupation Tax”.

Public Works

5. Adoption of a Resolution (R112-2025) by omnibus vote consideration titled, “A Resolution Rejecting Proposals, and Approving a Contract with Cintas Corporation No. 2 of Gurnee, Illinois, for the Provision of Uniform Laundering and Repair Services”.
6. Adoption of a Resolution (R113-2025) by omnibus vote consideration titled, “A Resolution Approving a Pipeline Crossing License Agreement with the Union Pacific Railroad Company”.
7. Approval of the City's 2025-2026 Snow and Ice Control Plan

Community Development

8. Adoption of a Resolution (R114-2025) by omnibus vote consideration titled, “A Resolution Approving a Plat of Subdivision (Corner of Laurel Ave. and McGovern St., including 788 to 844 Laurel Ave. and 1652 to 1670 McGovern St.)”.

9. Adoption of an Ordinance (O52-2025) by omnibus vote consideration titled, “An Ordinance Amending a Special Use Permit for a Planned Development and Amending an Inclusionary Housing Plan (Corner of Laurel Ave. and McGovern St., including 788 to 844 Laurel Ave. and 1652 to 1670 McGovern St.)”.

11. Adoption of a Resolution (R115-2025) by omnibus vote consideration titled, “A Resolution Approving a First Amendment to the Development Agreement Between the City of Highland Park and the HP Laurel Park LLC”.

Public Safety

13. Adoption of a Resolution (R116-2025) by omnibus vote consideration titled, “A Resolution Approving the Award of a Contract to Conference Technologies Incorporated, of Itasca, Illinois, for the Provision of Police Department Training Room Audio-Visual System Upgrades”.

14. Adoption of a Resolution (R117-2025) by omnibus vote consideration titled, “A Resolution Ratifying a Grant Agreement Between the City of Highland Park, State of Illinois and the and the Illinois Law Enforcement Training and Standards Board for Law Enforcement Funding”.

ITEMS REMOVED FROM OMNIBUS VOTE CONSIDERATION

10. Adoption of a Resolution (R118-2025) titled, “A Resolution Ratifying a Minor Amendment to Planned Development at 636, 640, AND 650 Walnut Street and 0, 1606 and 1622 Oakwood Avenue”.

Councilmember Lidawer voiced concern that the affordable units are smaller than the market rate units, although recognized that they meet the minimum size as required by Code.

Representative for the applicant provided information as it relates to the decisions that were made regarding the size of the inclusionary housing units within the development.

Councilmember Center moved to approve a Resolution Ratifying a Minor Amendment to Planned Development at 636, 640, and 650 Walnut Street and 0, 1606 and 1622 Oakwood Avenue. Councilmember Lidawer seconded the motion. Upon a roll call vote, the Mayor declared the motion passed unanimously.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jonathan Center, Councilmember
SECONDER:	Annette Lidawer, Councilmember
AYES:	Mayor Rotering, Councilmembers Center, Bruckman, Ross, Tapia, Lidawer
ABSENT:	Councilmember Blumberg

12. Adoption of a Resolution (R119-2025) titled, “A Resolution Approving an Agreement with Williams Architects, Inc. for Architectural and Engineering Services”.

Councilmember Ross voiced her concern with moving forward with the proposed architect recommended by staff for a project of this magnitude without further review of all RFQ respondents.

Mayor Rotering requested City Manager Neukirch provide information as to the process undertaken by staff.

City Manager Neukirch indicated that the RFQ and contractor selection process was consistent with other initiatives. She provided information about the RFQ issuance, review of proposals, interview process and recommendation to the Council. She explained the specialized nature of this project, further detailing the qualifications of staff involved in the project team.

The Council and staff discussed the process undertaken for this type of project, previous experience Williams Architects, including their work on Fire Station #32, and the steps that will be undertaken for this project.

Councilmember Ross moved to delay consideration of the Resolution to the next meeting in order to further review the proposals. There was no second to the motion.

Councilmember Lidawer moved to approve a Resolution Approving an Agreement with Williams Architects, Inc for Architectural and Engineering Services.

Councilmember Bruckman seconded the motion. Upon a roll call vote, the Mayor declared the motion passed.

RESULT:	ADOPTED [5 TO 0]
MOVER:	Annette Lidawer, Councilmember
SECONDER:	Barisa Bruckman, Councilmember
AYES:	Mayor Rotering, Councilmembers Center, Bruckman, Tapia, Lidawer
PRESENT:	Councilmember Ross
ABSENT:	Councilmember Blumberg

ADJOURNMENT

Councilmember Tapia moved to adjourn the City Council meeting. Councilmember Lidawer seconded the motion. Upon a voice vote, the Mayor declared the motion passed.

The City Council adjourned its meeting at 8:28 PM.

Respectfully submitted,

Ashley Palbitska
Assistant to the City Manager/Deputy City Clerk

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Lara Lukasik, Deputy Finance Director
Kristi McCaulou, Finance Director

Department: Finance Department

Title: Warrant List and Wire Transfers from September 11, 2025 to September 25, 2025.

Recommendation:

Staff recommends approval of the warrant list and wire transfers for September 11, 2025 to September 25, 2025 in the amounts of \$2,911,357.48 and \$84,580.40 respectively, for total disbursement of \$2,995,937.88.

	Dates	Amount
Warrants:		
Warrant List 1 (Detail Attached)	September 11, 2025 - September 25, 2025	\$1,742,103.75
Subtotal Warrants (Detail Attached)		\$1,742,103.75
SSA19 Tax Receipts to CBD Alliance	September 19, 2025	\$17,188.04
Total Warrants		\$1,759,291.79
Payroll	Pay Period: September 01, 2025 - September 14, 2025 Check Date September 19, 2025	\$1,152,065.69
Total Warrants & Payroll		\$2,911,357.48
CCMSI Workers Comp Claims	September 15, 2025	\$999.13
CCMSI Workers Comp Claims	September 22, 2025	\$1,019.13
William Architects	September 25, 2025	\$2,602.96
Elrod Friedman LLP - Legal Services	September 25, 2025	\$79,245.50
J.P. Morgan Chase Visa Costco Card	September 25, 2025	\$713.68
Total Wires		\$84,580.40
Total Submitted for Approval		\$2,995,937.88

Purchases are made consistent with the City's purchasing policy. This policy provides that "when all other terms and conditions are equal, preference will be given to vendors whose businesses are located in Highland Park. However, this preference will not adversely affect quality, service, or price consideration."

Attachments:

1. Warrant List and Wire Transfers from September 11, 2025 to September 25, 2025. PDF

Bank code : aphpbt

Warrant	Date	Vendor	Invoice	PO #	Description/Account	Amount
296572	9/25/2025	037139	KAPLAN PAVING	REF00074156	BLGD-22-12394	500.00
Total :						500.00
296573	9/25/2025	039057	SHARI WARSHAWSKY	Ref000290202	UB REFUND 1832 EASTWOOD (REISSUE)	5.49
Total :						5.49
2 Vouchers for bank code :		aphpbt			Bank total :	505.49
2 Vouchers in this report		Total vouchers :				505.49

Warrant List
City of Highland Park

Check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
419347	09/25/25	39184	AARON BROWN	15748	20223122	R - MEAL – TRAINING(REISSUE)	PD	\$50.00
				37197	20251741	R - UNIFORM ALLOWANCE(REISSUE)	PD	\$800.00
							Total	\$850.00
419348	09/25/25	38352	ADVANCED CLEANING SYSTEMS	40167	20250797	JANITORIAL SERVICES	FACIL	\$16,899.01
							Total	\$16,899.01
419349	09/25/25	35455	ADVANCED TREE CARE	40089	20250097	TREE MAINTENANCE	FORST	\$2,040.00
							Total	\$2,040.00
419350	09/25/25	33449	ADVOCATE OCCUPATIONAL HEALTH	40399	20250263	R - MEDICAL SERVICES PACE	TRNST	\$603.00
				40400	20251257	R - MEDICAL SERVICES RAVINIA	TRNST	\$167.00
							Total	\$770.00
419351	09/25/25	33449		40340	20250546	POLICE HIRE PHYSICALS HR BFPC	HLTH	\$1,377.00
							Total	\$1,377.00
419352	09/25/25	2826	AMERICAN SOCIETY	40296	20252746	ENG SERVICE	ENG	\$933.00
							Total	\$933.00
419353	09/25/25	38925	AMERICAN TESTING INSPECTION	40242	20250789	R - ELEVATOR INSPECTION SERVICES	PLAN	\$190.00
				40243	20250789	R - ELEVATOR INSPECTION SERVICES	PLAN	\$95.00
				40244	20250789	R - ELEVATOR INSPECTION SERVICES	PLAN	\$95.00
				40245	20250789	R - ELEVATOR INSPECTION SERVICES	PLAN	\$95.00
							Total	\$475.00
419354	09/25/25	45	RENTOKIL	40090	20250748	PEST CONTROL	FACIL	\$210.00
				40116	20250748	PEST CONTROL	FACIL	\$210.00
				40125	20250748	PEST CONTROL	FACIL	\$210.00
				40142	20250748	PEST CONTROL	FACIL	\$210.00
				40233	20250752	PEST CONTROL	FACIL	\$395.03
				40417	20250748	PEST CONTROL	FACIL	\$210.00
							Total	\$1,445.03
419355	09/25/25	39836	ANDREW BEVERLY	40333	20252221	R - TUITION REIMBURSMENT	CMO	\$845.00
				40334	20252220	R - TUITION REIMBURSEMENT	CMO	\$845.00
							Total	\$1,690.00
419356	09/25/25	38917	ANTARCTIC MECHANICAL	40187	20251402	LIFE SAFETY REPAIRS	FACIL	\$855.00
							Total	\$855.00

Check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
419357	09/25/25	30309	ARLINGTON POWER	40103	20250076	REPAIRS	FLEET	\$6.98
							Total	\$6.98
419358	09/25/25	31277	ARMANDO SUAREZ	40179	20250231	TOOLS	FLEET	\$33.22
				40180	20251944	R -TOOL ALLOWANCE	TRNST	\$188.22
							Total	\$221.44
419359	09/25/25	39403	ARMS SECURITY	40268	20252149	SECURITY DOWNTOWN CONCERTS	CMO	\$198.00
				40269	20252155	SECURITY SERVICES	CMO	\$957.25
							Total	\$1,155.25
419360	09/25/25	34391	B & F CONSTRUCTION CODE	40241	20250523	R - INSPECTION SERVICES	PLAN	\$1,147.50
				40246	20252704	R - INSPECTION SERVICES	BLDG	\$524.17
							Total	\$1,671.67
419361	09/25/25	37930	VALDES	40184	20252729	DEF FLUID	FLEET	\$149.95
				40185	20252718	R - DEF FLUID	TRNST	\$149.95
							Total	\$299.90
419362	09/25/25	40161	BEN HARRIS	40413	20252811	R - VOLUNTARY SEWER LATERAL COST SHARE	SEWER	\$1,260.00
							Total	\$1,260.00
419363	09/25/25	2651	BERLIANT BUILDERS	40321	20252556	943 SHERIDAN RD	ENG	\$24,999.00
							Total	\$24,999.00
419364	09/25/25	38946	BIANCA RAMIREZ	40238	20252775	R - PER DIEM IPSI	PW	\$110.00
							Total	\$110.00
419365	09/25/25	28801	BOUND TREE MEDICAL	40307	20252638	EMS SUPPLIES	FD	\$143.75
							Total	\$143.75
419366	09/25/25	38677	BOWMAN CONSULTING	40294	20252110	LINDEN AVE	ENG	\$34,719.92
							Total	\$34,719.92
419367	09/25/25	35653	BRAY SALES-MIDWEST	40159	20252684	SUPPLIES	WP	\$824.16
							Total	\$824.16
419368	09/25/25	29404	CCMSI	40324	20252251	2025 PROPERTY CASUALTY DEDUCTIBLES	FIN	\$5,575.00
							Total	\$5,575.00
419369	09/25/25	23349	CINTAS #22	40117	20250365	UNIFORM RENTAL	WP	\$63.47
				40161	20250365	UNIFORM RENTAL	WP	\$63.47

Warrant List
City of Highland Park

Check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
							Total	\$126.94
19370	09/25/25	23349		40118	20250151	UNIFORM RENTAL	FLEET	\$123.77
				40119	20250251	UNIFORM RENTAL	TRNST	\$15.97
				40120	20250385	UNIFORM RENTAL	FACIL	\$27.69
				40121	20250396	UNIFORM RENTAL	SEWER	\$84.13
				40122	20250248	UNIFORM RENTAL	STR	\$92.38
				40123	20250247	UNIFORM RENTAL	WTRDS	\$78.72
				40172	20250151	UNIFORM RENTAL	FLEET	\$123.77
				40173	20250251	UNIFORM RENTAL	TRNST	\$15.97
				40174	20250385	UNIFORM RENTAL	FACIL	\$27.69
				40176	20250396	UNIFORM RENTAL	SEWER	\$83.35
				40177	20250248	UNIFORM RENTAL	STR	\$92.38
				40178	20250247	UNIFORM RENTAL	WTRDS	\$78.72
				40308	20250114	UNIFORM RENTAL	FD	\$6.04
				40309	20250114	UNIFORM RENTAL	FD	\$11.59
19371	09/25/25	2020	CIORBA GROUP	40293	20251138	MISC SERVICE	ENG	\$4,038.66
				40302	20252503	1891 2ND ST WATER	ENG	\$12,059.76
				40304	20250452	MISC SERVICE	ENG	\$10,292.44
				40306	20251304	MISC SERVICE	ENG	\$31,605.03
								Total
19372	09/25/25	14137	CIVILTECH ENGINEERING	40292	20251467	FLOOD PLAIN ASSESS	ENG	\$14,903.94
				40345	20250518	R - PLAN TRAFFIC REVIEWS	PLAN	\$348.60
				40346	20250518	R - PLAN REVIEW SERVICES	PLAN	\$470.19
							Total	\$15,722.73
19373	09/25/25	31602	CLARK BAIRD SMITH	40335	20250812	LEGAL SERVICES	CMO	\$813.75
							Total	\$813.75
19374	09/25/25	225	COLLEGE LAKE COUNTY	40336	20252787	EVENT MASS VIOLENCE TRAINING	CMO	\$106.50
				40337	20252787	EVENT MASS VIOLENCE TRAINING	CMO	\$165.75
							Total	\$272.25
19375	09/25/25	16590	CONDY HOLDINGS	40300	20252451	CHEMICAL SUPPLIES	WP	\$39,484.20

Check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
							Total	\$39,484.20
419376	09/25/25	34037	CONSERVATION CLUB KENOSHA	40373	20250300	OUTDOOR FIREARMS TRAINING	PD	\$1,200.00
							Total	\$1,200.00
419377	09/25/25	233	CRAFTWOOD LUMBER	40192	20250418	SUPPLIES	FACIL	\$45.37
				40194	20250418	SUPPLIES	FACIL	\$24.26
				40195	20250418	SUPPLIES	FACIL	\$13.07
				40226	20250418	SUPPLIES	FACIL	\$21.29
				40412	20250375	SUPPLIES	SEWER	\$497.48
						Total		\$601.47
419378	09/25/25	10049	DAILY HERALD	40271	20252717	SSA - 17 DAILY HERALD PUBLIC HEARINGS	CMO	\$361.10
							Total	\$361.10
419379	09/25/25	19338	DELL COMPUTER	40328	20252330	CITYWIDE LAPTOP REPLACEMENTS	CS	\$20,178.90
							Total	\$20,178.90
419380	09/25/25	40133	DIVE RIGHT SCUBA	40310	20252614	SUPPLIES	FD	\$329.76
							Total	\$329.76
419381	09/25/25	22456	DOUGLAS TRUCK PARTS	40095	20252498	PARTS	FLEET	\$264.98
				40096	20252498	PARTS	FLEET	\$23.00
						Total		\$287.98
419382	09/25/25	38347	RJS UNITED	40277	20251964	SSA - 17 FOOD TRUCK POSTERS FRAMES	CMO	\$430.00
				40278	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$1,090.00
				40279	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$520.00
				40280	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$656.00
				40281	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$385.00
				40282	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$665.00
				40283	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$120.00
				40285	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$3,025.00
				40286	20252021	EVENTS DOWNTOWN BANNERS SIGNBOARDS	CMO	\$2,576.21

check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
							Total	\$9,467.21
19383	09/25/25	16005	EL-COR INDUSTRIES	40105	20250061	PARTS	FLEET	\$94.48
							Total	\$94.48
19384	09/25/25	36673	ELEVATED SAFETY	40311	20252652	EDUCATION TRAINING	FD	\$1,300.00
							Total	\$1,300.00
19385	09/25/25	37237	ESO SOLUTIONS	40312	20252693	EQUIPMENT	FD	\$9,547.52
							Total	\$9,547.52
19386	09/25/25	38194	FACILITY GATEWAY	40196	20250556	UPS SYSTEM SERVICES	FACIL	\$305.96
				40197	20250556	UPS SYSTEM SERVICES	FACIL	\$532.56
							Total	\$838.52
19387	09/25/25	405	FEDEX	33625	20240309	SHIPPING CHARGES(REISSUE)	PLAN	\$43.58
				40258	20252342	SHIPPING CHARGES	PLAN	\$70.83
				40359	20252342	SHIPPING CHARGES	PLAN	\$6.06
							Total	\$120.47
19388	09/25/25	35589	FERGUSON ENTERPRISES	40166	20252475	SUPPLIES	WTRDS	\$12,386.50
							Total	\$12,386.50
19389	09/25/25	19204	PARAMEDIC ILLINOIS	40247	20252395	R - PLAN REVIEW SERVICES	PLAN	\$325.00
				40248	20252395	R - PLAN REVIEW SERVICES	PLAN	\$1,075.00
				40249	20252395	R - PLAN REVIEW SERVICES	PLAN	\$1,580.00
							Total	\$2,980.00
19390	09/25/25	23546	GALE CERABONA	40255	20250496	MINUTE TRACKING	PLAN	\$257.50
							Total	\$257.50
19391	09/25/25	23546		40253	20250506	HC PROFESSIONAL SERVICES	PLAN	\$257.50
				40254	20250495	HC PROFESSIONAL SERVICES	PLAN	\$257.50
				40344	20250496	MINUTE TRACKING	PLAN	\$257.50
							Total	\$772.50
19392	09/25/25	11877	GALLS	40406	20250295	R - PACE OPERATOR UNIFORMS	TRNST	\$2,474.73
							Total	\$2,474.73
19393	09/25/25	39662	GENERAL MEDICAL DEVICES	40094	20251814	AED SUPPLIES	FLEET	\$427.20
							Total	\$427.20
19394	09/25/25	40019	GENUINE PAR	40377	20251959	SUPPLIES	PD	\$30.22

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							Total	\$30.22
19395	09/25/25	40019		40099	20251856	OIL SUPPLIES	FLEET	\$62.16
				40100	20251856	OIL SUPPLIES	FLEET	\$29.40
				40101	20251857	PARTS	FLEET	\$183.16
				40102	20251857	PARTS	FLEET	\$202.08
				40143	20251857	PARTS	FLEET	\$35.14
				40144	20252505	PARTS	FLEET	\$52.71
				40145	20252505	PARTS	FLEET	\$68.77
				40146	20252505	PARTS	FLEET	\$137.54
				40186	20252505	PARTS	FLEET	\$160.02
				40188	20252505	PARTS	FLEET	(\$36.00)
				40189	20252505	PARTS	FLEET	\$157.26
19396	09/25/25	37548	GFL ENVIRONMENTAL	40109	20250196	CLEANING SERVICES	FLEET	\$156.19
						Total	\$156.19	
19397	09/25/25	35076	GO PAINTERS	40198	20252594	PAINTING SERVICES	FACIL	\$6,786.00
						Total	\$6,786.00	
19398	09/25/25	13888	GORDON FLESCH	40329	20251039	MULTI-FUNCTION COPIERS	CS	\$867.76
				40330	20251039	MULTI-FUNCTION COPIERS	CS	\$1,456.00
							Total	\$2,323.76
19399	09/25/25	22533	GRAINGER	40111	20250042	SUPPLIES	WP	\$57.05
				40199	20250420	SUPPLIES	FACIL	\$32.43
				40227	20250042	SUPPLIES	WP	\$197.52
				40420	20250042	SUPPLIES	WP	\$53.55
							Total	\$340.55
19400	09/25/25	2699	GUY SCOPELLITI	40427	20250103	HOURLY GROUNDS	FORST	\$1,905.00
				40428	20250103	HOURLY GROUNDS	FORST	\$1,480.50
							Total	\$3,385.50
19401	09/25/25	6794	H-O-H CHEMICALS	40115	20250833	BOILER TREATMENT CHEMICALS	WP	\$858.09
						Total	\$858.09	
19402	09/25/25	39981	HAL EMALFARB	36670		R - AR - 1135 - 2652 REFUND RETIREMENT(REISSUE)	FIN	\$267.23

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							Total	\$267.23
419403	09/25/25	6875	HAVEY COMMUNICATIONS	40380	20252692	ADMIN VEHICLE OUTFITTING	PD	\$4,369.70
							Total	\$4,369.70
419404	09/25/25	474	HIGHLAND PARK ELECTRIC	40093	20250794	LIGHTING MAINTENANCE	STR	\$4,460.00
				40231	20252127	LIGHTING MAINTENANCE	STR	\$600.00
				40232	20250794	LIGHTING MAINTENANCE	STR	\$307.50
				40272	20251398	EVENTS FUEL DOWNTOWN	CMO	\$270.00
				40273	20251702	SSA -17 INSTALLS REPAIRS	CMO	\$895.50
				40414	20250794	LIGHTING MAINTENANCE	STR	\$3,675.00
				40415	20251996	LIGHTING MAINTENANCE	STR	\$7,755.00
				40433	20250794	LIGHTING MAINTENANCE	STR	\$2,000.00
							Total	\$19,963.00
419405	09/25/25	1326	HIGHLAND PARK FORD	40097	20252166	PARTS	FLEET	\$341.25
				40098	20252166	PARTS	FLEET	\$141.27
				40108	20252166	PARTS	FLEET	(\$10.09)
				40313	20251423	SUPPLIES	FD	\$50.61
				40314	20251423	SUPPLIES	FD	\$4.62
				40367	20252356	VEHICLE PARTS	PD	\$174.76
				40375	20251934	OUTSIDE REPAIRS	PD	\$56.36
							Total	\$758.78
419406	09/25/25	1326		40401	20252799	NEW PATROL VEHICLES	PD	\$48,500.00
							Total	\$48,500.00
419407	09/25/25	3809	HIGHLAND PARK PUBLIC LIBRARY	40339	20252148	LIBRARY 7 2022 ARCHIVE	CMO	\$3,137.50
							Total	\$3,137.50
419408	09/25/25	29018	HOME DEPOT CREDIT	40200	20252070	SUPPLIES	FACIL	\$233.70
							Total	\$233.70
419409	09/25/25	14699	HIGHLAND PARK COMMUNITY FOUNDATION	40270	20250644	ANNUAL CONTRIBUTION	CMO	\$300,000.00
							Total	\$300,000.00
419410	09/25/25	38846	ILLINOIS FIRE SAFETY ALLIANCE	40315	20252721	PROFESSIONAL DEVELOPMENT	FD	\$50.00
							Total	\$50.00
419411	09/25/25	32200	ILLINOIS HOMICIDE INVESTIGATOR	40374	20251639	DETECTIVES TRAINING	PD	\$885.00
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							Total	\$885.00
19412	09/25/25	1430	IRELAND HEATING	40168	20251403	HVAC MAINTENANCE	FACIL	\$1,042.75
				40169	20251403	HVAC MAINTENANCE	FACIL	\$361.00
				40170	20251403	HVAC MAINTENANCE	FACIL	\$361.00
				40201	20252406	HVAC REPAIRS	FACIL	\$150.00
				40202	20251403	HVAC MAINTENANCE	FACIL	\$450.00
				40203	20251403	HVAC MAINTENANCE	FACIL	\$225.00
				40204	20251403	HVAC MAINTENANCE	FACIL	\$72.00
				40206	20251403	HVAC MAINTENANCE	FACIL	\$72.00
				40207	20251403	HVAC MAINTENANCE	FACIL	\$57.00
				40222	20251403	HVAC MAINTENANCE	FACIL	\$1,358.25
						Total	\$4,149.00	
19413	09/25/25	31870	J.G. UNIFORMS	40368	20252321	UNIFORM ITEMS	PD	\$202.00
				40369	20252321	UNIFORM ITEMS	PD	\$492.35
				40370	20252321	UNIFORM ITEMS	PD	\$70.80
				40371	20252321	UNIFORM ITEMS	PD	\$400.00
				40372	20252321	UNIFORM ITEMS	PD	\$416.00
						Total	\$1,581.15	
19414	09/25/25	35056	JEREME OLSEN	40239	20252796	R - PER DIEM IPSI	WTRDS	\$110.00
						Total	\$110.00	
19415	09/25/25	18394	JOHN M. JACQUETTE	40366	20252780	NEW VEHICLE GRAPHICS	PD	\$675.00
						Total	\$675.00	
19416	09/25/25	39023	JUSTIFACTS CREDENTIAL VERIFICATION	40348	20250545	BACKGROUND CHECKS	HLTH	\$594.69
						Total	\$594.69	
19417	09/25/25	9665	KIESLER POLICE	40381	20252585	SUPPLIES AMMO RIFLE OPTICS	PD	\$1,092.00
						Total	\$1,092.00	
19418	09/25/25	32817	KORDICK ELECTRIC	40164	20250754	ELECTRICAL REPAIRS	FACIL	\$322.00
						Total	\$322.00	
19419	09/25/25	23289	LAKE FOREST BANK	40124	20250716	PRK LOT LEASE	FACIL	\$3,163.79
						Total	\$3,163.79	
19420	09/25/25	1908	LAWSON PRODUCTS	40106	20252497	FIRST AID ITEM	FLEET	\$41.64

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Check #	Date	Ven#	Vendor Name	Inv #	PO #	Description/Account	Dept	Amount
							Total	\$41.64
419421	09/25/25	38916	ACER TREE SERVICE	40235	20250100	TREE MAINTENANCE	FORST	\$6,119.66
							Total	\$6,119.66
419422	09/25/25	40005	LESLEY SEYNOS	37281	20251776	R - MEAL REIMBURSEMENT(REISSUE)	PD	\$45.00
							Total	\$45.00
419423	09/25/25	39858	LINDE GAS EQUIPMENT	40402	20250230	GASE SUPPLIES	FLEET	\$209.71
							Total	\$209.71
419424	09/25/25	26539	LOGSDON OFFICE	40250	20250501	SUPPLIES	BLDG	\$330.49
							Total	\$330.49
419425	09/25/25	34799	LUCAS LANDSCAPING	40126	20250281	TREE REMOVAL	FORST	\$30,670.87
				40127	20250096	TREE REMOVAL	FORST	\$5,273.30
				40128	20252392	TREE REMOVAL	FORST	\$1,090.37
							Total	\$37,034.54
419426	09/25/25	37793	MARTINIZING SUBURBS	40365	20250299	LAUNDRY UNIFORM	PD	\$148.25
							Total	\$148.25
419427	09/25/25	39949	MATRIX IMAGING	40409	20251311	WATER BILL POSTAGE	FIN	\$2,283.53
							Total	\$2,283.53
419428	09/25/25	3027	MCMASTER-CARR	40228	20250126	SUPPLIES	WP	\$11.91
				40421	20250126	SUPPLIES	WP	\$67.21
				40422	20250126	SUPPLIES	WP	\$199.23
							Total	\$278.35
419429	09/25/25	13379	MENARDS	40208	20250361	SUPPLIES	FACIL	\$475.54
							Total	\$475.54
419430	09/25/25	697	MENONI MOCOONI	40114	20250403	SUPPLIES	WTRDS	\$98.00
				40156	20250286	CONCRETE	STR	\$458.94
				40157	20252635	CONCRETE	STR	\$920.31
				40158	20252635	CONCRETE	STR	\$1,159.14
				40165	20250266	MATERIAL HAULING	WTRDS	\$1,858.70
							Total	\$4,495.09
419431	09/25/25	16847	METROPOLITAN INDUSTRIES	40137	20250557	LIFT STATION SERVICES	SEWER	\$2,730.00
				40138	20252653	LIFT STATION SERVICES	SEWER	\$1,287.00

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							Total	\$4,017.00
19432	09/25/25	37471	MICHAEL SCHMIDT	40351	20252429	R - TUITION REIMBURSEMENT	CMO	\$785.60
							Total	\$785.60
19433	09/25/25	40138	MICHAEL WEINSTEIN	40354	20252806	R - REFUND EVENT	SNR	\$25.00
							Total	\$25.00
19434	09/25/25	710	MICROSYSTEMS	40261	20251405	RECORD MANAGEMENT SERVICES	PLAN	\$2,968.04
				40262	20251165	RECORD MANAGEMENT	PLAN	\$684.00
				40263	20251405	RECORD MANAGEMENT SERVICES	PLAN	\$894.92
				40264	20251410	RECORD MANAGEMENT SERVICES	PLAN	\$628.13
				40265	20251165	RECORD MANAGEMENT SERVICES	PLAN	\$227.20
				40331	20251303	MICROSYSTEMS SCANNING SERVICES	CS	\$128.60
							Total	\$5,530.89
19435	09/25/25	17838	MID AMERICAN WATER WAUCONDA	40140	20251461	SUPPLIES	WTRDS	\$9,769.00
				40234	20250409	SUPPLIES	WTRDS	\$140.00
							Total	\$9,909.00
19436	09/25/25	37438	MILLENNIA PROFESSIONAL	40291	20252247	ROAD PROGRAM	ENG	\$49,288.04
							Total	\$49,288.04
19437	09/25/25	32093	MOTION PICTURE LICENSING	40353	20252741	R - ACTIVITY MOVIE	SNR	\$523.26
							Total	\$523.26
19438	09/25/25	2078	MOTOROLA	40319	20251694	EQUIPMENT SERVICES	FD	\$1,549.00
							Total	\$1,549.00
19439	09/25/25	2078		40379	20250458	EQUIPMENT	PD	\$3,076.00
							Total	\$3,076.00
19440	09/25/25	749	MUTUAL ACE HARDWARE	40113	20250085	SUPPLIES	WTRDS	\$11.46
				40154	20250084	SUPPLIES	STR	\$63.39
				40209	20250362	SUPPLIES	FACIL	\$4.49
				40210	20250419	SUPPLIES	FACIL	\$8.99
				40211	20250362	SUPPLIES	FACIL	\$19.78
				40212	20250362	SUPPLIES	FACIL	\$19.79
				40213	20250362	SUPPLIES	FACIL	\$21.59
				40214	20250362	SUPPLIES	FACIL	\$34.19

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				40215	20250362	SUPPLIES	FACIL	\$37.78
				40216	20250362	SUPPLIES	FACIL	\$43.18
				40217	20250362	SUPPLIES	FACIL	\$46.74
				40218	20250362	SUPPLIES	FACIL	\$59.25
				40219	20250362	SUPPLIES	FACIL	\$503.93
				40220	20250362	SUPPLIES	FACIL	\$11.66
				40223	20250419	SUPPLIES	FACIL	\$94.47
				40224	20250419	APPLY CREDIT TO 659612	FACIL	(\$19.90)
				40225	20250084	SUPPLIES	STR	\$8.99
				40229	20250080	SUPPLIES	WP	\$54.99
				40416	20250389	SUPPLIES	SEWER	\$58.43
				40418	20250084	SUPPLIES	STR	\$13.18
						Total		\$1,096.38
419441	09/25/25	37287	NAMETAGCOUNTRY	40266	20250439	MAGNETIC NAMETAGS	PLAN	\$55.70
						Total		\$55.70
419442	09/25/25	34878	NORTH AMERICAN SAFETY	40139	20250578	SUPPLIES	STR	\$709.55
						Total		\$709.55
419443	09/25/25	36922	NORTH SHORE AUTO SPA	40378	20252724	CAR WASHES	PD	\$362.00
						Total		\$362.00
419444	09/25/25	10886	NORTHERN ILLINOIS FIRE	40251	20252748	NIFIA FIRE PREVENTION BUREAU	BLDG	\$800.00
						Total		\$800.00
419445	09/25/25	33907	NORTHWEST TRUCKS	40110	20251529	PARTS	FLEET	\$80.85
						Total		\$80.85
419446	09/25/25	39986	ON-TARGET STRATEGIES	40376	20252734	EDUCATION TRAINING	PD	\$650.00
						Total		\$650.00
419447	09/25/25	837	PARK DISTRICT HIGHLAND PARK	40349	20252761	MEMBERSHIP DUES	HLTH	\$132.00
						Total		\$132.00
419448	09/25/25	837		40435	20252828	GOLF OUTING	HLTH	\$575.00
						Total		\$575.00
419449	09/25/25	37551	PATRICIA ORTEGA	40436	20252826	R - ACTIVITIES CONCERTS	SNR	\$300.00
						Total		\$300.00

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419450	09/25/25	29403	PAUL GRZYBEK	40434	20251562	R - TUITION REIMBURSEMENT	CMO	\$292.13
							Total	\$292.13
419451	09/25/25	2	PETER BAKER	40132	20250285	ASPHALT	STR	\$451.84
				40133	20252634	ASPHALT	STR	\$408.96
				40419	20252634	ASPHALT	STR	\$283.52
							Total	\$1,144.32
419452	09/25/25	11945	POSITIVE PROMOTIONS	40364	20252362	DRUG FREE PROMO	PD	\$604.05
							Total	\$604.05
419453	09/25/25	39420	POWER CONCRETE LIFTING	40134	20252504	MUDJACKING	STR	\$22,574.25
							Total	\$22,574.25
419454	09/25/25	40154	PUMPBIZ	40230	20252745	SUPPLIES	WP	\$996.00
							Total	\$996.00
419455	09/25/25	30904	REINDERS	40152	20252677	HOLIDAY LIGHTS	FORST	\$5,985.82
				40153	20251847	HOLIDAY LIGHTS	FORST	\$4,120.00
							Total	\$10,105.82
419456	09/25/25	37052	RENLIANG YANG	29160	20242012	R - GAS REBATE 2023-24(REISSUE)	FIN	\$21.87
							Total	\$21.87
419457	09/25/25	34396	RIPPLE PUBLIC RELATIONS	40274	20252737	R - REIMBURSEMENT DOWNTOWN EVENT	CMO	\$916.64
							Total	\$916.64
419458	09/25/25	40132	ROBERT DAUBER	40355	20252805	R - REFUND EVENT	SNR	\$18.00
							Total	\$18.00
419459	09/25/25	36926	ROBERT PLUTA	40240	20252797	R - PER DIEM IPSI	SEWER	\$110.00
							Total	\$110.00
419460	09/25/25	34792	ROBINSON ENGINEERING	40290	20252763	IDOT APP	ENG	\$1,194.00
							Total	\$1,194.00
419461	09/25/25	923	MICHAEL WHITNEY DRAEGERT	40091	20250226	DOT INSPECTIONS	FLEET	\$176.00
				40092	20250226	DOT INSPECTIONS	FLEET	\$212.50
				40316	20250923	AMBULANCE INSPECTIONS	FD	\$35.50
				40317	20252719	SEMI-ANNUAL SAFETY INSPECTIONS	FD	\$35.50
				40318	20252719	SEMI-ANNUAL SAFETY INSPECTIONS	FD	\$35.50
							Total	\$495.00

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							Total	\$5,597.06
419476	09/25/25	34926	TKG ENVIRONMENTAL	40130	20251233	STREET SWEEPING	STR	\$600.00
				40205	20251233	STREET SWEEPING	STR	\$600.00
							Total	\$1,200.00
419477	09/25/25	38612	TLF*FLORAL GARDENS	40259	20252501	FLORAL ARRANGEMENT	PLAN	\$99.95
							Total	\$99.95
419478	09/25/25	37491	BOARD ILLINOIS LAW	31445	20241002	TRAINING CONFERENCE(REISSUE)	PD	\$1,050.00
							Total	\$1,050.00
419479	09/25/25	1749	PATSON	40404	20251188	PARTS	FLEET	\$10.10
				40405	20251371	PARTS	FLEET	\$52.84
							Total	\$62.94
419480	09/25/25	34842	TRIBUNE PUBLISHING	40256	20250494	PUBLIC HEARING NOTICES PDC	PLAN	\$690.63
				40257	20250499	PUBLIC HEARING NOTICES ZBA	PLAN	\$116.57
							Total	\$807.20
419481	09/25/25	40055	TRINE CONSTRUCTION	40341	20252254	BEECH LN	ENG	\$200,000.00
				40342	20252261	BEECH LN	ENG	\$100,000.00
				40343	20252196	BEECH LN	ENG	\$265,175.86
							Total	\$565,175.86
419482	09/25/25	15397	HD SUPPLY	40151	20252726	SUPPLIES	WP	\$6,382.28
							Total	\$6,382.28
419483	09/25/25	38898	VERIZON	40107	20250401	GPS SERVICES	FLEET	\$751.12
							Total	\$751.12
419484	09/25/25	39435	VISTRA INTERMEDIATE	40298	20252249	ELECTRICITY	WP	\$52,764.78
				40299	20252249	ELECTRICITY	WP	\$50,393.79
							Total	\$103,158.57
419485	09/25/25	20440	VISU-SEWER	40410	20252817	R - HYDRANT METER DEPOSIT	FIN	\$3,000.00
							Total	\$3,000.00
419486	09/25/25	9292	VIVIAN KRAMER	40356	20252804	R - REFUND EVENT	SNR	\$40.00
							Total	\$40.00
419487	09/25/25	37462	WEATHERGUARD ROOFING	40221	20251285	ROOFING SERVICES	FACIL	\$458.50
							Total	\$458.50

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19488	09/25/25	40150	WESTCOM WIRELESS	40423	20252772	SUPPLIES	SEWER	\$2,176.00
							Total	\$2,176.00
19489	09/25/25	37121	WESTERN UTILITY	40332	20252615	636 RIDGE ROAD FIBER CONDUIT REPAIR	CS	\$3,765.00
							Total	\$3,765.00
19490	09/25/25	15432	WHOLESALE DIRECT	40104	20252433	PARTS	FLEET	\$94.73
							Total	\$94.73
19491	09/25/25	34483	ZORO TOOLS	40112	20250127	SUPPLIES	WP	\$40.68
				40135	20250127	SUPPLIES	WP	\$66.01
				40181	20250753	SUPPLIES	FACIL	\$483.28
				40182	20252678	SUPPLIES	FACIL	\$377.11
				40183	20252188	SUPPLIES	FACIL	\$32.96
							Total	\$1,000.04
							Total	\$1,741,598.26

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592	09/25/25	37940	ELROD FRIEDMAN	40267	20250288	LEGAL SERVICES	LEGL	\$79,245.50
							Total	\$79,245.50
593	09/25/25	36932	VISA FLEX COMMERCIAL CARD	40403	20250416	SUPPLIES	FACIL	\$454.28
				40407	20250416	SUPPLIES	FACIL	\$27.99
				40411	20252694	EVENT SUPPLIES	HLTH	\$231.41
							Total	\$713.68
594	09/25/25	15441	WILLIAMS ASSOCIATES ARCHITECTS	40322	20251606	PUBLIC SERVICES CENTER FIRE ST 34 PROJET	FD	\$2,602.96
							Total	\$2,602.96
							Total	\$82,562.14

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Jennifer Dotson, Executive Assistant to the Mayor and City Manager

Department: City Manager's Office

Title: Diwali Awareness Day - October 20, 2025

Recommendation:

See attached Mayoral proclamation recognizing Diwali Awareness Day this year on October 20, 2025

Attachments:

1. DIWALI AWARENESS DAY October 20 2025

City of Highland Park Mayoral Proclamation



Recognizing

Diwali Awareness – October 20, 2025

WHEREAS, Diwali, a festival of great significance is celebrated annually by millions of Hindus, Sikhs, Jains, and Buddhists throughout the United States, and across the globe; and

WHEREAS, the Hindu, Sikh, Jain, and Buddhist communities which are comprised of mostly Indian and South Asian Americans, as well as other diverse races and ethnicities, constitute a vital part of Highland Park's diverse ethnic and social fabric, and whose languages, cultures, and religious beliefs have enriched our communities; and

WHEREAS, The word "Diwali" is a shortened version of the Sanskrit term "Deepavali," which means "a row of lamps"; and

WHEREAS, Diwali is a festival of lights during which celebrants light small oil lamps, place them around the home, and pray for knowledge, peace, and universal well-being; and

WHEREAS, The rows of lamps symbolize the light of knowledge and truth within the individual that signifies the destruction of all negative qualities—violence, anger, jealousy, ignorance, greed, fear, or suffering; in other words, Diwali celebrates the victory of good over evil; and

WHEREAS, Diwali is celebrated by Hindus as a day of thanksgiving for the homecoming of Lord Rama and the beginning of the new year for many Hindus; and

WHEREAS, for Sikhs, Diwali is the day that the sixth founding Sikh Guru, or revered teacher, Guru Hargobind, was released from captivity by the Mughal Emperor Jahangir; and

WHEREAS, for Jains, Diwali marks the anniversary of the attainment of moksha, or liberation, by Mahavira, the last of the Tirthankaras, at the end of his life in 527 B.C.; and

WHEREAS, for Buddhists, especially Newar Buddhists, Diwali is commemorated as Ashok Vijayadashami, the day the great Emperor Ashoka embraced Buddhism as his faith.

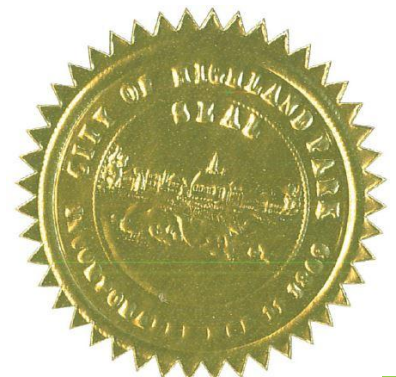
THEREFORE, I, NANCY R. ROTERING, Mayor of the City of Highland Park and the City Council of the City of Highland Park, Illinois do hereby designate October 20, 2025 as

Diwali Awareness Day.

Dated this 6th Day of October, 2025.

Ghida S. Neukirch, City Manager & City Clerk

Nancy R. Rotering, Mayor



Staff Report



Meeting Date: October 6, 2025

Staff Contact: Jennifer Dotson, Executive Assistant to the Mayor and City Manager

Department: City Manager's Office

Title: Sister Cities International Day - October 14, 2025

Recommendation:

Please see attached Mayor proclamation recognizing October 14, 2025 as Sister Cities International Day.

The City of Highland Park's Sister Cities Foundation is proud to be part of a global network with sister city partnerships in Puerto Vallarta, Mexico; Modena, Italy; and Yerucham, Israel.

Attachments:

1. Sister Cities International Day 2025

City of Highland Park Mayoral Proclamation



In Honor of

Sister Cities International Day

WHEREAS, Sister Cities International was founded as a presidential initiative by President Dwight D. Eisenhower on September 11, 1956 at the White House Conference on citizen diplomacy to create more community-led global relationships so that people of different cultures could appreciate their differences and build partnerships that would lessen the chance of new international conflicts; and

WHEREAS, Sister Cities International Day is a fitting occasion to commemorate the impact that this organization has made in building bridges across nations, cities, and communities around the globe in order to create and sustain world peace; and

WHEREAS, there is no better day to celebrate the birth of the modern sister cities movement than on the birth day of its founder, President Dwight D. Eisenhower, on October 14; and

WHEREAS, Sister Cities International currently has members in 1,800 communities in 138 countries on six continents; and

WHEREAS, the City of Highland Park is proud to be part of a global network with sister city partnerships in Puerto Vallarta, Mexico; Modena, Italy; and Yerucham, Israel; and

WHEREAS, sister city relationships include educational, economic, cultural, municipal, and humanitarian assistance exchange programs that are mutually beneficial to each community; and

WHEREAS, Sister Cities International Day is a call to action for Highland Park's residents and citizens of the world to come together to celebrate the importance of communities' continued commitment to supporting a more peaceful and prosperous future through continued people-to-people exchanges; and

WHEREAS Sister Cities International Day is an opportune time for Highland Park and cities across the world to show how powerful humanity can be when communities unite to promote peace, progress, and prosperity for a better world.

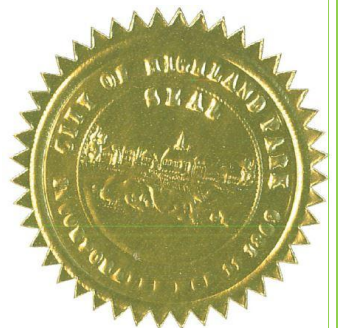
NOW, THEREFORE, I, Nancy R. Rotering, Mayor of the City of Highland Park, and the City Council of the City of Highland Park, Lake County, Illinois, do hereby declare October 14, 2025 as

Sister Cities International Day

And I encourage all residents to learn more about Highland Park's Sister Cities Foundation.

DATED this 6th day of October, 2025.


Nancy R. Rotering, Mayor





Ghida S. Neukirch, City Manager & City Clerk

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Erin Jason, Assistant City Manager
Department: City Manager's Office

Title: A Resolution Supporting the Illinois America250 Commemoration

Recommendation:

Staff recommends supporting the Illinois America250 Commemoration in recognition of the 250th anniversary of the signing of the Declaration of Independence on July 4, 2026.

Policy Consideration:

At their regular meeting on September 25, 2025 staff reviewed with the Committee of the Whole the America 250 initiative. The 250th anniversary of the signing of the Declaration of Independence will take place on July 4, 2026. America250 is a nonpartisan initiative working to engage every American in commemorating the 250th anniversary of our country. This multi-year effort, running through July 4, 2026, is an opportunity to pause and reflect on the nation's past, honor the contributions of all Americans, and look ahead toward the future we want to create for the next generation and beyond. Former Presidents George W. Bush and Barack Obama, and Former First Ladies Laura Bush and Michelle Obama serve as Honorary National Co-Chairs, and the effort is supported by an extensive bipartisan Congressional Caucus.

Organizations across the country are encouraged to take part in the celebration. In Illinois, the Illinois America250 Commission was established to develop, encourage and execute an inclusive commemoration and observance of the founding of the United States of America and Illinois' role in the nation's history. As part of this initiative, the Illinois Municipal League (IML) is creating a time capsule to preserve the contributions of Illinois municipalities. Highland Park will participate. The time capsule will be buried on IML property in Springfield, to be opened on the 300th Anniversary, July 4, 2076.

Municipalities are also encouraged to begin planning local events, collaborating with civic organizations and promoting historical education and engagement. The Council supported integrating America 250 into local celebrations surrounding Independence Day where appropriate.

Core Priorities:

Fiscal Stability

The draft FY2026 budget includes increased funding of \$10,000 under budget line item 1110103.62100 Communications Activities & Programming to enhance City event experiences in relation to America 250.

Vibrancy

America 250 celebrates America's Semiquincentennial by aiming to inspire fellow Americans to reflect on the past and renew commitment to the ideals of democracy through programs that educate, engage, and unite; showcasing the rich tapestry of American stories and inspiring service in our communities. Highland Park's formal participation in the time capsule serves as an opportunity to celebrate and share Highland Park's story and impact with future leaders.

Attachments:

None

City of Highland Park

Resolution No. R120-2025

A Resolution Supporting the Illinois America250 Commemoration

WHEREAS, the United States of America will commemorate its 250th anniversary on July 4, 2026, marking a historic milestone in the nation's history; and

WHEREAS, on July 4, 1776, the Second Continental Congress formally adopted the Declaration of Independence, asserting the American colonies' freedom from British rule and laying the foundation for the principles of democracy and self-governance; and

WHEREAS, the U.S. Semiquincentennial Commission, known as the America250 Commission, was established by Congress in 2016 to plan and orchestrate the 250th anniversary of the signing of the Declaration of Independence, aiming to engage all Americans in commemorating this historic event through educational initiatives; and

WHEREAS, the Illinois America250 Commission ("**Commission**") was established to develop, encourage and execute an inclusive commemoration and observance of the founding of the United States of America, and Illinois' imperative role in the nation's history; and

WHEREAS, the Commission encourages communities, libraries, schools, local governments, historical societies, cultural institutions and individuals of all ages to develop inclusive commemorations that reflect on Illinois' role in the nation's history and development; and

WHEREAS, recognizing and supporting the Commission will help ensure a meaningful and educational commemoration for all residents and future generations; and

WHEREAS, the commemoration of the nation's 250th anniversary provides an opportunity to reflect on the state's historical significance, honor the achievements of its people, and inspire civic engagement; and

WHEREAS, the City hereby formally supports the Commission and its mission to commemorate our nation's 250th anniversary; and

WHEREAS, the City Council has determined that the adoption of this Resolution will serve and be in the best interests of the City and its residents;

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 part of, this Resolution as findings of the City Council.

SECTION TWO: PLEDGE OF SUPPORT. The City Council hereby pledges the support of the City of Highland Park for the Commission, and encourages all Illinois communities to organize and participate in local events leading up to and culminating on July 4, 2026, to celebrate the nation's 250th anniversary.

SECTION THREE: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval by a majority of the members of the City Council.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R120-2025

Nancy R. Rotering, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Jennifer Dotson, Executive Assistant to the Mayor and City Manager

Department: City Manager's Office

Title: A Resolution Repealing Resolution No. R87-2025 and Approving the Regular Committee of the Whole and City Council Meeting Schedule for 2026

Recommendation:

Staff recommends modifying the schedule of the Committee of the Whole and City Council meetings for calendar year 2026 given a date change in June. The updated, new schedule is recommended for approval.

If any special meetings are held, the City will provide appropriate notification in compliance with the Open Meetings Act. When the meeting schedule is approved by the Council, the meeting dates and times will be included on the City's website at www.cityhpil.com.

The City Code sets forth regular City Council meetings to be held on the second and fourth Mondays of each month.

For those dates which fall on a legal holiday on which City Hall is closed, the Code requires that the meeting be scheduled for the next secular day following. In 2026, there are two legal holidays which conflict with the regular dates:

- Monday, May 26 is Memorial Day – meetings will be held on Tuesday, May 27
- Monday, October 12 is a Federal Holiday – meetings will be held on Tuesday, October 13

In addition, consistent with past practice, there is a consolidated meeting for the months of March, June, July, August, and December. New for 2026, when meetings are consolidated, the Committee of the Whole will begin at 5:00 p.m. In months when there are two regular meetings, the Committee of the Whole will begin at 5:30 p.m.

The meeting schedule for calendar year 2026 will be as follows:

January 12 and January 26

February 9 and February 23
March 16
April 13 and April 27
May 11 and May 26
June 29
July 13
August 17
September 14 and September 28
October 13 and October 26
November 9 and November 23
December 14

Policy Consideration:

None

Core Priorities:

None

Attachments:

1. 2026 COTW and City Council Meeting Resolution EXHIBIT A (002)

City of Highland Park

Resolution No. R121-2025

A Resolution Repealing Resolution No. R87-2025 and Approving the Regular Committee of the Whole and City Council Meeting Schedule for 2026

WHEREAS, Section 2.02 of the Illinois Open Meetings Act, 5 ILCS 120/2.02, requires the City Council to give public notice of its schedule of regular meetings at the beginning of each calendar or fiscal year; and

WHEREAS, on August 11, 2025, the City Council adopted Resolution No. R87-2025, approving a schedule of meetings for the City Council and the Committee of the Whole for the 2026 calendar year; and

WHEREAS, the City Council desires to adopt a revised schedule of meetings for the City Council and for the City Council's Committee of the Whole for the 2026 calendar year;

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 part of, this Resolution as findings of the City Council.

SECTION TWO. APPROVAL OF SCHEDULE OF MEETINGS FOR THE CITY COUNCIL AND THE COMMITTEE OF THE WHOLE. The City Council hereby approves the schedule of meetings for the City Council and the Committee of the Whole for the 2026 calendar year, in the form attached to this Resolution as **Exhibit A**.

SECTION THREE. REPEALER. Resolution No. R87-2025, adopted by the City Council on August 11, 2025, is hereby repealed in its entirety and is of no further force or effect.

SECTION FOUR. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and in the manner provided by law.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R121-2025

Nancy R. Roterling, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

EXHIBIT A

2026 MEETING SCHEDULES FOR THE CITY COUNCIL AND COMMITTEE OF THE WHOLE

The Committee of the Whole of the City Council will convene at the times stated below, and the City Council of the City of Highland Park will convene at 7:30 p.m., at City Hall, 1707 St. Johns Avenue, Highland Park, Illinois, to conduct their regular meetings for the following months of 2026 upon the following dates:

January 12 and January 26 (each at 5:30 p.m.)

February 9 and February 23 (each at 5:30 p.m.)

March 16 (5:00 p.m.)

April 13 and April 27 (each at 5:30 p.m.)

May 11 and May 26* (*moved to Tuesday because of Memorial Day on Monday, May 25*) (each at 5:30 p.m.)

June 29 (5:00 p.m.)

July 13 (5:00 p.m.)

August 17 (5:00 p.m.)

September 14 and September 28 (each at 5:30 p.m.)

October 13* and October 26 (*moved to Tuesday because of Federal Holiday on Monday, October 12*) (each at 5:30 p.m.)

November 9 and November 23 (each at 5:30 p.m.)

December 14 (5:00 p.m.)

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Kristi McCaulou, Finance Director
Lara Lukasik, Deputy Finance Director

Department: Finance Department

Title: An Ordinance Amending the Annual Budget of the City of Highland Park, County of Lake, State of Illinois, for the Fiscal Year Ending December 31, 2025 Reflecting 2025 Estimates Determined During the 2026 Budget Process

Recommendation:

Staff recommends modifications to revenues and expenditures for 2025.

Policy Consideration:

During the course of the fiscal year, revenues and expenditures may occur which were not anticipated when the annual budget was adopted, necessitating a budget amendment. As part of the development of the City's 2026 Annual Budget, the City determined the 2025 Annual Estimates for each expenditure and revenue account to identify the need for any budget amendments to ensure budgetary compliance is met. The proposed changes are included within the attached ordinance.

Core Priorities:

Fiscal Stability

The proposed budget amendments ensure compliance with the City's 2025 Annual Estimates while aligning with the City's core priorities and commitment to fiscal stability.

Attachments:

1. Ordinance Exhibit A Final 2025 Budget Amendment

City of Highland Park

Ordinance No. O53-2025

An Ordinance Amending the Annual Budget of the City of Highland Park, County of Lake, State of Illinois, for the Fiscal Year Ending December 31, 2025 Reflecting 2025 Estimates Determined During the 2026 Budget Process

WHEREAS, by Ordinance O77-2024, the City Council of the City of Highland Park, Illinois adopted the Annual Budget of the City of Highland Park for the fiscal year beginning January 1, 2025, and ending December 31, 2025 (“Annual Budget”); and

WHEREAS, the City did not anticipate certain revenue and expenditures when the Annual Budget was adopted; and

WHEREAS, the City Council has determined that it will serve and be in the best interest of the City to adopt an Ordinance amending the Annual Budget;

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

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

SECTION TWO: ADOPTION OF AMENDMENTS. The Annual Budget is hereby amended in the form attached to this Ordinance as Exhibit A

SECTION THREE: PUBLICATION. The City Clerk is hereby directed to publish this Ordinance in pamphlet form pursuant to the Statutes of the State of Illinois.

SECTION FOUR: EFFECTIVE DATE. This Ordinance will be in full force and effect from and after its passage, approval, and publication in the manner as provided by law.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO.

Nancy R. Rotering, Mayor

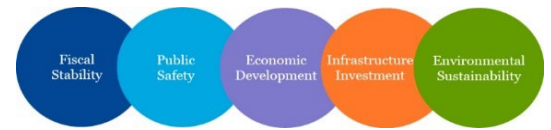
ATTEST:

Ghida S. Neukirch, City Clerk

CITY OF HIGHLAND PARK

EXHIBIT A

FINAL 2025 BUDGET AMENDMENT

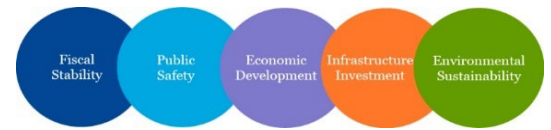


Account	Original Budget	Increase/ (Decrease)	Amended Budget
11101.41501 City Sponsored Events	60,000.00	(19,000.00)	41,000.00
11102.41102 Home Rule Sales Tax	5,218,500.00	475,500.00	5,694,000.00
11102.41105 State Local Use Tax	1,178,200.00	(528,500.00)	649,700.00
11102.41108 Utility Tax	2,111,700.00	238,900.00	2,350,600.00
11102.41109 Cable Tv Franchise Tax	745,000.00	(97,000.00)	648,000.00
11102.41118 Cannabis Use Tax	110,000.00	30,000.00	140,000.00
11102.41303 License - Landscape	40,000.00	(5,000.00)	35,000.00
11102.41305 License - Massage Establishmnt	700.00	(150.00)	550.00
11102.41313 License - Assist Living Fac	150.00	15.00	165.00
11102.41350 Registration - Business	30,000.00	5,000.00	35,000.00
11102.41352 Registration - Lobbyist	60.00	15.00	75.00
11102.41504 Admin Hearing Fees	2,500.00	2,500.00	5,000.00
11102.41517 Services - Other	365,000.00	35,000.00	400,000.00
11102.41603 Workers Compensation	135,000.00	5,000.00	140,000.00
11102.41616 Reimbursement - Other	255,000.00	(20,576.00)	234,424.00
11102.42101 Rental Income	105,000.00	50,000.00	155,000.00
11103.41403 Fines - Police	229,016.00	(26,116.00)	202,900.00
11103.41608 Grants - State	11,500.00	2,200.00	13,700.00
11103.41616 Reimbursement - Other	65,300.00	200.00	65,500.00
11104.41115 Fire Insurance Tax	2,000.00	1,594.67	3,594.67
11104.41202 Permits - Fire	25,000.00	22,500.00	47,500.00
11104.41511 Fire Department Services	721,016.40	5,853.94	726,870.34
11104.41512 Ambulance Services	1,493,804.25	204,258.75	1,698,063.00
11104.41518 Assisted Living Impact Fee	-	20,000.00	20,000.00
11104.41610 Reimbursement - Fire	4,440.00	4,560.00	9,000.00
11105.41201 Permits - Building	1,575,000.00	(145,000.00)	1,430,000.00
11105.41210 Permits - Other	2,000.00	(2,000.00)	-
11105.41405 Fines - Community Development	35,000.00	20,000.00	55,000.00
11106.41204 Permits - Tree	50,000.00	7,043.00	57,043.00
11106.41607 Grants - Federal	2,175,000.00	(2,175,000.00)	-
11103.41410 Fines - Collections	6,500.00	6,600.00	13,100.00
11106.41527 Fees - Other	10,000.00	2,000.00	12,000.00
11106.41616 Reimbursement - Other	350,025.00	161,975.00	512,000.00
Net Change in General Fund Revenue		(1,717,626.64)	
1110199.61090 Professional Services - Other	249,441.13	(90,441.13)	159,000.00
1110199.62100 Activities Programming Costs	246,792.75	(196,792.75)	50,000.00
1110210.51010 Full Time Labor	952,985.50	(77,636.50)	875,349.00
1110303.51010 Full Time Labor	1,534,540.00	211,354.00	1,745,894.00
1110400.51010 Full Time Labor	533,028.00	14,060.00	547,088.00
1110401.71040 Machinery & Equipment	54,500.00	(54,500.00)	-
1110402.71040 Machinery & Equipment	168,474.00	(168,474.00)	-
1110500.51020 Part Time Labor	382,022.00	(246,157.00)	135,865.00
1110603.71030 Improvements Other Than Bldg	4,802,944.00	(1,686,944.00)	3,116,000.00
1110610.71020 Bldg & Bldg Improvements	1,465,753.99	(484,753.99)	981,000.00
1110740.71020 Bldg & Bldg Improvements	2,778,890.00	(1,804,890.00)	974,000.00

CITY OF HIGHLAND PARK

EXHIBIT A

FINAL 2025 BUDGET AMENDMENT

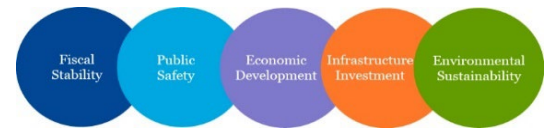


Account	Original Budget	Increase/ (Decrease)	Amended Budget
Net Change in General Fund Expenditures		(4,585,175.37)	
Net Change in General Fund Balance		2,867,548.73	
12106.41205 Permits - Street	25,000.00	(10,000.00)	15,000.00
12106.41515 Private Street Snow Plowing	22,000.00	13,000.00	35,000.00
12106.41601 Damages to City Property	2,000.00	(1,000.00)	1,000.00
12106.41602 Transit Revenue	1,762,650.00	(22,650.00)	1,740,000.00
12106.41616 Reimbursement - Other	40,774.00	(39,274.00)	1,500.00
Net Change in Multimodal Transportation Fund Revenue		(59,924.00)	
1210620.51020 Part Time Labor	202,161.00	24,536.00	226,697.00
1210630.51010 Full Time Labor	770,480.00	45,310.00	815,790.00
1210630.51020 Part Time Labor	210,912.00	9,088.00	220,000.00
1210630.51030 Over Time Labor	215,791.00	15,105.00	230,896.00
1210630.52010 FICA	75,038.00	3,497.00	78,535.00
Net Change in Multimodal Transportation Fund Expenditures		97,536.00	
Net Change in Multimodal Transportation Fund Balance		(157,460.00)	
Net Change in Sustainability Fund Revenue		-	
12901.51020 Part Time Labor	48,270.00	13,730.00	62,000.00
Net Change in Sustainability Fund Expenditures		13,730.00	
Net Change in Sustainability Fund Balance		(13,730.00)	
13102.41101 Property Taxes	3,157,800.00	(234,700.00)	2,923,100.00
13102.41616 Reimbursement - Other	496,625.00	(289,125.00)	207,500.00
13102.42609 Transfer From Capital Projects	68,800.00	(7,000.00)	61,800.00
Net Change in Debt Service Fund Revenue		(530,825.00)	
13102.81010 Bond Principal	2,370,000.00	(440,000.00)	1,930,000.00
13102.81020 Bond Interest	1,230,000.00	(29,431.80)	1,200,568.20
13102.81060 Bond Issuance Costs	104,700.00	(42,900.00)	61,800.00
Net Change in Debt Service Fund Expenditures		(512,331.80)	
Net Change in Debt Service Fund Balance		(18,493.20)	
14106.41612 Reimbursement - Government	219,000.00	(85,800.00)	133,200.00
14106.42615 Transfer From Briergate TIF	-	71,000.00	71,000.00
Net Change in Capital Project Fund Revenue		(14,800.00)	
1410700.92613 Transfer To Debt Service	68,800.00	(7,000.00)	61,800.00
1410710.71030 Improvements Other Than Bldg	9,629,331.44	(866,331.44)	8,763,000.00
Net Change in Capital Project Fund Expenditures		(873,331.44)	
Net Change in Capital Project Fund Balance		858,531.44	
14306.41101 Property Taxes	834,600.00	(53,700.00)	780,900.00
Net Change in TIF - Ravinia Fund Revenue		(53,700.00)	
1430730.71030 Improvements Other Than Bldg	1,272,000.00	(603,000.00)	669,000.00
Net Change in TIF - Ravinia Fund Expenditures		(603,000.00)	
Net Change in TIF - Ravinia Fund Balance		549,300.00	
14401.41101 Property Taxes	1,090,000.00	119,567.00	1,209,567.00

CITY OF HIGHLAND PARK

EXHIBIT A

FINAL 2025 BUDGET AMENDMENT



Account	Original Budget	Increase/ (Decrease)	Amended Budget
Net Change in TIF - Briergate Fund Revenue		119,567.00	
144.92609 Transfer To Capital Projects	-	71,000.00	71,000.00
144.92611 Transfer to Water Fund	-	5,000.00	5,000.00
144.92612 Transfer to Sewer Fund	-	34,000.00	34,000.00
Net Change in TIF - Briergate Fund Expenditures		110,000.00	
Net Change in TIF - Briergate Fund Balance		9,567.00	

21206.41206 Permits - Water Tap	108,000.00	(38,000.00)	70,000.00
21206.41601 Damages to City Property	1,000.00	1,000.00	2,000.00
21206.41608 Grants - State	1,051,400.00	(143,800.00)	907,600.00
21206.42220 Bond Proceeds	5,000,000.00	(2,900,000.00)	2,100,000.00
21206.42615 Transfer From Briergate TIF	-	5,000.00	5,000.00
Net Change in Water Fund Revenue		(3,075,800.00)	
2120660.65070 Supplies - Chemicals	616,686.00	(73,686.00)	543,000.00
2120661.61090 Professional Services - Other	138,110.00	17,090.00	155,200.00
2120663.71020 Bldg & Bldg Improvements	4,384,753.00	(31,753.00)	4,353,000.00
2120663.71030 Improvements Other Than Bldg	10,534,700.00	(3,582,700.00)	6,952,000.00
Net Change in Water Fund Expenditures		(3,671,049.00)	
Net Change in Water Fund Balance		595,249.00	

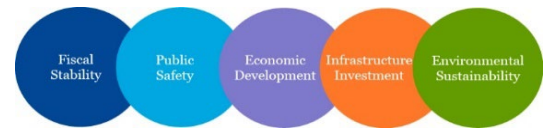
21406.41608 Grants - State	520,000.00	(105,000.00)	415,000.00
21406.42615 Transfer From Briergate TIF	-	34,000.00	34,000.00
Net Change in Sewer Fund Revenue		(71,000.00)	
2140670.51010 Full Time Labor	229,581.00	(11,417.00)	218,164.00
2140670.62160 Maintenance of Equipment	7,364.00	(2,619.00)	4,745.00
2140670.71030 Improvements Other Than Bldg	3,514,240.15	(733,240.15)	2,781,000.00
2140670.81010 Bond Principal	363,000.00	(46,750.00)	316,250.00
2140671.71030 Improvements Other Than Bldg	2,080,799.80	(358,799.80)	1,722,000.00
Net Change in Sewer Fund Expenditures		(1,152,825.95)	
Net Change in Sewer Fund Balance		1,081,825.95	

22102.41609 Reimbursement - Employee	400,800.00	26,300.00	427,100.00
22102.41615 Reimbursement - Medical Claims	583,500.00	47,000.00	630,500.00
22102.41616 Reimbursement - Other	20,015.00	45,726.34	65,741.34
22102.41619 Retiree/COBRA Medical Premiums	634,400.00	(13,800.00)	620,600.00
Net Change in Insurance Fund Revenue		105,226.34	
2210800.61060 Professional Services - Med	7,376,400.00	(6,100.00)	7,370,300.00
2210800.61090 Professional Services - Other	26,500.00	(10,000.00)	16,500.00
2210800.62020 Membership Dues & Licenses	180.00	70.00	250.00
2210801.61090 Professional Services - Other	34,700.00	(50.00)	34,650.00
2210801.62020 Membership Dues & Licenses	40.00	(7.50)	32.50
2210801.62120 Education & Training	3,770.00	(351.16)	3,418.84
2210801.62150 Repairs	2,125.00	(150.00)	1,975.00
Net Change in Insurance Fund Expenditures		(16,588.66)	
Net Change in Insurance Fund Balance		121,815.00	

CITY OF HIGHLAND PARK

EXHIBIT A

FINAL 2025 BUDGET AMENDMENT



Account	Original Budget	Increase/ (Decrease)	Amended Budget
22204.41607 Grants - Federal	459,673.01	11,318.99	470,992.00
22206.42301 Sale of Assets	15,000.00	10,000.00	25,000.00
Net Change in Equipment Fund Revenue		21,318.99	
2220810.51010 Full Time Labor	496,424.00	25,667.00	522,091.00
2220810.65120 Supplies - Department	4,009.00	3,891.00	7,900.00
2220820.51010 Full Time Labor	515,785.00	(9,503.00)	506,282.00
2220820.71060 IT Software & Equipment	1,236,385.00	(159,000.00)	1,077,385.00
2220830.51010 Full Time Labor	82,682.00	3,845.00	86,527.00
2220830.52010 FICA	5,406.00	239.00	5,645.00
2220830.52020 Medicare	1,264.00	56.00	1,320.00
2220830.52030 IMRF	2,860.00	126.00	2,986.00
2220840.71040 Machinery & Equipment	995,911.08	(332,911.08)	663,000.00
Net Change in Equipment Fund Expenditures		(467,590.08)	
Net Change in Equipment Fund Balance		488,909.07	
32105.41116 Demolition Tax	100,000.00	(20,000.00)	80,000.00
32105.42401 Payment In Lieu	-	74,160.00	74,160.00
		54,160.00	
32105.51010 Full Time Labor	37,656.00	(1,680.00)	35,976.00
32105.52010 FICA	2,335.00	(105.00)	2,230.00
32105.52020 Medicare	546.00	(24.00)	522.00
32105.52030 IMRF	1,235.00	(55.00)	1,180.00
Net Change in Housing Trust Fund Expenditures		(1,864.00)	
Net Change in Housing Trust Fund Balance		56,024.00	

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Lara Lukasik, Deputy Finance Director
Department: Finance Department

Title: A Resolution Waiving the Formal Bidding Requirements of the City's Purchasing Manual and Approving Change Order No. 3 to the Banking Service Agreement with Highland Park Bank & Trust

Recommendation:

Staff recommends waiving formal bid requirements of the City's purchasing policy and authorization to extend an existing agreement with Highland Park Bank & Trust (HPBT) for banking services through December 31, 2026.

Policy Consideration:

On November 26, 2018, the City Council approved a core and ancillary banking services agreement with Highland Park Bank & Trust (HPBT) for the period of January 1, 2019, through December 31, 2021. HPBT was selected following a 2018 Request for Proposals (RFP) for Banking Services, which received four vendor submissions.

The RFP scope of services included "core" depository services (collateralization, account maintenance, account analysis, online banking, transfers and ACH, credit card acceptance, and lockbox) as well as ancillary services, of which the City implemented remote image deposits.

In 2021, the City approved a three-year extension under the same terms as the original agreement. In 2024, a subsequent 12-month extension with HPBT was approved.

Staff now recommends approval of an additional 12-month extension with HPBT. This extension is necessary to support the City's Utility Billing Implementation project, scheduled to go live in February 2026. The new utility billing system is designed to integrate with the City's existing banking structure. Any changes to the current banking relationship at this time could disrupt the project and potentially delay implementation.

Core Priorities:

Fiscal Stability

The banking services agreement will have an earnings credit rate and an interest rate equal to the

previous month's average Illinois Funds rate. The earnings credit will be used to offset account charges. Any excess balances will earn interest.

Attachments:

1. Exhibit A - HP Change Order #3 - Banking Services Agreement

City of Highland Park

Resolution No. R122-2025

A Resolution Waiving the Formal Bidding Requirements of the City's Purchasing Manual and Approving Change Order No. 3 to the Banking Service Agreement with Highland Park Bank & Trust

WHEREAS, on January 1, 2019, the City entered into a certain Banking Services Agreement ("**Agreement**") with Highland Park Bank & Trust, a branch of the Lake Forest Bank and Trust, N.A. ("**Bank**"), for the provision of banking services ("**Services**"); and

WHEREAS, the City and the Bank have twice renewed the Agreement, through and including December 31, 2025; and

WHEREAS, the City continues to benefit from the Services; and

WHEREAS, the City and the Bank desire to execute a change order to the Agreement to extend the Agreement's terms for one additional year, through and including December 31, 2026 ("**Change Order No. 3**"); and

WHEREAS, pursuant to Section 30.070(A) of "The Highland Park Code of 1968," as amended, and in order to authorize Change Order No. 3, the City Council has determined that it is appropriate to waive competitive bidding for Change Order No. 3, in accordance with the City's Purchasing and Fixed Asset Policies and Procedures Manual ("**Purchasing Manual**"); and

WHEREAS, the City Council has determined that Change Order No. 3 is germane to the Agreement as signed, is in the best interest of the City, and is authorized by law;

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 part of, this Resolution as findings of the City Council.

Section Two: Waiver of COMPETITIVE BIDDING REQUIREMENTS. The advertising and bidding requirements for Change Order No. 3 are hereby waived in accordance with the Purchasing Manual and the home rule powers of the City.

SECTION THREE: AUTHORIZATION OF CHANGE ORDER NO. 3. Change Order No. 3 to the Agreement by and between the City and the Bank is hereby authorized in substantially the form attached to this Resolution as **Exhibit A**.

SECTION FOUR: EXECUTION OF CHANGE ORDER NO. 3. The City Manager is hereby authorized and directed to execute, on behalf of the City, Change Order No. 3 upon receipt by the City Clerk of at least one original copy of Change Order No. 3 executed by the Bank; provided, however, that if the executed copy of Change Order No. 3 is not received by the City Clerk within 60 days after the effective date of this Resolution, then this authority to execute will, at the option of the City Council, be null and void.

SECTION FIVE. CRIMINAL CODE COMPLIANCE. This Resolution constitutes the

written determination required by Section 33E-9 of Article 33E of the Criminal Code of 2012, 720 ILCS 5/33E-9.

SECTION SIX: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval by a vote of two-thirds of the City Council, in the manner provided by law.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R122-2025

Nancy R. Rotering, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk



City of Highland Park

1707 St. Johns Avenue
Highland Park, Illinois 60035
847.432.0800
cityhpil.com

Finance Department

CHANGE ORDER NUMBER 3

DATE OF ISSUANCE: October 6, 2025

PROJECT: Banking Services Agreement – One Year Renewal

CONTRACTOR: Highland Park Bank & Trust, a branch of Lake Forest Bank & Trust Company, N.A.

You are hereby directed to make the following changes to the Agreement:

The City and the Bank mutually agree to renew the Agreement for an additional one-year term, through and including December 31, 2026. All other terms and conditions of the Agreement remain unchanged.

APPROVED:

CITY OF HIGHLAND PARK

Ghida S. Neukirch
City Manager

ACCEPTED:

**HIGHLAND PARK BANK & TRUST, A
BRANCH OF LAKE FOREST BANK &
TRUST COMPANY, N.A.**

Jon A. Clevay

By: *Jon A. Clevay*
Its: *President, Highland Park Bank &
Trust, a branch of Lake
Forest Bank & Trust Co. N.A.*



Staff Report



Meeting Date: October 6, 2025

Staff Contact: Adam Levinstein, IT Manager
Kristi McCaulou, Finance Director

Department: Finance Department

Title: A Resolution Approving the Lease of Multifunction Copiers from Gordon Flesch Company, Inc., of Madison, Wisconsin, through the PEPPM Cooperative Technology Purchasing Program

Recommendation:

City Staff recommends approval of a lease agreement for multifunction copier/printer devices for all City facilities.

Policy Consideration:

The City's current fleet of Canon multifunction copiers, leased through Gordon Flesch Company (GFC) since 2020, is reaching the end of its five-year lease term. GFC has provided the City with reliable equipment, responsive service, and effective maintenance support during this period.

To maintain efficient operations, staff recommends a new 60-month lease agreement with Gordon Flesch Company for Canon multifunction copiers. The City has experienced consistent success with the current Canon devices, which have proven reliable and well-integrated with the City's ERP system. This procurement will be completed through the PEPPM Cooperative Technology Purchasing Program, a nationally recognized cooperative that competitively solicits bids on behalf of public agencies, ensuring compliance with purchasing requirements without the need for a separate bid process.

Citywide copying and printing needs have remained stable over the past several years, with volume spikes occurring primarily around City events. A recent survey confirmed that overall demand has not significantly changed, though the need for color printing has increased. The updated equipment footprint will shift slightly, with 10 color devices and 9 black-and-white devices (compared to 8 color and 11 black-and-white today).

The proposed line of multifunction copiers for lease offers 10-17% energy savings compared to current models, is ENERGY STAR® certified, and features a smaller footprint with improved internal finishers. Canon maintains award-winning sustainability practices, including zero-

landfill toner and cartridge recycling programs, and has been recognized multiple times as an ENERGY STAR Partner of the Year for Sustained Excellence. Both Canon and GFC have a proven track record of providing the City with reliable, efficient service.

Data security remains a priority: all devices include certified hard drive wiping at the end of the lease term, ensuring secure destruction of stored and cached City data.

Core Priorities:

Fiscal Stability

The new lease agreement with GFC is for a 60-month term at \$3,914.64 per month, for a total estimated cost of \$234,878.40. Funding is available in the FY 2026 Information Technology budget.

Attachments:

1. Exhibit A - Proposal

City of Highland Park

Resolution No. R123-2025

A Resolution Approving the Lease of Multifunction Copiers from Gordon Flesch Company, Inc., of Madison, Wisconsin, through the PEPPM Cooperative Technology Purchasing Program

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois, and the Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., authorize and encourage intergovernmental cooperation; and

WHEREAS, the PEPPM Cooperative Technology Purchasing Program (“PEPPM”) permits government entities to purchase commodities and services according to contracts negotiated by PEPPM, resulting in significant savings; and

WHEREAS, PEPPM sought bids for the award of a contract for the lease of multifunction copier devices (“Lease”); and

WHEREAS, PEPPM identified Gordon Flesch Company, Inc., of Madison, Wisconsin (“GFC”), as the low responsible bidder for the Lease; and

WHEREAS, the City desires to enter into a Lease with GFC for the 60-month lease of 19 multifunction copier devices, in a total amount not to exceed \$234,878.40; and

WHEREAS, the City Council has determined that it will serve and be in the best interest of the City to enter into the Lease with GFC;

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 part of, this Resolution as findings of the City Council.

SECTION TWO: APPROVAL OF LEASE. The City Council hereby approves the Lease with GFC for the 60-month lease of 19 multifunction copier devices, in accordance with the PEPPM program, in an amount not to exceed \$234,878.40, in substantially the form attached to this Resolution as Exhibit A.

SECTION THREE: EXECUTION OF REQUIRED DOCUMENTATION. The City Manager and the Deputy City Clerk are hereby authorized to execute and attest, on behalf of the City, the Lease approved pursuant to Section Two of this Resolution, and all necessary documentation related thereto.

SECTION FOUR: EFFECTIVE DATE. This Resolution will be in full force and effect

upon its passage and approval by a majority of the members of the City Council.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R123-2025

Nancy R. Rotering, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

City of Highland Park

PEPPM State Contract Pricing 1/1/23 - 12/31/25

Prepared by

Brandon Isaacson

08/26/2025

Proposed Solution



GORDON
FLESCH
COMPANY

Letter of Introduction

We appreciate your interest in partnering with Gordon Flesch Company (GFC). It is our passion to empower your people through technology to meet and exceed your goals and objectives, while providing you with the highest level of customer service.

GFC will assess your current technology objectives and develop strategies to decrease costs and increase efficiencies. This approach emphasizes the importance of aligning your technology investments with your business goals. Working in a systematic, phased approach, we will close the gap between where you are today to where you would like to be. This process can also include right-sizing your fleet, removing inefficient devices, current invoice/contract analysis, technology enhancements, process optimization and total cost of ownership considerations.

We are an independent, privately-owned technology solutions provider **with over 69 years of experience**. We are not limited to any one manufacturer nor restricted to that manufacturer's solution offerings. Our independence allows us to develop solutions that are customized to your needs. We look forward to building upon this partnership and implementing reliable solutions for your company, ensuring the success of our solutions with our unmatched service and support.

Please do not hesitate to contact me if you have any questions or desire any additional information.

Sincerely,

Brandon Isaacson
Account Executive
o: (630) 262-8300
BIsaacson@gflesch.com

Your Local Partner

- Headquarters in Madison, WI
- 29 offices throughout the Midwest
- Live and work in the communities we serve

Wisconsin - Madison (2), Milwaukee (2) and Appleton

Illinois - Geneva, Chicago, Lake Zurich, Rockford and Woodstock

Indiana - Indianapolis, Columbus and Terre Haute

Iowa - Cedar Falls, Cedar Rapids, Davenport, Dubuque, Fairfield, Fort Dodge, Mason City and Spencer

Ohio - Columbus, Chillicothe, Findlay, Lancaster, Mansfield, Newark and Wooster

South Dakota - Sioux Falls



Technology Solutions Provider

One Vendor

From multi-function and single-function output devices to Managed Voice Services, Managed IT Services and Onsite Services, we simply make it easy do business with GFC. **We worry about Print, Voice and IT so you don't have to!**

In-House Leasing

GFC Leasing was formed to provide a personalized, flexible way for our clients to lease business equipment and services. We offer flexible terms and straightforward end-of lease options and best of all, GFC Leasing will hold the lease for the duration of the contract.

- Flexible leasing terms and no end of term surprises
- Change equipment as business needs change
- Dedicated and personalized team of experts
- Stay up-to-date with the latest technology
- True "Technology as a Service" solutions

Our Products and Services



**MANAGED PRINT
SOLUTIONS**



**MANAGED
VOICE SERVICES**



**MANAGED IT
SERVICES**



**OUTPUT MANAGEMENT
SOLUTIONS**



**ONSITE
SERVICES**

imageCARE⁺ Managed Print Services

GFC can remove the stress of updating, maintaining or repairing your printers so your team can get back to doing what they do best. An imageCARE+ MPS program is designed to:

- Improve print workflow efficiency and security
- Optimize the placement and number of print devices on the network
- Improve supply management and reduce supply waste
- Improve decisions making with clear, informative Business Reviews using PowerBI
- Include powerful data-driven analytics



eleviTy[®] A GORDON FLESCH COMPANY Managed IT Services

Our **Managed IT** Services team helps clients strategically align technology with their organizational and business goals, empowering them to operate more effectively, efficiently and securely. Our experienced consultants will provide risk analysis, cutting-edge tools and expertise to guard your business against the threat of a cyberattack. When you partner with GFC, you work with a dedicated **Virtual CIO (vCIO)** who serves as your trusted advisor to strategically address your technology challenges. Our Managed IT team will minimize downtime and keep your business hardware and software running at peak efficiency.

Security



Strategy



Solutions



Support



ELEVATE[®] Managed Voice Services

Free your employees to work from anywhere with Elevate, the cloud-based business communications platform that goes wherever you go.

- Business Phones
- Desktop App
- Mobile Devices
- Video Conferencing
- Team Chat
- File Management



GFC Recommended Solution

Canon iR ADV DX 4945i

Machine Features

- 45 Images Per Minute - Black & White
- Energy Star Certified & EPEAT Gold
- Quick Startup Mode: 4 seconds
- First Out Time: As fast as 4.6 seconds
- (2) 550 Sheet Standard Paper Cassette
 - Up to 12" x 18" Size Paper and 14 lb. Bond to 140 lb. Cover
- 100 Sheet Stack Bypass
- 10.1" TFT LCD WSVGA Color Touch Panel
- 200 Sheet Single Pass Duplexing Document Feeder (up to 270 ipm)
- Advanced Color Network Scanning Features:
- Improved Scanning Security with TLS 1.3
- Network Color Scanning to File Folder, E-mail, or FTP
- Scan Directly to Word or PowerPoint
- Scan to USB Drive
- Scan as PDF Compact - Decreases File Size of Color Scans
- Scan to Text Searchable PDF File Format
- Blank Page Removal
- Network Printing - UFR II, PCL, Adobe PS3
- Secure Print Via Mailbox and Print Driver
- Mobile Device Printing
- Direct Print via USB Drive
- 3.5 GB Standard RAM + 256 GB Solid State Drive
- 1,200 x 1,200 dpi Print Resolution
- Enabled with Canon's Unified Firmware Platform (UFP) to ensure regular updates and continuous improvements
- Remote Operator's Kit (for remote troubleshooting & support)
- Integration with existing SIEM systems and McAfee Embedded Control to protect against malware and tampering of firmware and apps
- Cassette Feeding Unit-AW1
- Inner 2/3 Hole Puncher-D1 (not supported with C5870i)
- Inner Finisher-L1
- Super G3 FAX Board-BH1



Photo may not represent final configuration

Optional Accessories

-

GFC Recommended Solution

Canon iR ADV DX 4935i

Machine Features

- 35 Images Per Minute - Black & White
- Energy Star Certified & EPEAT Gold
- Quick Startup Mode: 4 seconds
- First Out Time: As fast as 5.5 seconds
- (2) 550 Sheet Standard Paper Cassette
 - Up to 12" x 18" Size Paper and 14 lb. Bond to 140 lb. Cover
- 100 Sheet Stack Bypass
- 10.1" TFT LCD WSVGA Color Touch Panel
- 200 Sheet Single Pass Duplexing Document Feeder (up to 270 ipm)
- Advanced Color Network Scanning Features:
- Improved Scanning Security with TLS 1.3
- Network Color Scanning to File Folder, E-mail, or FTP
- Scan Directly to Word or PowerPoint
- Scan to USB Drive
- Scan as PDF Compact - Decreases File Size of Color Scans
- Scan to Text Searchable PDF File Format
- Blank Page Removal
- Network Printing - UFR II, PCL, Adobe PS3
- Secure Print Via Mailbox and Print Driver
- Mobile Device Printing
- Direct Print via USB Drive
- 3.5 GB Standard RAM + 256 GB Solid State Drive
- 1,200 x 1,200 dpi Print Resolution
- Enabled with Canon's Unified Firmware Platform (UFP) to ensure regular updates and continuous improvements
- Remote Operator's Kit (for remote troubleshooting & support)
- Integration with existing SIEM systems and McAfee Embedded Control to protect against malware and tampering of firmware and apps
- Cabinet Type-W
- DADF-BA1
- Inner Finisher-L1
- Super G3 FAX Board-BH1



Photo may not represent final configuration

Optional Accessories

-

GFC Recommended Solution

Canon iR ADV DX C5840i

Machine Features

- 40 Images Per Minute - Black & White/Color
- Energy Star & EPEAT Gold Certified
- Quick Startup Mode: 4 seconds
- First Out Time: As fast as 4.1 seconds (B/W) 6.1 seconds (Color)
- (2) 550 Sheet Standard Paper Cassettes
 - Up to 12" x 18" Size Paper and 14 lb. Bond to 80 lb. Cover
- 100 Sheet Stack Bypass
- 10.1" Customizable High-Resolution LCD Touch Screen
- With New Timeline Feature to enhance User Experience
- 200 Sheet Single Pass Document Feeder (up to 270 ipm)
- Maintain Scanning Integrity with Multi-Sheet Feed Detection
- Rapid Jam Recovery
- Advanced Color Network Scanning Features:
- Improved Scanning Security with TLS 1.3
- Single Pass Scanning
- Network Color Scanning to File Folder, E-mail, or FTP
- Scan Directly to Word or PowerPoint
- Scan as PDF Compact - Decreases File Size of Color Scans
- Scan to Text Searchable PDF File Format
- Blank Page Removal
- Network Printing - UFR II, PCL6, Adobe PS3
- Secure Print Via Mailbox and Print Driver
- Mobile Device Printing
- Direct Print via USB Drive
- Standard Wireless Networking
- 5 GB Standard RAM + 256 GB SSD
- 1,200 x 1,200 dpi Resolution
- Enabled with Canon's Unified Firmware Platform (UFP) to ensure regular updates and continuous improvements
- Remote Operators Kit (for remote troubleshooting & support)
- Integration with existing SIEM systems and McAfee Embedded Control to protect against malware and tampering of firmware and apps
- Enhanced Security Features: Protecting SSD Data [SSD Data Encryption (FIPS140-2 Validated), SSD Lock], Standard SSD Initialize, Trusted Platform Module (TPM), Job Log Conceal Function, Protecting MFD Software Integrity, Checking MFD Software Integrity (Verify System at Startup, Runtime Intrusion Detection)
- Cassette Feeding Unit-AQ1
- Inner 2/3 Hole Puncher-D1
- Inner Finisher-L1
- Super G3 FAX Board-AX2



Photo may not represent final configuration

Optional Accessories

-

GFC Recommended Solution

Canon iR ADV DX C3926i

Machine Features

- 26 Images Per Minute - Black & White/Color
- Energy Star Certified
- Quick Startup Mode: 4 seconds
- First Out Time: As fast as 6.1 seconds (B/W) 8.4 seconds (Color)
- (2) 550 Sheet Standard Paper Cassettes
 - Up to 12" x 18" Size Paper and 14 lb. Bond to 80 lb. Cover
- 100 Sheet Stack Bypass
- 10.1" Customizable High-Resolution LCD Touch Screen
- With New Timeline Feature to enhance User Experience
- 200 Sheet Single Pass Document Feeder (up to 270 ipm)
- Maintain Scanning Integrity with Multi-Sheet Feed Detection
- Rapid Jam Recovery
- Advanced Color Network Scanning Features:
- Improved Scanning Security with TLS 1.3
- Single Pass Scanning
- Network Color Scanning to File Folder, E-mail, or FTP
- Scan Directly to Word or PowerPoint
- Scan as PDF Compact - Decreases File Size of Color Scans
- Scan to Text Searchable PDF File Format
- Scan to USB Drive
- Blank Page Removal
- Network Printing - UFR II, PCL, Adobe PS3
- Secure Print Via Mailbox and Print Driver
- 100 User Inboxes
- Mobile Device Printing
- Direct Print via USB Drive
- 3.5 GB Standard RAM + 256 GB Solid State Drive
- 1,200 x 1,200 dpi Resolution
- Enabled with Canon's Unified Firmware Platform (UFP) to ensure regular updates and continuous improvements
- Remote Operator's Kit (for remote troubleshooting & support)
- Integration with existing SIEM systems and McAfee Embedded Control to protect against malware and tampering of firmware and apps
- Enhanced Security Features: Solid State Hard Drive, FIPS140-3 encryption support, Initialize & Lock, Mailbox Password Protection
- Cassette Feeding Unit-AW1
- Inner 2/3 Hole Puncher-D1
- Inner Finisher-L1



Photo may not represent final configuration

Optional Accessories

-

GFC Recommended Solution

Canon imageCLASS X 1643iF II

Machine Features

- Prints up to 45 PPM (B&W)
- 5" Color Touchscreen Display
- Single Pass Duplex Automatic Document Feeder
- WiFi Direct Connection
- 1.0GB Ram Memory
- Energy Star Certified rated EPEAT Silver
- First Out Time: As fast as 5.6 seconds
- (1) 550 Sheet Standard Paper Cassettes
- 100 Sheet Multipurpose Tray
- Up to 8 1/2 x 14 Size Paper (Legal)
- 100 Sheet Duplexing Automatic Document Feeder
- 600 x 600 dpi Resolution
- Super G3 Fax Board
 - Inbound Fax Routing
 - Outbound Network Faxing
- Postscript and PCL Drivers



Photo may not represent final configuration

Optional Accessories

-

GFC Solution Investment

Qty	Manufacturer	Model	Description
2	Canon	iR ADV DX 4945i	iR ADV DX 4945i
			Inner 2/3 Hole Puncher-D1 (not supported with C5870i)
			Inner Finisher-L1
			Cassette Feeding Unit-AW1
			Super G3 FAX Board-BH1
2	Canon	iR ADV DX 4945i	iR ADV DX 4945i
			Inner 2/3 Hole Puncher-D1 (not supported with C5870i)
			Inner Finisher-L1
			Cabinet Type-W
			Super G3 FAX Board-BH1
3	Canon	iR ADV DX 4935i	iR ADV DX 4935i
			DADF-BA1
			Inner Finisher-L1
			Cabinet Type-W
			Super G3 FAX Board-BH1
1	Canon	iR ADV DX 4935i	iR ADV DX 4935i
			DADF-BA1
			Inner Finisher-L1
			Cabinet Type-W
1	Canon	iR ADV DX 4935i	iR ADV DX 4935i
			DADF-BA1
			Cabinet Type-W
7	Canon	iR ADV DX C5840i	iR ADVANCE DX C5840i
			Inner 2/3 Hole Puncher-D1 (not supported with C5870i)
			Inner Finisher-L1
			Super G3 FAX Board-AX2
			Cassette Feeding Unit-AQ1
1	Canon	iR ADV DX C3926i	iR ADV DX C3926i Printer Copier
			Inner 2/3 Hole Puncher-D1 (not supported with C5870i)
			Inner Finisher-L1
			Cassette Feeding Unit-AW1
1	Canon	iR ADV DX C3926i	iR ADV DX C3926i Printer Copier
			Cassette Feeding Unit-AW1
1	Canon	iR ADV DX C3926i	iR ADV DX C3926i Printer Copier
			Inner Finisher-L1
			Cabinet Type-W
			Super G3 FAX Board-BH1
1	Canon	imageCLASS X 1643iF II	imageCLASS X 1643iF II

imageCARE Agreement

	BW Images		Color Images	
	Volume	Overage	Volume	Overage
iR ADV DX 4945i		0.00650		
iR ADV DX 4945i		0.00650		
iR ADV DX 4945i		0.00650		
iR ADV DX 4945i		0.00650		
iR ADV DX 4935i		0.00650		
iR ADV DX 4935i		0.00650		
iR ADV DX 4935i		0.00650		

iR ADV DX 4935i		0.00650		
iR ADV DX 4935i		0.00650		
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C5840i		0.00650		0.05602
iR ADV DX C3926i		0.00650		0.05602
iR ADV DX C3926i		0.00650		0.05602
iR ADV DX C3926i		0.00650		0.05602
imageCLASS X 1643iF II		0.00650		
The imageCARE Agreement includes toner, all parts, all labor, travel time, technical updates, preventative maintenance, access to the GFC Help Desk for remote resolution, and firmware updates through GFC's Quality Assurance Program. GFC's imageCARE also provides an automatic meter reading application and 24/7 access to your private customer portal with information and tools. Network connected installations include the services of a Digital Support Specialist to manage system integration and training. Delivery, installation and start-up supplies is included. <i>Pricing does not include sales tax.</i>				
				60 Month
Monthly Lease Investment				\$3,914.64

Network Consultation, Installation and Support

Network connected installations include the services of a Digital Support Specialist to manage system integration, training & unlimited access to our Technology and Logistics Center (TLC).

Delivery, equipment installation, start-up supplies and training included.

Pricing does not include applicable sales tax. Pricing valid for 30 days.

08/26/2025

Information herein is proprietary and confidential and shall not be used or disclosed without prior written consent of the Gordon Flesch Co.

Gordon Flesch Company, Inc.
Canon PEPPM Contract
Contract Dates: 1/1/23 - 12/31/25



PEPPM Website:
<https://www.peppm.org/>

Qualifications for an Entity to use PEPPM as a Tax-exempt, Nonprofit Public Health Institution or Organization

The PEPPM technology bidding and purchasing program is a program of the Central Susquehanna Intermediate Unit No. 16 (“CSIU”). In compliance with Pennsylvania law, should an entity wish to avail itself of the PEPPM contracts, then the entity must be considered a public procurement unit pursuant to Chapter 19 of the Pennsylvania Commonwealth Procurement Code, 62 Pa.C.S.A. §§ 1901 et seq. and Pennsylvania Act 102 of 1970, 24 P.S. §§9-901-A et seq. One way for an entity to be considered a public procurement unit under Pennsylvania law is if the entity is a tax-exempt nonprofit public health institution or organization.¹

Please note that in addition to complying with Pennsylvania law, should the entity be located outside of Pennsylvania, then the entity must also comply with all applicable laws of the state in which it is located. Additionally, this form does not offer a legal opinion on the availability of PEPPM contracts to entities. Instead, each entity must determine for itself whether it may avail itself of PEPPM contracts and should consult with its own legal counsel for guidelines on specific purchases.

Please complete all the information below. You must sign, date and include this form with your order when submitted to PEPPM. If you have any questions, please e-mail us at orders@peppm.org.

Entity’s Full Name _____

Entity’s Address, City, State, Zip Code _____

Name of Person Completing Questionnaire _____

Title of Person Completing Questionnaire _____

Phone Number of Person Completing Questionnaire _____

E-Mail of Person Completing Questionnaire _____

The following questions must be answered to determine whether the entity may be considered a tax-exempt nonprofit public health institution. Should the entity answer “yes” to all questions, then the CSIU *may* consider the entity eligible to access PEPPM contracts. Please check the appropriate answer.

- | <u>Yes</u> | <u>No</u> | |
|-----------------------|-----------------------|--|
| ☐ | ☐ | Is the entity non-profit? |
| ☐ | ☐ | Is the entity tax-exempt under 501(c)(3) under the Internal Revenue Code? |
| ☐ | ☐ | Is the entity approved by a recognized accrediting board or association on a regional, State, or national level, such as State Board of Health or the American Hospital Association; or is the entity accredited, or a licensed institution or organization with the Pennsylvania Department of Health, Pennsylvania Department of Public Welfare approval or a similar government agency? |
| ☐ | ☐ | Does the entity conduct public health programs or public health services to individuals and/or conduct public health research, investigations, examinations, training, and demonstrations? |
| ☐ | ☐ | If the entity offers public health programs or services, are those programs or services available to the public? |
| ☐ | ☐ | Does the entity provide services to control communicable diseases, immunization, maternal and child health programs, sanitary engineering, sewage treatment and disposal, sanitation inspection and supervision, water purification and distribution, air pollution control, garbage and trash disposal, or the control and elimination of disease-carrying animals and insects; or is the entity a hospital, clinic, health center, geriatric center, alcohol and drug abuse treatment center or medical institution? |
| ☐ | ☐ | Does the entity exist predominantly for the purpose of promoting, conserving or maintaining public health? |

Signature _____

Date _____

PEPPM | 90 Lawton Lane, Milton PA 17847 | 1-855-654-5290 | www.PEPPM.org | info@peppm.org

¹ An entity may also be considered a public procurement unit if the entity is a:

Political subdivision, public authority, tax-exempt, nonprofit public health institution or organization, nonprofit fire company, nonprofit rescue company, nonprofit ambulance company and, to the extent provided by law, any other entity, including a council of governments or an area government, which expends public funds for the procurement of supplies, services and construction. Chapter 19 of the Pennsylvania Commonwealth Procurement Code, 62 Pa.C.S.A. §§ 1901 et seq.



Contract Acknowledgement in lieu of Purchase Order

I, _____, as an authorized agent of _____ am making
(Purchasing Agent Name) (Agency Name)
the attached ***purchase / lease / rental*** as specified in agreement _____ under the
(circle procurement type) (Purchase Agreement Number)
terms and conditions of State/Association Contract Number _____
(State/Association Contract Number)

Signature

Title

Date

Next Steps

Thank you for choosing to partner with Gordon Flesch Company. It is our goal to provide you with an exceptional customer experience and ensure you can fully leverage the technology in which you have invested. Below are some of the key milestones we feel are necessary to achieving this goal:

Authorize Agreements

- ✓ Sign up for the Client Portal <https://forms.gflesch.com/Forms/einfo>
- ✓ Sign up for Online Billing and to make your payments via eInvoice Portal <https://secure2.billtrust.com/gflesch/ig/signup>
- ✓ Set up Automatic Meter Readings <https://meters.gflesch.com/Login>

Key Contacts (Name, email, phone)

Primary Contact				
IT Contact				
AP Contact				
AP Distribution Group				
Onsite/Delivery				

Coordinate Successful Delivery

- ✓ Delivery Coordinator - Collaborate to Determine Implementation Details
- ✓ Onsite Install Survey
- ✓ Networking Install Checklist
- ✓ Coordinate Delivery, Installation & Training

Complete Implementation & Training

- ✓ Network the Device(s)
- ✓ Load Necessary Print Drivers
- ✓ Configure Automatic Meter Readings
- ✓ Set up Your Dedicated Customer Portal
- ✓ Configure All Required Device Settings
- ✓ Selected Key-User Training
- ✓ End-User Group Training

Thank You

Please let us know if you have any questions, desire a walk-through of our facility, or would like a demonstration of our solution offerings.

Welcome to the GFC Family

Thank you for choosing the Gordon Flesch Company. To ensure you get the most from your new copier, here's everything you need to know:



SET UP AUTOMATIC METER READINGS

GFC requires the use of device software to facilitate Automatic Meter Readings (AMR). This software:

- Improves the accuracy and efficiency of our meter reading processes
- Ensures that monthly meter readings are expedited quickly
- Eliminates the need for unnecessary emails and letters regarding your meter readings.

👉 **Sign up here:** <https://meters.gflesch.com/Login> or watch for an email from corp.imagecareadmin@gflesch.com with a link to set up your AMR.



STAY CONNECTED WITH THE CLIENT PORTAL

Manage your account easily.

👉 **Sign up here:** <https://einfo.gflesch.com>

With the Client Portal, you can:

- Request or View Status of a Service Request for your machine
- View Recent Service History
- Order and Track Supplies
- View and Manage your account information



PAY INVOICES ONLINE

Once you receive your first invoice, register for the **eInvoice Portal** to pay bills securely and conveniently.

👉 **Sign up here:** <https://einfo.gflesch.com>



NEED ASSISTANCE? WE'RE HERE TO HELP!

Onsite Service Requests: Submit through the Client Portal or call **866.680.2679**

Software Support: Call the GFC Technology Support Center at **888.432.5556**

Supplies: Order through the Client Portal or call **866.680.2679**



Helpful Tip: Keep your machine ID handy! It's on the sticker located on your machine.

Contract questions:

Regarding maintenance contracts to include meter reads and invoicing.

- In WI, IA, SD & IL call **866.681.2679**
- In OH & IN call **877.457.5877**

GFC Leasing Questions: Call **800.677.7877**



RECYCLING

Learn more about our recycling options and help us stay green by visiting our website:

gflesch.com/customer-support/recycle-services

Networking Install Checklist

Steps to Capture Networking and Scan to Email Settings

If you need assistance, please contact our Technical Support Center at 888-432-5556

Canon – from the device	Canon – from the web interface
1. Press Settings/Registration 2. Preferences 3. Network 4. Output Report 5. Yes	• Enter the device's IP in a web browser • Login as administrator, or click on User, if available • Click on Settings/Registration • Click on Network Settings • Click on Output Report • Click on Print
Ricoh – from the device	Ricoh – from the web interface
1. Network Settings a. Press Settings b. Select Printer Settings or System Settings c. Select Machine Information or Network Interface d. Select Configuration Page or Scroll to bottom of network settings to Print List option e. Press Start or Select Print List then press Start 2. Scan to Email Settings (where applicable) a. Press Settings b. Select System Settings c. Select Interface (older model) or Email Settings (newer model) d. Capture the following data: i. SMTP Server ii. Reply Email iii. Port iv. Username and password, if being used	• Enter the device's IP in a web browser • Login as the administrator • Move cursor to Device Management • Click on Configuration option from drop-down menu • Under the Network Heading, click on the IPv4 option • Capture the network settings, by either doing a screen print, a snippet or print to PDF. • Scan to Email settings (where applicable) can be captured from the Email option, on the Configuration page.
Lexmark – from the device	Lexmark – from the web interface
1. Network Settings a. Press Settings b. Select Reports c. Select Network d. Select Network Setup Page e. Should print out automatically 2. Scan to Email Settings (where applicable) a. Press Settings b. Select Email (may require administrative login credentials) i. Capture the following data: 1. Primary SMTP Gateway 2. Primary SMTP Gateway Port 3. Reply Email 4. Port 5. Username and password, if being used	• Enter the device's IP on a web browser • Click on Reports • Click on Network • Click on Network Setup Page • Print • Scan to email settings (where applicable) can be captured by logging in as the administrator (where security is in use) • Click on Email option in menu • SMTP settings can be captured by either doing a screen print, a snippet or print to PDF.

Staff Report



Meeting Date: October 6, 2025

Staff Contact: Joe O'Neill, Deputy Director of Public Works
Keith Miller, Utilities Superintendent

Department: Public Works Department

Title: A Resolution Approving the Purchase of Salt from Morton Salt, Inc., of Chicago, Illinois through the Illinois Department of Central Management Services Joint Purchasing Program

Recommendation:

Staff recommends authorization to purchase up to 1,920 tons of rock salt through the Illinois Department of Central Management Services (CMS) Joint Purchasing Program low responsible bidder, Morton Salt, Inc., at a unit cost of \$71.06 per ton. The purchase of rock salt for winter operations was discussed and is included in the FY2025 and proposed FY2026 Department budget.

Policy Consideration:

On an average winter season, the City uses approximately 4,000 tons of salt with an estimated 500 tons stored for the Park District of Highland Park and School Districts 112 and 113. In the past, the City has also supplied salt to the City of Highland and the North Shore Water Reclamation District.

The Public Works Salt Dome holds approximately 4,000 tons of salt, providing the ability to store an approximate full season's annual usage. The City purchases salt for winter snow and ice plowing operations from two consortium sources. The State of Illinois Department of Central Management Services (CMS) and the Lake County Bulk Rock Salt Consortium Contract (LC Consortium). The City generally takes delivery of the LC Consortium salt by the end of the calendar year, whereas the CMS salt purchase delivery can be taken until June 30 of the following year. Having two salt contracts diversifies rock salt purchasing options and helps to mitigate extreme fluctuations in pricing. In addition, having two contracts to rely upon is extremely helpful when salt suppliers run low on product and are unable to meet their contractual obligations.

In late September 2025, CMS awarded the annual rock salt contract through its statewide joint purchasing program. The 2025/2026 CMS contract for the City of Highland Park was awarded to the lowest and most responsible bidder, Morton Salt, Inc. at a cost of \$71.06 per ton. This cost

represents a decrease of \$.71 per ton from the 2024/2025 CMS contract pricing.

The CMS salt bid allows the flexibility to purchase salt quantities between 80% (1,280 tons) and 120% (1,920 tons) of the estimated bid quantity of 1,600 tons. The unit price of \$71.06 per ton is applicable for all quantities of this contract.

The City's snow season plan begins in November 2025 and ends in mid-April 2026. Staff and equipment will be in place and ready. The Department of Public Works Streets Section manages the snow operation, including the purchase of bulk salt and bag salt. Pertinent documents on the salt purchase contract are available at the Department of Public Works building.

Core Priorities:

Fiscal Stability

The Department has budgeted funds in the City's Multi-Modal Transportation budget to provide for snow and ice operations. Past years expenditure for rock salt are as follows:

Budget Year	FY 2023	FY 2024	FY 2025
Amount	\$129,000	\$129,000	\$109,000

Attachments:

1. Executed CMS Contract - Morton

City of Highland Park

Resolution No. R124-2025

A Resolution Approving the Purchase of Salt from Morton Salt, Inc., of Chicago, Illinois through the Illinois Department of Central Management Services Joint Purchasing Program

WHEREAS, the City participates in the State of Illinois Central Management Services Joint Purchasing Program ("Program"), which permits local governments in the State of Illinois ("State") to purchase commodities according to contracts negotiated by the State, resulting in significant savings for the City; and

WHEREAS, the City Department of Public Works ("Department") has identified the need for rock salt for the 2025-2026 winter season, for deicing City streets in accordance with the Department's Snow and Ice Control Manual; and

WHEREAS, the Program sought bids for the award of a contract for bulk rock salt ("Program Contract"), which Program Contract permits Program participants to purchase rock salt; and

WHEREAS, the Program identified Morton Salt, Inc., of Chicago, Illinois ("Morton"), as the low responsible bidder for the Program Contract; and

WHEREAS, the City now proposes to enter into an agreement with Morton for the purchase of rock salt ("Agreement"), in accordance with the Program and the Program Contract; and

WHEREAS, the City Council has determined that entering into the Agreement with Morton will serve and be in the best interest of the City;

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 part of, this Resolution as findings of the City Council.

SECTION TWO: AUTHORIZATION OF AGREEMENT. The Agreement by and between the City and Morton shall be, and is hereby, authorized.

SECTION THREE: EXECUTION OF AGREEMENT & RELATED DOCUMENTATION. The City Manager shall be, and is hereby, authorized to execute, on behalf of the City, the Agreement and all related documentation thereto.

SECTION FOUR: EFFECTIVE DATE. This Resolution shall be in full force and effect upon its passage and approval by a majority of the members of the City Council.

Ayes: None
Nays: None
Approved: October 6, 2025
Adopted: October 6, 2025

RESOLUTION NO. R124-2025

Nancy R. Roterling, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

Central Management Services

Contract

JPMC Rock Salt, Bulk FY26

25-416CMS-BOSS4-P-85804

The Parties to this contract are the State of Illinois acting through the undersigned Agency (collectively the State) and the Vendor. This contract, consisting of the signature page and numbered sections listed below and any attachments referenced in this contract, constitute the entire contract between the Parties concerning the subject matter of the contract, and in signing the contract, the Vendor affirms that the Certifications and Financial Disclosures and Conflicts of Interest attached hereto are true and accurate as of the date of the Vendor's execution of the contract. This contract supersedes all prior proposals, contracts and understandings between the Parties concerning the subject matter of the contract. This contract can be signed in multiple counterparts upon agreement of the Parties.

1. SCOPE OF WORK

1.1. OVERVIEW AND PURPOSE:

To establish a joint purchase master contract (JPMC) for bulk rock salt to be purchased on an as-needed basis during the contract period.

This JPMC may be utilized by all governmental units as defined in Section 5 of this Contract.

Note: Participation in this contract is based upon the CY25-26 Illinois Department of Central Management Services Joint Participation Agreement Survey that defines the BidBuy line items and additional participation in the resultant contract is not allowed.

1.2. SUPPLIES AND/OR SERVICES REQUIRED:

1.2.1. The vendor will provide bulk rock salt based on quantity ordered within the timeframe listed herein.

1.2.2. Rock Salt Specification Requirements:

1.2.2.1. Rock Salt shall comply with the requirements of The American Association of State Highway and Transportation

Officials (AASHTO) SPECIFICATION M143, SODIUM CHLORIDE TYPE 1, GRADE 1.

1.2.2.2. Rock Salt shall be free flowing fresh stock. Reclaimed or re-crushed rock salt will not be accepted and shall be rejected by delivery site.

1.2.3. Quantity Commitments: All participants who complete the annual survey will have the option to choose between a minimum of 80% or 100% purchase commitment and will be allowed a maximum of 120% purchase commitment as defined below. All minimum purchase commitments will be defined in the line item description within BidBuy.

1.2.3.1. Minimum 80% Commitment: Some participants identified from the annual survey have chosen a minimum purchase commitment of 80%. That means that if the participant estimates a quantity of 100 ton, the participant is only obligated to order 80 ton. That is 80% of the estimated quantity. The participant shall have no further liability to the Vendor for further remaining quantities.

1.2.3.2. Minimum 100% Commitment: Some participants identified from the annual survey have chosen a minimum purchase commitment of 100%. That means that if the participant estimates a quantity of 100 ton, the participant is obligated to order 100 ton. That is 100% of the estimated quantity.

1.2.3.3. Maximum 120% Commitment: The Vendor shall agree to provide up to 120% of the bid quantity estimated tonnage at the same contract price. That means that all participants who estimate a quantity of 100 ton can order up to 120 ton at the same contract price.

1.2.3.4. Quantities Exceeding 120% Maximum: In some instances, a participant may require quantities that would exceed the maximum commitment of the Vendor; in such instances, any delivery shall be made upon the mutual agreement of all parties.

1.2.3.5. Purchase Percentages for IDOT: The Illinois Department of Transportation (IDOT) has provided estimated quantities for individual locations. Quantities purchased from each Vendor shall be computed on a District by District basis (not by location). For example, if a Vendor has 2 locations in a District with estimated quantities of 100 and 200 tons with a minimum 80% commitment. Then the 80% commitment

will be met once the $300(0.8) = 240$ tons has been purchased between the two locations. This may include all 240 tons purchased from one location.

1.2.4. Weights and Measures Requirements and Adjustments:

- 1.2.4.1. Weights and Measures:** All measurements for weight shall be from scales meeting the requirements of The Weights and Measures Act of the State of Illinois (225 ILCS 470). The Vendor shall provide accurate weights of materials delivered to governmental units. These weights shall be documented on delivery tickets which shall identify the source of the material, type of material, the date and time the material was loaded, the release number, the net weight, the tare weight, and the identification of the transporting vehicle.
- 1.2.4.2.** The State reserves the right to conduct random, independent vehicle weight checks for salt deliveries. This will require that trucks occasionally be directed to a scale near the delivery point.
- 1.2.4.3.** Should the vehicle weight check result in the net weight of material on the vehicle to exceed the net weight of material shown on the Vendor's delivery ticket by 600 pounds or more, the State will document the independent vehicle weight check and immediately furnish a copy of the results to the Vendor. No adjustment in pay quantity will be made.
- 1.2.4.4.** Should the vehicle weight check result in the net weight of material shown on the delivery ticket to be less than the net weight of material on the vehicle by the tolerance of 600 pounds or more, the State will document the independent vehicle weight check (IWC1), immediately furnish a copy of the results to the Vendor, and immediately perform a second independent weight check (IWC2). The vehicle will be weighed on a second independent Department of Agriculture certified scale used for the initial independent weight check. If the second independent weight check (IWC2) is within the 600-pound tolerance, no pay adjustments will be made, and random independent weight checks will resume. If the second weight check confirms the net weight of the material shown on the Vendor's delivery ticket is less than the net weight of material on the vehicle by 600 pounds or more, the State will adjust the net weight shown on the delivery ticket to the checked delivered

net weight as determined by the initial independent vehicle weight check (IWC1).

1.2.4.5. Method of Measurement: The State will also adjust the method of measurement for subsequent truck loads using the same scale based on the out-of-tolerance independent weight checks (ICW1). The net weight of rock salt delivered to the State from this source, will be adjusted by applying a correction factor "A" as determined by the following formula:

$$A = [1.0 - (B - C) / B]; \text{ Where } A < 1.0 \text{ and } B - C > 600$$

Where: A = Adjustment factor

B = Net weight shown on the delivery ticket from Vendor

C = Net weight on the vehicle determined from independent weight check from IWC1

The adjustment factor will be applied as follows:

$$\text{Adjusted Net Weight} = A \times \text{Delivery Ticket Net Weight}$$

The adjustment factor will be imposed until the cause of the deficient weight is identified and corrected by the Vendor to the satisfaction of the State. If the cause of the deficient weight is not identified and corrected within seven calendar days, the State reserves the right to immediately, and without notice to Vendor, take action to remedy Vendor failure. This action may include the termination of the order and purchase of salt from other sources, or other action to ensure ice control availability for public safety purposes. Note that any or all additional costs may be collected from the original Vendor, in addition to the applied weight adjustments.

Should the Vendor elect to challenge the results of the independent weight check, the State will continue to document the weight of material for which the adjustment factor would be applied. However, provided the Vendor furnishes the State with written documentation that the source scale has been calibrated within seven calendar days after the date of the independent weight check, adjustments in the weight of material paid for will not be applied unless the scale calibration demonstrates that the

source scale was not within the specified Department of Agriculture tolerance.

1.2.4.6. Deductions: The State reserves the right to assess, and apply if applicable, invoice deductions for the following:

Moisture Content: Deductions by percentage for moisture content based on total weight shall be determined by the following ranges:

<u>Moisture Content (%)</u>	<u>Deduction in Price (Per Truckload)</u>
0.00 TO 2.00	NO DEDUCTION
2.01 TO 2.50	10% DEDUCTION
2.51 TO 3.00	15% DEDUCTION
3.01 TO 3.50	20% DEDUCTION
3.51 TO 4.00	25% DEDUCTION
GREATER THAN 4.01	REJECTION OF LOAD

Sodium Chloride (NACL) Content: The State reserves the right to accept delivery of rock salt which, according to the analysis by The Illinois Department of Transportation, has a Sodium Chloride (NACL) content of less than 95.0 percent, but not less than 90.0 percent. When such reservation is applied, final payment will be made on the following basis:

1.2.4.6.1. When NACL content is between 94.0 and 94.9 percent, the price to be paid shall be the contract price less \$5.00 per ton.

1.2.4.6.2. When NACL content is between 90.0 and 93.9 percent, the price paid shall be contract price less \$10.00 per ton.

1.2.4.6.3. When the NACL content is less than 90.0 percent, the load will be rejected.

1.2.5. Ordering

1.2.5.1. Order Placement: Orders may be placed with the Vendor (Monday-Friday) via telephone, with a written electronic communication (e-mail) to follow. All State agency orders will contain a purchase order generated from BidBuy in addition to an electronic communication (e-mail). Vendors shall arrange for immediate shipment upon receipt of order from an authorized participating agency representative. All

other governmental units will use their own purchase order system.

- 1.2.5.2.** Order Quantities: Orders shall be scheduled in amounts that make up full (22-25 tons) truckloads, orders for less than truckload will not be accepted.
- 1.2.5.3.** Initial Orders: The Illinois Department of Transportation requires Vendors to ship initial fill-up orders prior to October 31st of the current year. If this date has passed prior to execution, we ask that the Vendor(s) start shipping as soon as contract has been executed. Please see the attached file within BidBuy titled "Initial Orders". Vendor(s) shall notify each destination entity when initial shipments are to begin.
- 1.2.5.4.** Seasonal Orders: Non-State agencies reserve the right to purchase up to 50% of the estimated order requirements prior to November 30th of the current year. Vendor shall notify each delivery point of when shipment is to begin.
- 1.2.5.5.** Order Timeline: For an order placed prior to 9:00 a.m. on a given day, that day would be considered as the first calendar day of the seven (7) day delivery period. For an order placed after 9:00 a.m. on a given day, the day following would be considered as the first calendar day of the seven (7) day delivery period, or as amended by order guidelines in Section 1.2.5.6.
- 1.2.5.6.** Order Guidelines: An agency may order up to 20% of their 100% contracted tonnage in any given week and Vendor shall deliver within 7 working days after receipt of order. Quantities ordered above the 20 percent threshold shall have an extended delivery time of one-working-day for each one percentage-point above the 20% guideline. For example, if an agency orders 25% of their awarded total 100 tons, delivery of the first 20 tons (20%) shall be within 7 working days after receipt of order and the remaining 5 tons shall be delivered within 12 working days after receipt of the order.
- 1.2.5.7.** Peak Season Orders: After hours and weekend delivery arrangements are encouraged during severe seasonal weather events to provide Vendor additional ability to maintain a prompt order delivery schedule. Orders placed during peak season should be in accordance with projected requirements and not in excess of the order guidelines,

thereby hindering a Vendor's ability to maintain a prompt order delivery schedule.

1.2.5.8. Post Season Orders: All orders for Rock Salt shall be placed by the end of July for the previous season's estimated usage. If the location does not have adequate capacity to hold the rock salt, the Vendor may elect to add a storage charge per ton/day. Storage for all post season orders shall not exceed a period of six (6) months.

1.2.5.9. Maximum Overage Tonnage Allowed for Quantity Commitments: The Vendor shall deliver within one full truck load of 22-25 tons for each governmental unit's total quantity commitments. All governmental units will be required to pay for any overage tons delivered over the quantity commitment and within the full truck load of 22-25 tons. If the Vendor should deliver more than the max. allowed, then the governmental unit will have the option to request that the Vendor pick up the tonnage amount of rock salt to meet the maximum overage tonnage at no cost to the governmental unit.

1.3. MILESTONES AND DELIVERABLES:

1.3.1. Stockpile and Order Status Reports: Vendor shall provide stockpile and order status reports upon request and as requested by the CMS Bureau of Strategic Sourcing for use in its contract administration effort. Failure to comply in a timely manner may be considered a breach of contract.

1.3.2. Delivery Invoices: Vendor invoices shall show the date orders were placed with the Vendor and the dates and tonnage amounts of salt delivered.

1.3.3. The Vendor warrants that all products furnished hereunder will be free from liens and encumbrances; defects in design, materials, and workmanship; and will conform in all respects to the terms of this Contract including any specifications or standards. In addition, Vendor warrants the products/equipment and related services are suitable for and will perform in accordance with the ordinary use for which they are intended.

1.3.4. The Vendor shall report to the Department of Central Management Services Bureau of Strategic Sourcing (BOSS) an annual Contract Usage Report which includes all governmental units and not-for-profit agencies. This report shall be in a tab-delimited text file or an Excel spreadsheet that references the BidBuy Purchase Order (PO) Number, time period being reported, and must include the following:

PO Line Number, Description, Quantity, Ordering Entity

A sample of the report's format is as follows:

Line Item #	Description	Quantity	Ordering Entity
1	XXXXXXXXXX	XXX	XXXXXXXXXX
2	XXXXXXXXXX	XXX	XXXXXXXXXX

1.4. VENDOR/STAFF SPECIFICATIONS:

1.4.1. Vendor Meetings:

- 1.4.1.1.** The Vendor shall participate in a pre-season meeting with IDOT Central Bureau of Operations. This meeting will be scheduled after the execution of the contract(s).
- 1.4.1.2.** The Vendor shall participate in weekly calls with IDOT Central Bureau of Operations throughout the winter season.
- 1.4.1.3.** The Vendor shall participate in a post-season meeting with IDOT Central Bureau of Operations that will be scheduled between April to June.

1.4.2. Stockpile and Delivery Performance:

- 1.4.2.1.** Delivery Performance: Freezing of waterways and the impact on delivery must be reasonably anticipated by the Vendor and is not a cause to claim Force Majeure.
- 1.4.2.2.** STOCKPILE AVAILABILITY: Successful Vendors shall have stockpiles of Rock Salt in Illinois or near its boundaries in quantities that are sufficient to satisfy the State of Illinois contractual requirements and stockpile staging requirements shall be as follows:
 - 1.4.2.2.1.** 100% at upper MISSISSIPPI RIVER STOCKPILE locations, DISTRICT-1, DISTRICT-2, DISTRICT-3, and DISTRICT-4 by December 1st.
 - 1.4.2.2.2.** 50% at all other Downstate Stockpile locations by December 1st and 100% by January 1st.

Stockpiles must be securely covered within 10 calendar days of the required 100% staging dates listed above. This may be accomplished by storing the material in a building or covering it with a waterproof material (generally a tarp) that is sufficiently secured to withstand damage from wind. Such stockpiles must be near enough to delivery points to allow for timely delivery as required by the State of Illinois contractual requirements.

Vendors may also be required to furnish a list of rock salt commitments against these stockpiles as a result of other contractual agreements.

1.4.2.3. STOCKPILE INSPECTIONS: The State reserves the right to inspect and/or test the rock salt provided at the Vendor's stockpile points or at the salt storage facility destination, whichever is most convenient to the State.

1.4.3. Safety Data Sheets: The Vendor is required to furnish a Safety Data Sheet (SDS) for each toxic substance shipped. Submission of Safety Data Sheets is required by the Illinois Toxic Substances Disclosure to Employees Act. 820 ILCS 255/1 ET SEQ, or subsequent amendment.

1.4.4. Vendor must be registered in BidBuy before entering into the resulting Contract with the State of Illinois.

1.5. TRANSPORTATION AND DELIVERY:

1.5.1. Delivery Time: Delivery will be made F.O.B. Destination with all transportation and handling paid by the Vendor to any participating Governmental Unit. Deliveries are to be made within seven (7) working days, or as extended by order guidelines in Section 1.2.5.6. For all orders placed by contract participants on or after December 1 and prior to May 1st of any year, order delivery performance shall be subject to application of Liquidated Damages as stated in Section 1.5.10 below.

1.5.2. Delivery Schedule: Salt order deliveries will be accepted only during regular workdays (Monday thru Friday) and work hours (7:30 a.m. - 3:30 p.m.) excluding state holidays, except where special arrangements are made in advance with an appropriate representative at the delivery site.

1.5.3. Delivery Locations: All delivery locations are listed within each line item in BidBuy. Specific delivery notes for other governmental units will be given at the time of order.

- 1.5.4. Payment of Tolls:** The Vendor shall be required to pay the full amount of tolls, if any, incurred during the duration of the contract. Said tolls will not be refunded by the ordering agency.
- 1.5.5. Delivery Tickets:** Each Vendor and subcontractor shall have an automatic printer to record the gross weight of rock salt. The automatic printer shall be an integral part of the scale equipment, or the scale and printer shall be directly connected in a manner that will prohibit the manual entry of gross weights. Tare and net weights shall be shown on weigh tickets and may be printed automatically or entered manually. The State reserves the right to immediately, and without notice to Vendor or subcontractor, take action to remedy Vendor failure of automatic printing. This action may include the termination of the order and purchase of salt from other sources, or other action to ensure all weights and measures are correct. Unless otherwise directed, delivery ticket must also be signed by an authorized agency representative at the delivery location point to verify that agency has accepted the material. The Vendor shall include the release order number and the date of delivery on each delivery ticket. The Vendor shall ensure all weights and measures shown on all tickets are correct.
- 1.5.6. Delivery Requirements:** All truck loads shall be covered with weatherproof material (generally a tarp). Any truck loads not covered may be rejected at the delivery site. Vendor shall ensure the delivery person inspects the inside of the trailer and all salt is removed from the trailer before leaving a delivery point. Pre-loading trucks prior to the date of delivery is not allowed and may be rejected at the delivery site. In the event any agency discovers preloaded rock salt already dumped at its location, the salt may be reloaded onto the cartage hauler's truck by the agency and returned for credit and the Vendor shall immediately ship a conforming load of replacement Rock Salt, or at agencies' option to issue a refund consistent with the dollar amount of the original order.
- 1.5.7. Delivery Method:** All deliveries will be on the basis of the "End-Dumping" method. Vendors shall be governed by the specific delivery instructions, as to unloading point, issued by an applicable agency when they place their order for a particular location.
- 1.5.8. Weights and Measures:** Governmental units reserve the right to require that trucks may occasionally be directed to a scale in the vicinity of the delivery point as a check on delivered truckloads. The governmental units reserve the right to take action to remedy Vendor's failure to provide accurate weights and measures.
- 1.5.9. Foreign Materials:** All truck loads shall be free of any foreign material such as mud, rocks, grader teeth, wood, tarpaulins, etc. or the load may

be rejected. In the event any agency discovers foreign material in truckloads of rock salt already dumped at its location, the salt and foreign matter may be reloaded onto the cartage hauler's truck by the agency and returned for credit and the Vendor shall immediately ship a conforming load of replacement Rock Salt, or at agencies' option to issue a refund consistent with the dollar amount of original order.

1.5.10. Damages: Governmental units reserve the right to take action against Vendor delivery failure as follows:

Liquidated Damages: From December 1 through May 1 of the current season, if the Vendor is unable to make delivery within the authorized delivery time, the governmental units shall assess and have the right to retain as Liquidated Damages, and not as a penalty, 5 percent per working day on the undelivered portion of the order, but not to exceed 50 percent of the total order. Governmental units and Vendor agree that at the time of contracting, the amount of actual damages is uncertain. Governmental units and Vendor further agree that the amount of Liquidated Damages in this Section is reasonable and bears relation to the damages which may be sustained in the event of a breach.

Delivery Failure Damages: If after seven (7) days' assessment of Liquidated Damage claims, a Vendor has still failed to deliver as required, governmental units reserve the right to immediately, and without notice to Vendor, take action to remedy Vendor failure. This may include the termination of the order and purchase of salt from other sources, or other action to ensure ice control availability for public safety purposes. Note that any or all additional costs may be collected from the original Vendor, in addition to the applied Liquidated Damages.

1.6. SUBCONTRACTING:

Subcontractors are allowed.

1.6.1. Will subcontractors be utilized? ☒ Yes ☐ No

A subcontractor is a person or entity that enters into a contractual agreement with a total value of \$100,000 or more with a person or entity who has a contract subject to the Illinois Procurement Code pursuant to which the person or entity provides some or all of the goods, services, real property, remuneration, or other monetary forms of consideration that are the subject of the primary State contract, including subleases from a lessee of a State contract.

All contracts with subcontractors where the annual value of the subcontract is greater than \$50,000 must include Illinois Standard Certifications completed by the subcontractor.

1.6.2. Please identify below subcontracts with an annual value of \$100,000 or more that will be utilized in the performance of the contract, the names and addresses of the subcontractors, and a description of the work to be performed by each.

- Subcontractor Name: Click here to enter text *See attached subcontractor list
Amount to Be Paid: Click here to enter text
Address: Click here to enter text
Description of Work: Click here to enter text
- Subcontractor Name: Click here to enter text
Amount to Be Paid: Click here to enter text
Address: Click here to enter text
Description of Work: Click here to enter text

If additional space is necessary to provide subcontractor information, please attach an additional page.

1.6.3. If the annual value of any subcontracts is more than \$100,000, then the Vendor must provide to the State the Financial Disclosures and Conflicts of Interest for that subcontractor.

1.6.4. If at any time during the term of the Contract, Vendor adds or changes any subcontractors, Vendor is required to promptly notify, in writing, the State Purchasing Officer or the Chief Procurement Officer of the names and addresses and the expected amount of money that each new or replaced subcontractor will receive pursuant to this Contract. Any subcontracts entered prior to award of this Contract are done at the sole risk of the Vendor and subcontractor(s).

1.7. WHERE SERVICES ARE TO BE PERFORMED: Unless otherwise disclosed in this section all services shall be performed in the United States. If the Vendor performs the services purchased hereunder in another country in violation of this provision, such action may be deemed by the State as a breach of the contract by Vendor.

Vendor shall disclose the locations where the services required shall be performed and the known or anticipated value of the services to be performed at each location.

If the Vendor received additional consideration in the evaluation based on work being performed in the United States, it shall be a breach of contract if the Offeror shifts any such work outside the United States.

*see attached stockpile
list

- Location where services will be performed: Click here to enter text
- Value of services performed at this location: Click here to enter text
- Location where services will be performed: Click here to enter text
- Value of services performed at this location: Click here to enter text

2. PRICING

2.1. TYPE OF PRICING: The Illinois Office of the Comptroller requires the State to indicate whether the contract price is firm or estimated at the time it is submitted for obligation. The total price of this contract is estimated.

2.2. VENDOR'S PRICING: Vendor's pricing is located in the Items Tab in the BidBuy Purchase Order. The State includes in this contract the BidBuy Purchase Order as it contains the agreed pricing.

2.2.1. Pricing must include all costs shipped F.O.B. destination and may not include any additional costs due to taxes (federal or otherwise) unless accompanied by proof the State is subject to the tax.

2.3. GOVERNMENT ACTIONS: A price adjustment may be requested from the Vendor following the execution date of this Contract due to unforeseeable government actions including tariffs, duties or similar governmental charges that are beyond the control of either Party. The additional governmental charges will be added to the invoice as a separate line item.

2.3.1. Verifiable documentation of such changes, including but not limited to, invoices, published price lists or official price bulletins, etc., from the Vendor's supplier, will be provided with the request for economic adjustment in order to substantiate any requested change. The State reserves the right to consider various pertinent information sources to evaluate price increase requests (such as the CPI and PPI, as published by the US Department of Labor, Bureau of Labor Statistics). The State also reserves the right to consider other information related to special economic and/or industry circumstances, when evaluating a price change request. Changes may be either increases or decreases and may be requested by either party.

2.3.2. The claim for such adjustment must include a certification from the manufacturer/supplier verifying the actual cost at the time of the bid award and at the time of the requested increase. The increase will be allowed only on the cost to the Vendor. No increase or change in the Vendor's overhead, profit or other factors will be approved. Vendor shall not be entitled to apply any governmental charges without first obtaining approval of such request from the Department of Central Management Bureau of Strategic Sourcing.

2.3.3. At the sole discretion of the Agency, if the government action that warranted a price adjustment granted under this Section is rescinded, the price shall automatically revert to the previous contract price, without notice to the Vendor.

2.4. MAXIMUM AMOUNT: This Joint Purchase Master Contract is an indefinite quantity contract.

3. TERM AND TERMINATION

3.1. TERM OF THIS CONTRACT: The contract will have an initial term commencing upon October 1, 2025 or the last dated signature of the Parties, whichever is later and ending on September 30, 2026. In no event will the maximum total term of the contract, including the initial term, any renewal terms, and any extensions, exceed ten (10) years. Vendor shall not commence billable work in furtherance of the contract prior to final execution of the contract except when permitted pursuant to 30 ILCS 500/20-80.

3.2. TERMINATION FOR CAUSE: The State may terminate this contract, in whole or in part, immediately upon notice to the Vendor if: (a) the State determines that the actions or inactions of the Vendor, its agents, employees or subcontractors have caused, or reasonably could cause, jeopardy to health, safety, or property, or (b) the Vendor has notified the State that it is unable or unwilling to perform the contract.

If Vendor fails to perform to the State's satisfaction any material requirement of this contract, is in violation of a material provision of this contract, or the State determines that the Vendor lacks the financial resources to perform the contract, the State shall provide written notice to the Vendor to cure the problem identified within the period of time specified in the State's written notice. If not cured by that date the State may either: (a) immediately terminate the contract without additional written notice or (b) enforce the terms and conditions of the contract.

For termination due to any of the causes contained in this Section, the State retains its rights to seek any available legal or equitable remedies and damages.

- 3.3. TERMINATION FOR CONVENIENCE:** The State may, for its convenience and with thirty (30) days prior written notice to Vendor, terminate this contract in whole or in part and without payment of any penalty or incurring any further obligation to the Vendor.

Upon submission of invoices and proof of claim, the Vendor shall be entitled to compensation for supplies and services provided in compliance with this contract up to and including the date of termination.

- 3.4. AVAILABILITY OF APPROPRIATION:** This contract is contingent upon and subject to the availability of funds. The State, at its sole option, may terminate or suspend this contract, in whole or in part, without penalty or further payment being required, if (1) the Illinois General Assembly or the federal funding source fails to make an appropriation sufficient to pay such obligation, or if funds needed are insufficient for any reason (30 ILCS 500/20-60), (2) the Governor decreases the Agency's funding by reserving some or all of the Agency's appropriation(s) pursuant to power delegated to the Governor by the Illinois General Assembly, or (3) the Agency determines, in its sole discretion or as directed by the Office of the Governor, that a reduction is necessary or advisable based upon actual or projected budgetary considerations. Contractor will be notified in writing of the failure of appropriation or of a reduction or decrease.

4. STANDARD BUSINESS TERMS AND CONDITIONS

4.1. PAYMENT TERMS AND CONDITIONS:

- 4.1.1. LATE PAYMENT:** Payments, including late payment charges, will be paid in accordance with the State Prompt Payment Act and rules when applicable. 30 ILCS 540; 74 III. Adm. Code 900. This shall be Vendor's sole remedy for late payments by the State. Payment terms contained in Vendor's invoices shall have no force or effect.
- 4.1.2. MINORITY CONTRACTOR INITIATIVE:** Any Vendor awarded a contract of \$1,000 or more under Section 20-10, 20-15, 20-25 or 20-30 of the Illinois Procurement Code (30 ILCS 500) is required to pay a fee of \$15. The Comptroller shall deduct the fee from the first check issued to the Vendor under the contract and deposit the fee in the Comptroller's Administrative Fund. 15 ILCS 405/23.9.
- 4.1.3. EXPENSES:** The State will not pay for supplies provided or services rendered, including related expenses, incurred prior to the execution of this

contract by the Parties even if the effective date of the contract is prior to execution.

4.1.4. PREVAILING WAGE: As a condition of receiving payment Vendor must (i) be in compliance with the contract, (ii) pay its employees prevailing wages when required by law, (iii) pay its suppliers and subcontractors according to the terms of their respective contracts, and (iv) provide lien waivers to the State upon request. Examples of prevailing wage categories include public works, printing, janitorial, window washing, building and grounds services, site technician services, natural resource services, security guard and food services. The prevailing wages are revised by the Illinois Department of Labor (DOL) and are available on DOL's official website, which shall be deemed proper notification of any rate changes under this subsection. Vendor is responsible for contacting DOL at 217-782-6206 or (<https://labor.illinois.gov>) to ensure understanding of prevailing wage requirements.

4.1.5. FEDERAL FUNDING: This contract may be partially or totally funded with Federal funds. If Federal funds are expected to be used, then the percentage of the good/service paid using Federal funds and the total Federal funds expected to be used will be provided to the awarded Vendor in the notice of intent to award.

4.1.6. INVOICING: By submitting an invoice, Vendor certifies that the supplies or services provided meet all requirements of this contract, and the amount billed and expenses incurred are as allowed in this contract. Invoices for supplies purchased, services performed, and expenses incurred through June 30 of any year must be submitted to the State no later than July 31 of that year; otherwise Vendor may have to seek payment through the Illinois Court of Claims. 30 ILCS 105/25. All invoices are subject to statutory offset. 30 ILCS 210.

4.1.6.1. Vendor shall not bill for any taxes unless accompanied by proof that the State is subject to the tax. If necessary, Vendor may request the applicable agency's Illinois tax exemption number and Federal tax exemption information.

4.1.6.2. Vendor shall invoice at this completion of the contract unless invoicing is tied in this contract to milestones, deliverables, or other invoicing requirements agreed to in the contract.

Send invoices to:

Agency:	Requesting Agency/Entity
Attn:	Requesting Agency/Entity
Address:	Requesting Agency/Entity
City, State Zip	Requesting Agency/Entity

For procurements conducted in BidBuy, the Agency may include in this contract the BidBuy Purchase Order as it contains the Bill To address.

- 4.2. ASSIGNMENT:** This contract may not be assigned or transferred in whole or in part by Vendor without the prior written consent of the State.
- 4.3. SUBCONTRACTING:** For purposes of this section, subcontractors are those with contracts with an annual value exceeding \$100,000 and who are specifically hired to perform all or part of the work covered by this contract. Vendor must receive prior written approval before use of any subcontractors in the performance of this contract. Vendor shall describe, in an attachment if not already provided, the names and addresses of all authorized subcontractors to be utilized by Vendor in the performance of this contract, together with a description of the work to be performed by the subcontractor and the anticipated amount of money that each subcontractor is expected to receive pursuant to this contract. If required, Vendor shall provide a copy of any subcontracts within fifteen (15) days after execution of this contract. All subcontracts must include the same certifications that Vendor must make as a condition of this contract. Vendor shall include in each subcontract the Standard Illinois Certification form available from the State. If at any time during the term of the Contract, Vendor adds or changes any subcontractors, then Vendor must promptly notify, by written amendment to the Contract, the State Purchasing Officer or the Chief Procurement Officer of the names and addresses, the expected amount of money that each new or replaced subcontractor will receive pursuant to the Contract, and the general type of work to be performed. 30 ILCS 500/20-120.
- 4.4. AUDIT/RETENTION OF RECORDS:** Vendor and its subcontractors shall maintain books and records relating to the performance of this contract and any subcontract necessary to support amounts charged to the State pursuant this contract or subcontract. Books and records, including information stored in databases or other computer systems, shall be maintained by the Vendor for a period of three (3) years from the later of the date of final payment under the contract or completion of the contract, and by the subcontractor for a period of three (3) years from the later of final payment under the term or completion of the subcontract. If Federal funds are used to pay contract costs, the Vendor and its subcontractors must retain their respective records for five (5) years. Books and records required to be maintained under this section shall be available for review or audit by representatives of the

procuring Agency, the Auditor General, the Executive Inspector General, the Chief Procurement Officer, State of Illinois internal auditors or other governmental entities with monitoring authority, upon reasonable notice and during normal business hours. Vendor and its subcontractors shall cooperate fully with any such audit and with any investigation conducted by any of these entities. Failure to maintain books and records required by this section shall establish a presumption in favor of the State for the recovery of any funds paid by the State under this contract or any subcontract for which adequate books and records are not available to support the purported disbursement. The Vendor or subcontractors shall not impose a charge for audit or examination of the Vendor's or subcontractor's books and records. 30 ILCS 500/20-65.

- 4.5. TIME IS OF THE ESSENCE:** Time is of the essence with respect to Vendor's performance of this contract. Vendor shall continue to perform its obligations while any dispute concerning this contract is being resolved unless otherwise directed by the State.
- 4.6. NO WAIVER OF RIGHTS:** Except as specifically waived in writing, failure by a Party to exercise or enforce a right does not waive that Party's right to exercise or enforce that or other rights in the future.
- 4.7. FORCE MAJEURE:** Failure by either Party to perform its duties and obligations will be excused by unforeseeable circumstances beyond its reasonable control and not due to its negligence, including acts of nature, acts of terrorism, riots, labor disputes, fire, flood, explosion, and governmental prohibition. The non-declaring Party may cancel this contract without penalty if performance does not resume within thirty (30) days of the declaration.
- 4.8. CONFIDENTIAL INFORMATION:** Each Party to this contract, including its agents and subcontractors, may have or gain access to confidential data or information owned or maintained by the other Party in the course of carrying out its responsibilities under this contract. Vendor shall presume all information received from the State or to which it gains access pursuant to this contract is confidential. Vendor information, unless clearly marked as confidential and exempt from disclosure under the Illinois Freedom of Information Act, shall be considered public. No confidential data collected, maintained, or used in the course of performance of this contract shall be disseminated except as authorized by law and with the written consent of the disclosing Party, either during the period of this contract or thereafter. The receiving Party must return any and all data collected, maintained, created or used in the course of the performance of this contract, in whatever form it is maintained, promptly at the end of this contract, or earlier at the request of the disclosing Party, or notify the disclosing Party in writing of its destruction. The foregoing obligations shall not apply to confidential data or information lawfully in the receiving Party's possession prior to its acquisition from the disclosing Party; received in good faith from a third Party not subject to any confidentiality obligation to the disclosing Party; now is or later becomes publicly known through no breach of confidentiality obligation by the receiving Party; or that is independently

developed by the receiving Party without the use or benefit of the disclosing Party's confidential information.

- 4.9. USE AND OWNERSHIP:** All work performed or supplies created by Vendor under this contract, whether written documents or data, goods or deliverables of any kind, shall be deemed work for hire under copyright law and all intellectual property and other laws, and the State of Illinois is granted sole and exclusive ownership to all such work, unless otherwise agreed in writing. Vendor hereby assigns to the State all right, title, and interest in and to such work including any related intellectual property rights, and/or waives any and all claims that Vendor may have to such work including any so-called "moral rights" in connection with the work. Vendor acknowledges the State may use the work product for any purpose. Confidential data or information contained in such work shall be subject to the confidentiality provisions of this contract.
- 4.10. INDEMNIFICATION AND LIABILITY:** The Vendor shall indemnify and hold harmless the State of Illinois, its agencies, officers, employees, agents and volunteers from any and all costs, demands, expenses, losses, claims, damages, liabilities, settlements and judgments, including in-house and contracted attorneys' fees and expenses, arising out of: (a) any breach or violation by Vendor of any of its certifications, representations, warranties, covenants or agreements; (b) any actual or alleged death or injury to any person, damage to any real or personal property, or any other damage or loss claimed to result in whole or in part from Vendor's negligent performance; (c) any act, activity or omission of Vendor or any of its employees, representatives, subcontractors or agents; or (d) any actual or alleged claim that the services or goods provided under this contract infringe, misappropriate, or otherwise violate any intellectual property (patent, copyright, trade secret, or trademark) rights of a third party. In accordance with Article VIII, Section 1(a),(b) of the Constitution of the State of Illinois and 1973 Illinois Attorney General Opinion 78, the State may not indemnify private parties absent express statutory authority permitting the indemnification. Neither Party shall be liable for incidental, special, consequential, or punitive damages.
- 4.11. INSURANCE:** Vendor shall, at all times during the term of this contract and any renewals or extensions, maintain and provide a Certificate of Insurance naming the State as an additionally insured for all required bonds and insurance. Certificates may not be modified or canceled until at least thirty (30) days' notice has been provided to the State. Vendor shall provide: (a) General Commercial Liability insurance in the amount of \$1,000,000 per occurrence (Combined Single Limit Bodily Injury and Property Damage) and \$2,000,000 Annual Aggregate; (b) Auto Liability, including Hired Auto and Non-owned Auto (Combined Single Limit Bodily Injury and Property Damage), in amount of \$1,000,000 per occurrence; and (c) Worker's Compensation Insurance in the amount required by law. Insurance shall not limit Vendor's obligation to indemnify, defend, or settle any claims.
- 4.12. INDEPENDENT CONTRACTOR:** Vendor shall act as an independent contractor and not an agent or employee of, or joint venturer with the State. All payments by the State shall be made on that basis.

- 4.13. SOLICITATION AND EMPLOYMENT:** Vendor shall not employ any person employed by the State during the term of this contract to perform any work under this contract. Vendor shall give notice immediately to the Agency's director if Vendor solicits or intends to solicit State employees to perform any work under this contract.
- 4.14. COMPLIANCE WITH THE LAW:** The Vendor, its employees, agents, and subcontractors shall comply with all applicable Federal, State, and local laws, rules, ordinances, regulations, orders, Federal circulars and all license and permit requirements in the performance of this contract. Vendor shall be in compliance with applicable tax requirements and shall be current in payment of such taxes. Vendor shall obtain at its own expense, all licenses and permissions necessary for the performance of this contract.
- 4.15. BACKGROUND CHECK:** Whenever the State deems it reasonably necessary for security reasons, the State may conduct, at its expense, criminal and driver history background checks of Vendor's and subcontractor's officers, employees or agents. Vendor or subcontractor shall immediately reassign any individual who, in the opinion of the State, does not pass the background check.
- 4.16. APPLICABLE LAW:**
- 4.16.1. PREVAILING LAW:** This contract shall be construed in accordance with and is subject to the laws and rules of the State of Illinois.
- 4.16.2. EQUAL OPPORTUNITY:** The Department of Human Rights' Equal Opportunity requirements are incorporated by reference. 44 Ill. Adm. Code 750.
- 4.16.3. COURT OF CLAIMS; ARBITRATION; SOVEREIN IMMUNITY:** Any claim against the State arising out of this contract must be filed exclusively with the Illinois Court of Claims. 705 ILCS 505. The State shall not enter into binding arbitration to resolve any dispute arising out of this contract. The State of Illinois does not waive sovereign immunity by entering into this contract.
- 4.16.4. OFFICIAL TEXT:** The official text of the statutes cited herein is incorporated by reference. An unofficial version can be viewed at (www.ilga.gov/legislation/ilcs/ilcs.asp).
- 4.17. ANTI-TRUST ASSIGNMENT:** If Vendor does not pursue any claim or cause of action it has arising under Federal or State antitrust laws relating to the subject matter of this contract, then upon request of the Illinois Attorney General, Vendor shall assign to the State all of Vendor's rights, title and interest to the claim or cause of action.
- 4.18. CONTRACTUAL AUTHORITY:** The Agency that signs this contract on behalf of the State of Illinois shall be the only State entity responsible for performance and payment under this contract. When the Chief Procurement Officer or authorized designee or State Purchasing Officer signs in addition to an Agency, he/she does so as approving officer and shall have no liability to Vendor. When the Chief

Procurement Officer or authorized designee or State Purchasing Officer signs a master contract on behalf of State agencies, only the Agency that places an order or orders with the Vendor shall have any liability to the Vendor for that order or orders.

- 4.19. EXPATRIATED ENTITIES:** Except in limited circumstances, no business or member of a unitary business group, as defined in the Illinois Income Tax Act, shall submit a bid for or enter into a contract with a State agency if that business or any member of the unitary business group is an expatriated entity.
- 4.20. NOTICES:** Notices and other communications provided for herein shall be given in writing via electronic mail whenever possible. If transmission via electronic mail is not possible, then notices and other communications shall be given in writing via registered or certified mail with return receipt requested, via receipted hand delivery, via courier (UPS, Federal Express or other similar and reliable carrier), or via facsimile showing the date and time of successful receipt. Notices shall be sent to the individuals who signed this contract using the contact information following the signatures. Each such notice shall be deemed to have been provided at the time it is actually received. By giving notice, either Party may change its contact information.
- 4.21. MODIFICATIONS AND SURVIVAL:** Amendments, modifications and waivers must be in writing and signed by authorized representatives of the Parties. Any provision of this contract officially declared void, unenforceable, or against public policy, shall be ignored and the remaining provisions shall be interpreted, as far as possible, to give effect to the Parties' intent. All provisions that by their nature would be expected to survive, shall survive termination. In the event of a conflict between the State's and the Vendor's terms, conditions and attachments, the State's terms, conditions and attachments shall prevail.
- 4.22. PERFORMANCE RECORD/SUSPENSION:** Upon request of the State, Vendor shall meet to discuss performance or provide contract performance updates to help ensure proper performance of this contract. The State may consider Vendor's performance under this contract and compliance with law and rule to determine whether to continue this contract, suspend Vendor from doing future business with the State for a specified period of time, or whether Vendor can be considered responsible on specific future contract opportunities.
- 4.23. FREEDOM OF INFORMATION ACT:** This contract and all related public records maintained by, provided to, or required to be provided to the State are subject to the Illinois Freedom of Information Act (FOIA) notwithstanding any provision to the contrary that may be found in this contract. 5 ILCS 140.
- 4.24. SCHEDULE OF WORK:** Any work performed on State premises shall be performed during the hours designated by the State and performed in a manner that does not interfere with the State and its personnel.
- 4.25. WARRANTIES FOR SUPPLIES AND SERVICES:**

4.25.1. Vendor warrants that the supplies furnished under this contract will: (a) conform to the standards, specifications, drawing, samples or descriptions furnished by the State or furnished by the Vendor and agreed to by the State, including but not limited to all specifications attached as exhibits hereto; (b) be merchantable, of good quality and workmanship, and free from defects for a period of twelve months or longer if so specified in writing, and fit and sufficient for the intended use; (c) comply with all federal and state laws, regulations and ordinances pertaining to the manufacturing, packing, labeling, sale and delivery of the supplies; (d) be of good title and be free and clear of all liens and encumbrances and; (e) not infringe any patent, copyright or other intellectual property rights of any third party. Vendor agrees to reimburse the State for any losses, costs, damages or expenses, including without limitations, reasonable attorney's fees and expenses, arising from failure of the supplies to meet such warranties.

4.25.2. Vendor shall ensure that all manufacturers' warranties are transferred to the State and shall provide to the State copies of such warranties. These warranties shall be in addition to all other warranties, express, implied or statutory, and shall survive the State's payment, acceptance, inspection or failure to inspect the supplies.

4.25.3. Vendor warrants that all services will be performed to meet the requirements of this contract in an efficient and effective manner by trained and competent personnel. Vendor shall monitor performances of each individual and shall immediately reassign any individual who does not perform in accordance with this contract, who is disruptive or not respectful of others in the workplace, or who in any way violates the contract or State policies.

4.26. REPORTING, STATUS AND MONITORING SPECIFICATIONS: Vendor shall immediately notify the State of any event that may have a material impact on Vendor's ability to perform this contract.

4.27. EMPLOYMENT TAX CREDIT: Vendors who hire qualified veterans and certain ex-offenders may be eligible for tax credits. 35 ILCS 5/216, 5/217. Please contact the Illinois Department of Revenue (telephone #: 217-524-4772) for information about tax credits.

5. STATE SUPPLEMENTAL PROVISIONS

☒ Agency Definitions

5.1 "Chief Procurement Officer" means the chief procurement officer appointed pursuant to 30 ILCS 500/10-20(a)(4).

5.2 "Governmental unit" means State of Illinois, any State agency as defined in Section 1-15.100 of the Illinois Procurement Code, officers of the State of Illinois, any public authority which has the power to tax, or any other public entity created by statute. In addition, the governmental unit must have participated in the CY25-26 Illinois Department of Central Management Services Joint Participation Agreement Survey and additional participation in the resultant contract is not allowed.

☐ Required Federal Clauses, Certifications and Assurances

☐ Public Works Requirements (construction and maintenance of a public work) 820 ILCS 130/4.

☐ Prevailing Wage (janitorial cleaning, window cleaning, building and grounds, site technician, natural resources, food services, security services, and printing, if valued at more than \$200 per month or \$2,000 per year) 30 ILCS 500/25-60.

☒ Agency Specific Terms and Conditions

5.3. The Chief Procurement Officer for General Services makes this contract available to all governmental units.

5.4. Vendor agrees to extend all terms and conditions, specifications, and pricing or discounts specified in this contract for the items in this contract to all governmental units.

5.5. The supplies or services subject to this Contract shall be distributed or rendered directly to each governmental unit.

5.6. Vendor shall bill each governmental unit separately for its actual share of the costs of the supplies or services purchased.

5.7. The credit or liability of each governmental unit shall remain separate and distinct.

5.8. Disputes between vendors and governmental units shall be resolved between the affected parties.

5.9. All terms and conditions in this Contract apply with full force and effect to all purchase orders.

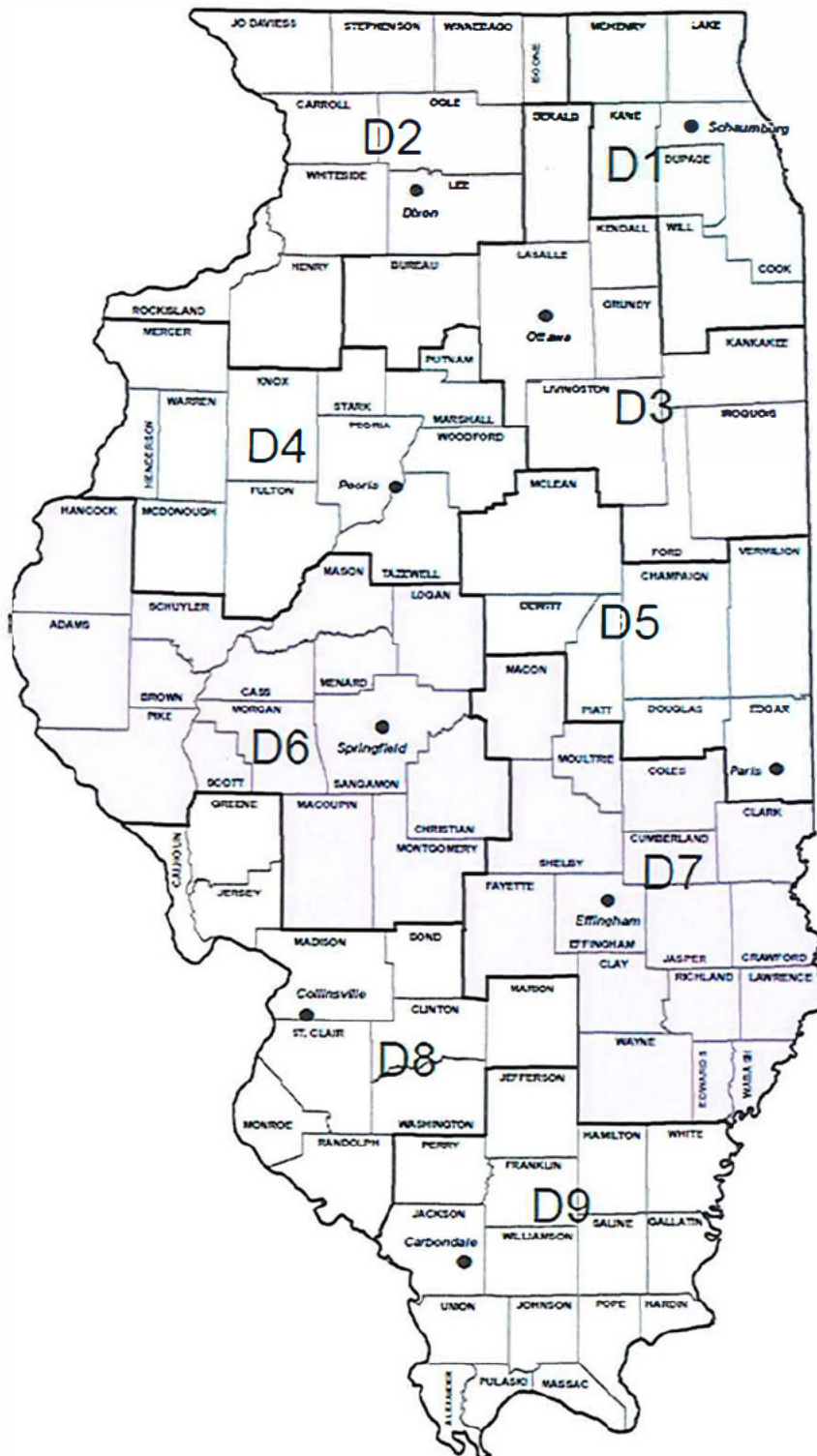
☒ Other (describe)

5.10 Districts are defined as follows:

DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
COOK	BOONE	BUREAU	FULTON	CHAMPAIGN
DUPAGE	CARROLL	DEKALB	HENDERSON	DEWITT
KANE	HENRY	FORD	KNOX	DOUGLAS
LAKE	JO DAVIESS	GRUNDY	MARSHALL	EDGAR
MCHENRY	LEE	IROQUOIS	MCDONOUGH	MCCLEAN
WILL	OGLE	KANKAKEE	MERCER	PIATT
	ROCK ISLAND	KENDALL	PEORIA	VERMILLION
	STEPHENSON	LASALLE	PUTNAM	
	WHITESIDE	LIVINGSTON	STARK	
	WINNEBAGO		TAZEWELL	
			WARREN	
			WOODFORD	

DISTRICT 6	DISTRICT 7	DISTRICT 8	DISTRICT 9	
ADAM	CLARK	BOND	ALEXANDER	
BROWN	CLAY	CALHOUN	FRANKLIN	
CASS	COLES	CLINTON	GALLATIN	
CHRISTIAN	CRAWFORD	GREEN	HAMILTON	
HANCOCK	CUMBERLAND	JERSEY	HARDIN	
LOGAN	EDWARDS	MADISON	JACKSON	
MACOUPIN	EFFINGHAM	MARION	JEFFERSON	
MASON	FAYETTE	MONROE	JOHNSON	
MENARD	JASPER	RANDOLPH	MASSAC	
MONTGOMERY	LAWRENCE	ST. CLAIR	PERRY	
MORGAN	MACON	WASHINGTON	POPE	
PIKE	MOULTRIE		PULASKI	
SANGAMON	RICHLAND		SALINE	
SCHUYLER	SHELBY		UNION	
SCOTT	WABASH		WHITE	
	WAYNE		WILLIAMSON	

5.11 Illinois District Map



6. ATTACHMENTS

- 6.1. Financial Disclosures (including Illinois Procurement Gateway print-off if applicable)**
- 6.2. Business Enterprise Program Utilization Plan**

Central Management Services

JPMC Rock Salt, Bulk FY26

25-416CMS-BOSS4-P-85804

VENDOR

Vendor Name: Morton Salt, Inc.	Address (City/State/Zip): Chicago, IL 60606
Signature:	Phone: 855-665-4540
Printed Name: Anthony T. Patton	Email: bids@mortonsalt.com
Title: Director Bulk Deicing US Government Sales	Date: 7-21-2025

STATE OF ILLINOIS

Purchasing Agency: Central Management Services	Phone: 866-455-2897
Street Address: 300 West Jefferson Street	
City, State ZIP: Springfield, IL 62702	
Official Signature	Date: 9/29/25
Printed Name: Raven DeV Vaughn by David W. Thomas	
Official's Title: Director by Agency Procurement Officer	

AGENCY USE ONLY

NOT PART OF CONTRACTUAL PROVISIONS

- Agency Reference #: 25-416CMS-BOSS4-R-266410
- Project Title: JPMC Rock Salt, Bulk FY26
- Contract #: 25-416CMS-BOSS4-P-85804
- Procurement Method (IFB, RFP, Small Purchase, etc.): IFB
- BidBuy / Bulletin Reference #: 25-416CMS-BOSS4-B-48267
- BidBuy / Bulletin Publication Date: 06/20/2025
- Award Code: A
- Subcontractor Utilization? X Yes ☐ No Subcontractor Disclosure? X Yes ☐ No
- Funding Source:
- Obligation #:
- Small Business Set-Aside? ☐ Yes X No Percentage:
- Minority Owned Business? ☐ Yes X No Percentage:
- Women Owned Business? ☐ Yes X No Percentage:
- Persons with Disabilities Owned Business? ☐ Yes X No Percentage:
- Veteran Owned Small Business? ☐ Yes X No Percentage:
- Other Preferences?

CERTIFICATION

The undersigned, being the Assistant Secretary of Morton Salt, Inc., a Delaware corporation (the "Company"), hereby certifies that:

- i. As of the date hereof, Mitchell Dascher is President, Highway & Chemical of the Company;
- ii. Pursuant to the bylaws of the Company and the corporate resolutions adopted by Board of Directors of the Company on August 13, 2021 appointing Mr. Dascher as an officer of the Company, Mr. Dascher is authorized to approve and execute (and to delegate his authority to execute) all bids, sales contracts and related documents for the sale of bulk deicing or ice control products by the Company, and the bylaws and said resolutions remain in full force and effect as of the date hereof; and
- iii. Mr. Dascher has delegated to Anthony Patton, Director, Bulk Deicing U.S. Government Sales of the Company, Mr. Dascher's authority to execute all bids, sales contracts and related documents for the sale of bulk deicing or ice control products by the Company, and a true and correct copy of the delegation of authority to Mr. Patton dated September 1, 2021 is attached as Exhibit A hereto and remains in full force and effect as of the date hereof.

DATED: 07/21/2025

Winnie Kuo
Assistant Secretary
Morton Salt, Inc.



Staff Report



Meeting Date: October 6, 2025
Staff Contact: Karl Burhop, Senior Planner
Department: Community Development Department

Title: Consideration of Sign Variances (1900 First St.)

Recommendation:

Staff recommends a sign variance request to allow an internally illuminated projecting sign and internally illuminated wall sign at 1900 First St. ("Property"), and to direct an approval ordinance for a future City Council meeting.

Policy Consideration:

Applicant Proposal:

- An internally illuminated wall sign 20.83 sq. ft. in area. Internal illumination requires a sign variance.
- An illuminated projecting sign (also known as a 'blade' sign) at the northeast corner of the façade 4.34 sq. ft. in area. Internal illumination, encroaching into or over the public right-of-way, and the sign type (projecting sign) require variances.
 - Applicant indicates they will revise this to be 3 sq. ft. in area.
- Installation Hanitatek Solar Bronze 35 Window Film to all First Street facing windows, one gas lamp sconce, and trimboards to be painted in black matte finish at two locations.

Site Location:	1900 First St.
Zoning District:	B5 Central Business District
Applicant:	Dave Gonzales (APO Architecture PC)
Property Owner:	Imperial Realty Company

Project Name / Description	Barn Steakhouse Sign Code Variations	The Applicant's narrative explaining the project is in Attachment 1. The sign dimensions and design material exhibits are in Attachment 2; the internal lighting information is also included. The tenant space is currently vacant, although the signs are for a tenant that will occupy the first floor. There is an existing tenant next store (nail salon) with existing signage, all of which shall remain, and are not part of this review.
-----------------------------------	--------------------------------------	---

Per Sec. 150.2024, one wall identification sign is allowed, up to 90 sq. ft. in area. The two proposed signs combined are 25.17 sq. ft. (and 23.83 sq. ft. if the projecting sign is reduced to three square feet.) the projecting sign will project 32 total inches.

Public Comment.

No written comments were submitted

Request for Relief.

The applicant requests the following relief to allow one 3.24 Sq. Ft (1.8" by 1.8') non illuminated projection sign on the façade above the entry way at 12'3" off the ground, which requires the following variations:

- To allow installation of projection sign.[\[1\]](#)
- To allow both the wall sign and projecting sign to be internally illuminated in the B5 District[\[2\]](#).
- To allow encroachment in to the ROW[\[3\]](#) for the projecting sign.

Standards for Relief.

There are two sets of standards related to this matter. The first are general that pertain to all sign and then there are standards particular to projecting signs.

General Standards per Sec. [150.2031\(B\)](#):

"Standards. No variance from the requirements of this Article XX shall be granted unless the Plan and Design Commission or the City Council, as the case may be, determines that

(i) the requested variance is appropriate due to a particular hardship or special unique circumstance, and

(ii) the requested variance will not defeat the fundamental purposes and intent of this Article as expressed in [Section 150.2002](#) of this Chapter, and

(iii) the requested variation will not be detrimental to the public welfare or injurious to property in the vicinity of the Lot for which a variance is granted."

Specific Standards per the Sign Code [Sec. 150.2031\(C\)\(1\)\(g\)](#):

“To permit a Projecting Sign on a Lot, but only when that Sign is pedestrian-oriented, is of an artistic nature, and is part of a Sign package. The mounting brackets of the Projecting Sign shall be an integral part of the Sign and complementary to the design of the Sign.”

[\[1\]](#) Projecting signs are prohibited per Sec. 150.2027(J), but are allowed by variance per Sec. 150.2031(C)(1)(g).

[\[2\]](#) Internal illumination is prohibited in the B5 Zoning District per Sec. 150.2007, but is allowed by variance per Sec. 150.2031(C)(2)

[\[3\]](#) Not complying with Sec. 150.2014(A) and Sec. 150.2027(G).

Core Priorities:

Economic Development

- Development brings tax base, jobs and contributes to vibrancy by attracting people to the City and providing services to residents.

Attachments:

1. Attachment 1 - Project Narrative
2. Attachment 2 - Sign Plans

September 25, 2025

To: **Anthony Mistretta, Planner**

The City of Highland Park

Department of Community Development – Planning Division

1150 Half Day Road

Highland Park, IL 60035

(847) 926-1858

RE: The Barn Steakhouse – 1900 First Street: Project Narrative

THE BARN STEAKHOUSE CONCEPT STATEMENT – FACADE AND SIGNAGE

The Barn Steakhouse in Highland Park is a hide-a-way waiting to be discovered; classic and clubby with old world charm. The look and feel of the restaurant is a throwback to the classic club styled steakhouse with a dramatic bar, plush leather seating and wooden bead board ceiling; all creating an intimate ambiance hidden behind glazed windows that calls patrons back to a lost era.

The exterior at 1900 First Street is perfectly suited for The Barn Steakhouse, the facade clad in simple Chicago brick with a vine-filled, cobblestone alley adjacent that will be a much coveted outdoor dining destination.

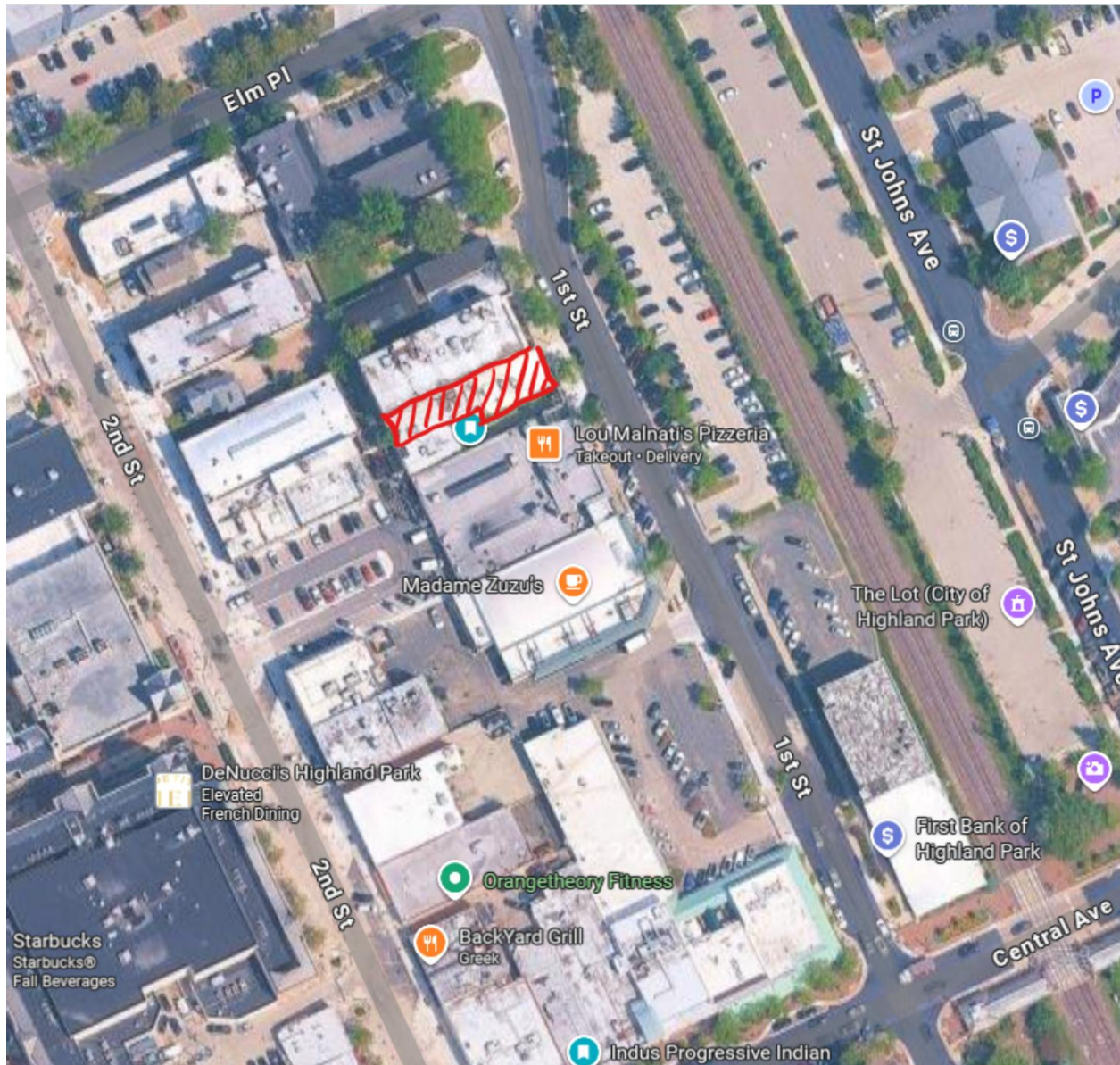
The Barn Steakhouse is smart, simple and warm. There is nothing flashy or shiny about the concept which is why the signage is understated. Made out of natural materials the dark-bronze, steel, flush mount sign hung slightly off center above the front door will glow illuminating the natural brick beneath. No lights will be seen from the sign, only a glow illuminating the letters THE BARN and creating a halo around the edge of the metal work.

The small blade sign is playful and will glow as well with the warmest light possible at 2700 creating visibility from North and South as patrons walk down the sidewalk to the entrance.

The signage is meant to match the experience inside the restaurant which is subtle, playful, smart and timeless.

VICINITY MAP

1900 First Street, Highland Park, IL



CONTEXTUAL PHOTOS



1900 First Street – Front Façade (looking west)



Property Directly North (1910 First Street)

APO Architecture



Property Directly South (Pulse Fitness – 1892 First Street)



Property South (The Box – 1890 First Street)

APO Architecture



Looking North From Property



Looking South at Property

APO Architecture



Looking South from Property



Looking North at Property

APO Architecture

Please let me know if you have any questions prior to the city meeting.

Looking forward to meeting discussing our project!

Sincerely,

Dave Anthony Gonzales, RA

Managing Partner

CC: Amy Morton, Owner



Contact : Redgi Woods
Client: The Barn Steakhouse
Address: 1900 1st St, Highland Park, IL 60035.
Date : September 29th, 2025
Phase: Permit Package 3.1

THE BARN STEAKHOUSE

Exterior Design Permit Package

Landlord approval

Date

Client Approval

Date

APPROVED
As Is

APPROVED
As Noted

REVISIONS
Needed

AREA PLAN AND PROJECT INFORMATION

PROJECT TITLE

The Barn House

ADDRESS

1900 1st St, Highland Park, IL 60035

SCOPE

A - Panel Sign
B - Blade Sign

OWNER OF REAL PROPERTY

Alfred Klairmont
CEO & President
Imperial Realty Company
4747 West Peterson, Suite 200
Chicago, IL 60646
Phone: 773-736-8344

LESSEE OF REAL PROPERTY

Amy Morton
Owner-Operator
AMDP Management
312.510.1004
THE BARN STEAKHOUSE
thebarnsteakhouse.com

GENERAL CONTRACTOR

Kirk Bacastow | Vice President of Construction
LG GROUP
363 W Ontario St
Chicago, IL 60654
kirk@lg-group.com
773.343.7536

ELECTRICAL CONTRACTOR

Dexter Electric Group
334 Huehl Road
Northbrook, IL 60062
Ilya Bronstein

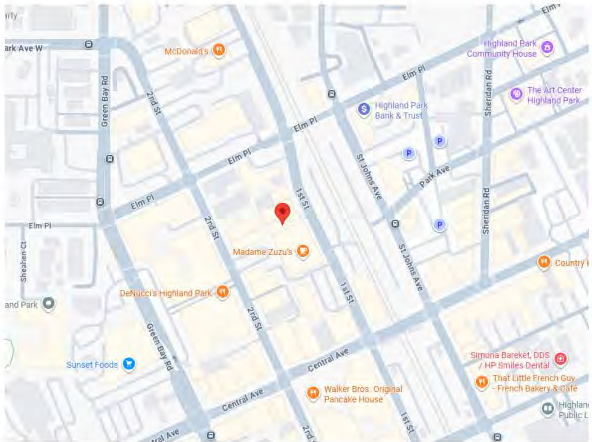
SIGN COMPANY INFORMATION

Imagine Sign & Design LLC
TGC 135257
1517 W Augusta Blvd, Unit 3
Chicago IL, 60642
773-349-1400

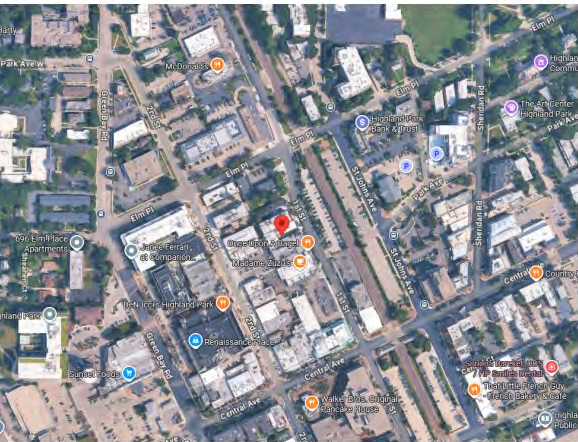
INDEX

GENERAL

- 1.0 AREA PLAN & PROJECT INFO
- 2.0 EXISTING/PROPOSED SIGN A:
- 3.0 DESIGN/DIMENSIONS TECHNICAL DETAILS SIGN B:
- 4.0 DESIGN/DIMENSIONS ELECTRICAL DETAILS:
- 5.0 POWER & CONTROL FLOW TO SIGN



AREA MAP

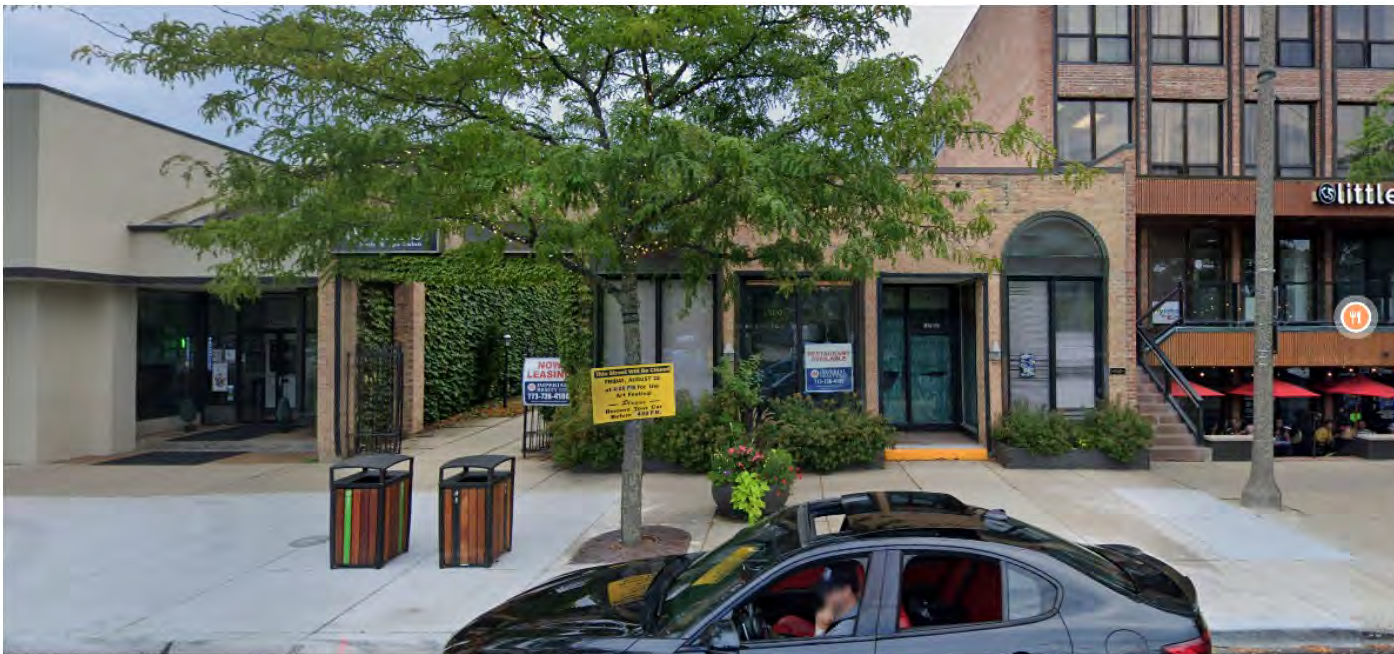


AREA MAP DETAIL



SITE MAP

EXISTING CONDITIONS



NORTHEAST ELEVATION

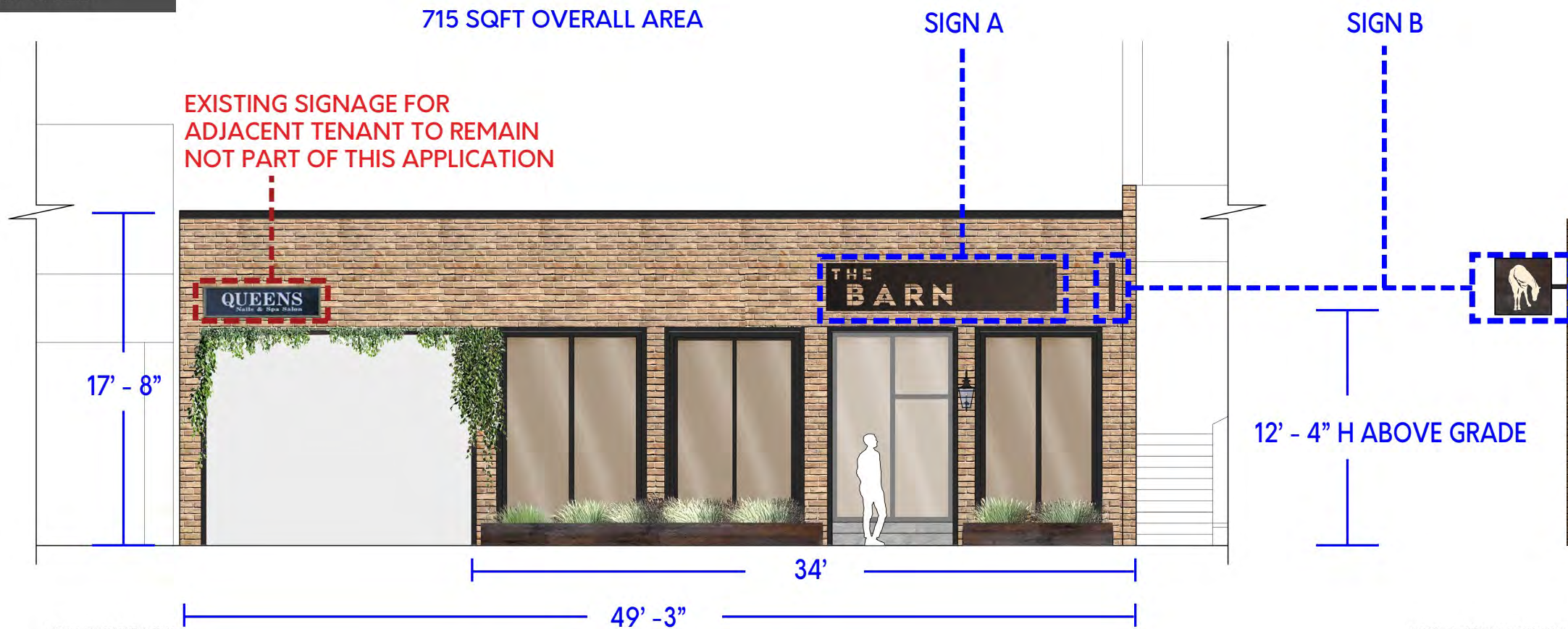
THE BARN STEAKHOUSE

1900 1st St, Highland Park, IL 60035.

Sales: Redgi Woods
Sign type: Signage

Design Package
09/29/2025

PROPOSED

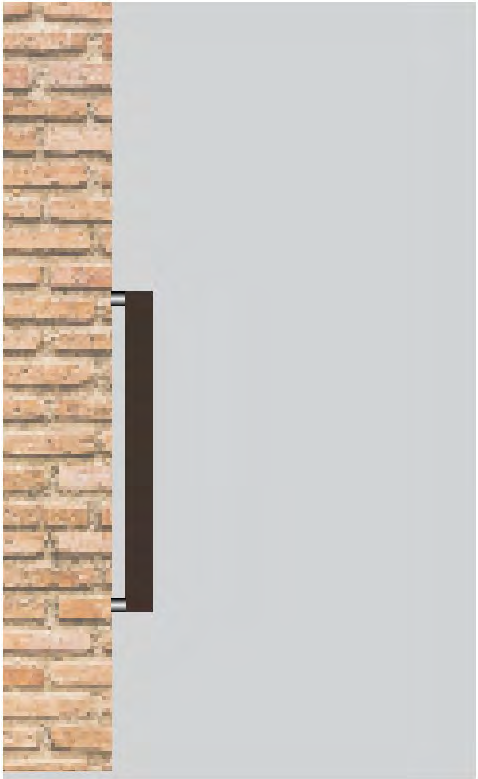


NORTHEAST ELEVATION

NORTHEAST WALL SECTION

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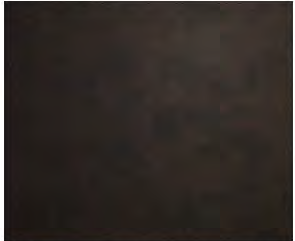
THE BARN STEAKHOUSE

1900 1st St, Highland Park,
IL 60035.

Sales: Redgi Woods
Sign type: Signage

Design Package
09/29/2025

A. ALUMINUM BACKER WITH
624 PROTODYNASTIC
ALUMINUM FACE, 3"
WELDED RETURNS.
CUTOUT CHARACTERS.
BACK LIT (2700K).
1" STEEL STANDOFFS
PAINTED TO MATCH.



624 PROTODYNASTIC
ALUMINUM

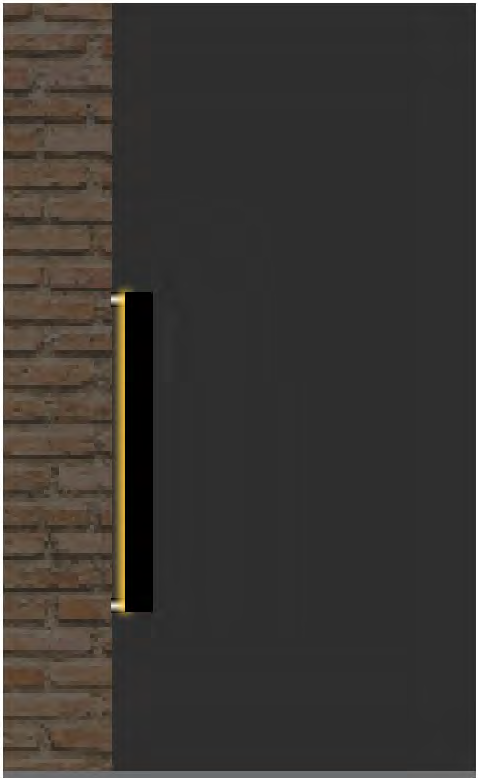


REFERENCE



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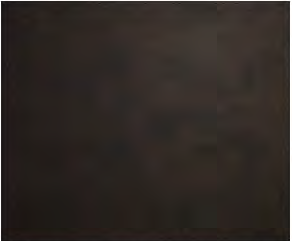
THE BARN STEAKHOUSE

1900 1st St, Highland Park,
IL 60035.

Sales: Redgi Woods
Sign type: Signage

Design Package
09/29/2025

- A. ALUMINUM BACKER WITH
624 PROTODYNASTIC
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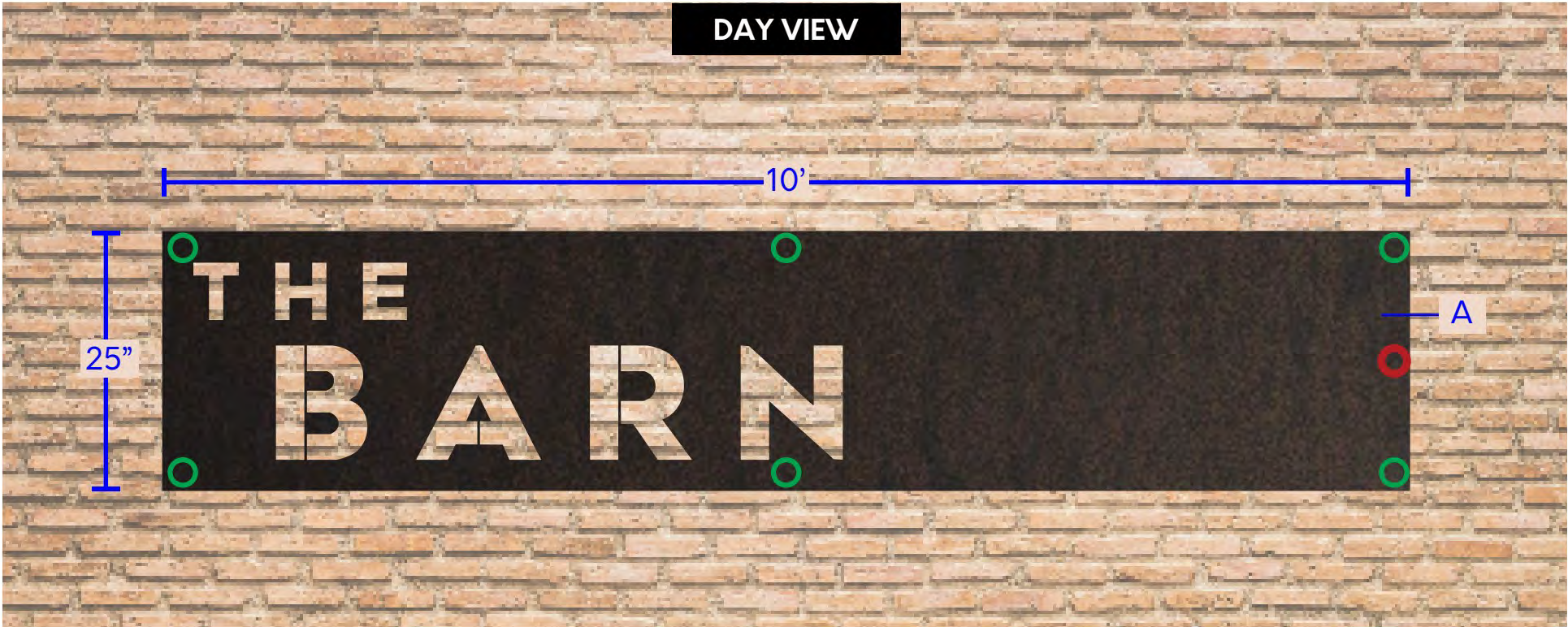
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SCALE 1:15

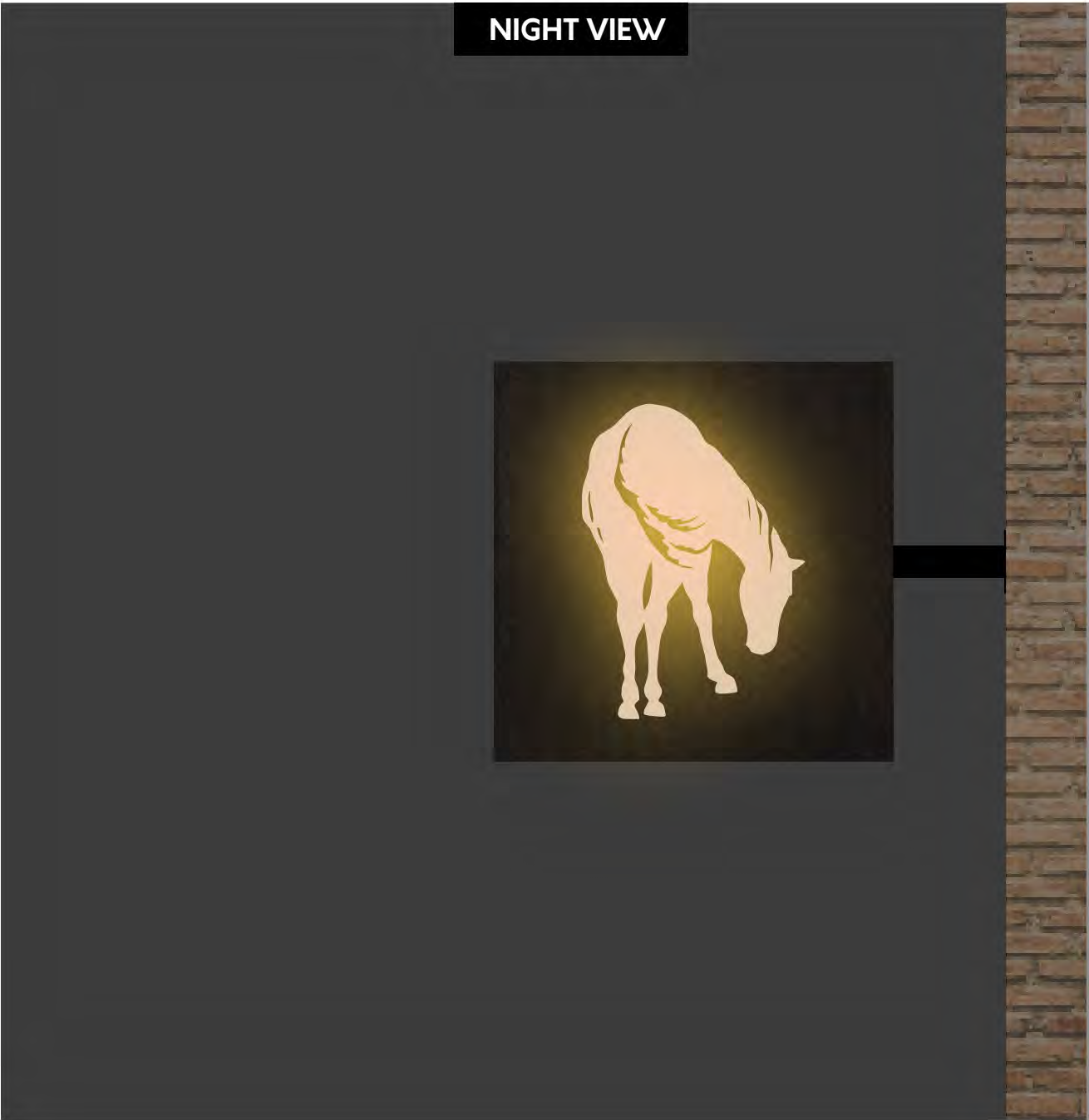
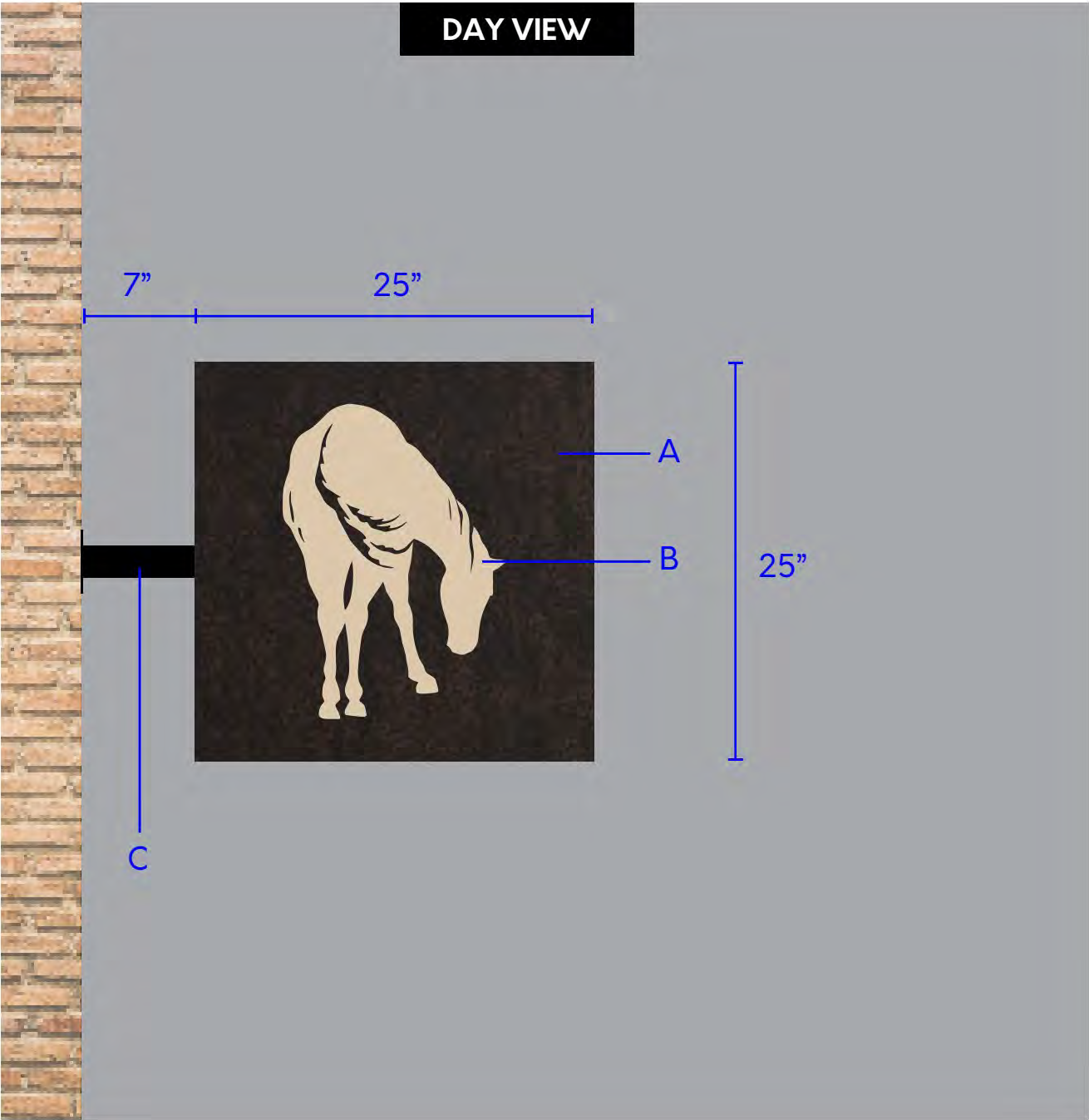


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-  ELECTRICAL CALLOUT
-  1” STEEL STANDOFFS



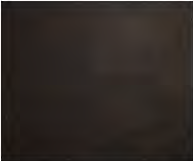
THE BARN STEAKHOUSE

1900 1st St, Highland Park,
IL 60035.

Sales: Redgi Woods
Sign type: Signage

Design Package
09/29/2025

- A. 4" D-ALUMINUM CABINET WITH 624 PROTODYNASTIC ALUMINUM FACES. CUTOUT GRAPHIC. INTERNALLY LIT (2700K).
- B. 1/8" PASTEL ORANGE ACRYLIC.
- C. 2"x2" STEEL TUBE WITH MOUNTING PLATE



624 PROTODYNASTIC ALUMINUM



PASTEL ORANGE L-662 GLOSS

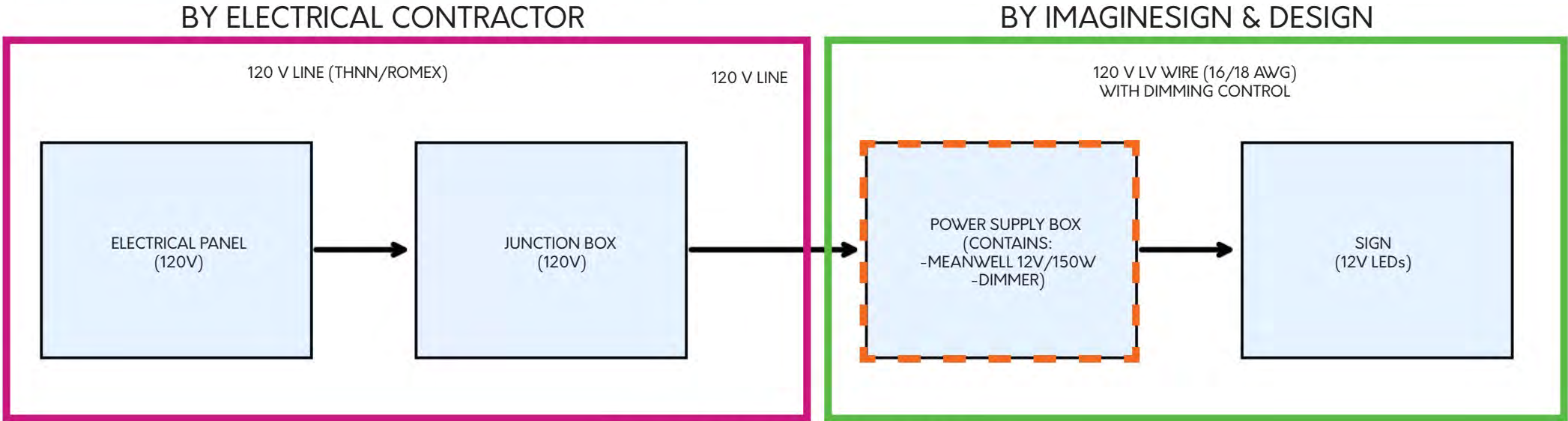
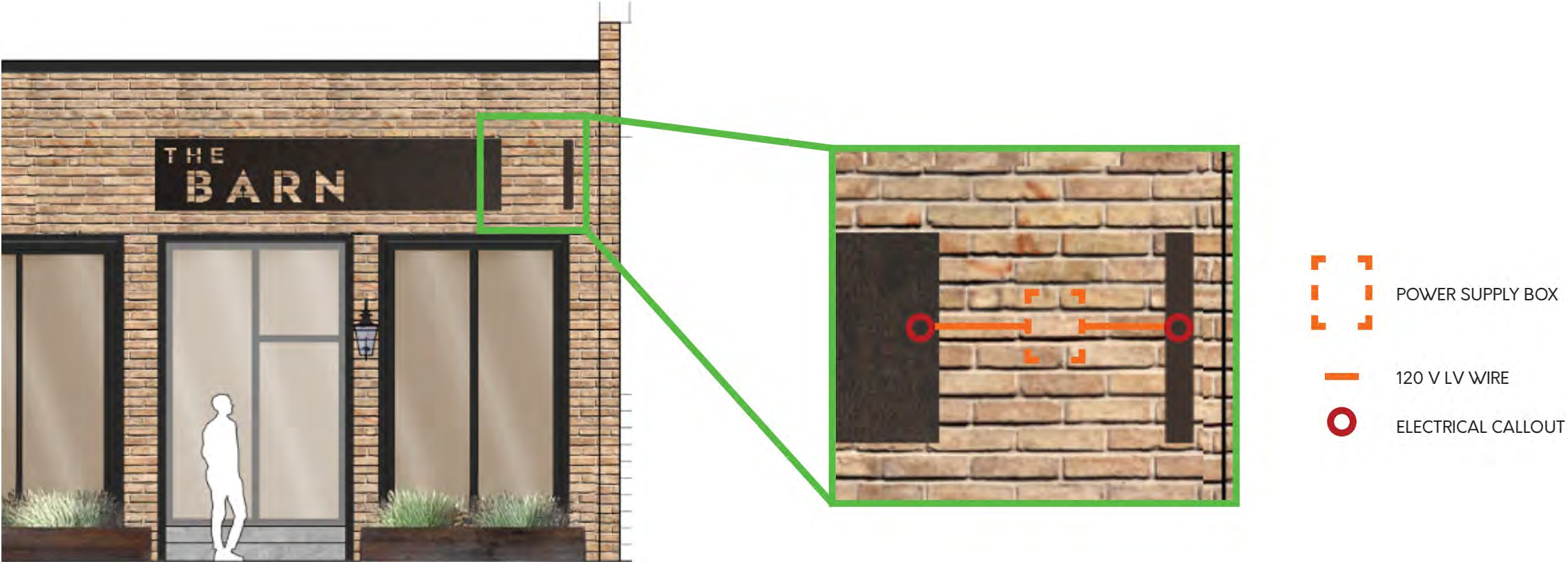


REFERENCE
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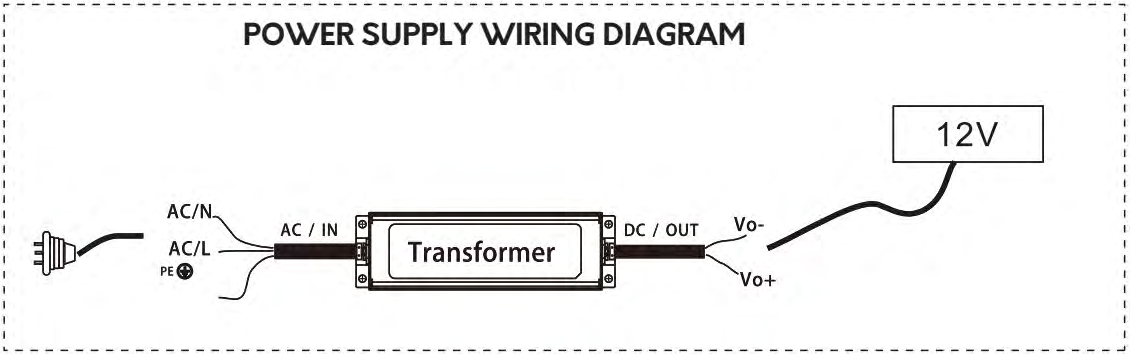


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POWER & CONTROL FLOW TO SIGN



UL-certified waterproof power supply



Power Supply Model:ELG-75-12B (2 units in total)
Input Voltage Range: 100–305V
Total Watts: 150W
Current Per Supply: 1.25A at 120V Input.

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ISD

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THANK YOU!

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Karl Burhop, Senior Planner
Department: Community Development Department

Title: A Resolution Approving the Extension of the Period of Validity of a Special Use Permit for a Planned Development (2745 and 2699 Skokie Valley Road)

Recommendation:

Staff recommend adoption of two resolutions (1) re-approving a plat of consolidation with variations and (2) granting an extension to commence an approved Planned Development (“PUD”) for the property 2699 & 2745 Skokie Valley Rd. (the “Property”).

Refer to the report and exhibits associated with the plat of consolidation; that report also provides review of this item.

Policy Consideration:

The resolution granting an extension to commence follows.

Core Priorities:

Economic Development -

- Development brings tax base, jobs and contributes to vibrancy by attracting people to the City and providing services to residents.

Attachments:

1. Resolution Exhibit A - Legal Description of the Subject Property

City of Highland Park

Resolution No. R125-2025

A Resolution Approving the Extension of the Period of Validity of a Special Use Permit for a Planned Development (2745 and 2699 Skokie Valley Road)

WHEREAS, CARS-DB13 L.L.C., a Delaware limited liability company ("**Owner**"), is the record title owner of those certain parcels of real property commonly known as: (i) 2745 Skokie Valley Road, Highland Park, Illinois, located within the B3 Highway Commercial District of the City ("**B3 District**"), consisting of approximately 2.301 acres, and legally described in **Exhibit A** attached to and, by this reference, made a part of this Ordinance ("**Parcel 1**"); and (ii) 2699 Skokie Valley Road, Highland Park, Illinois, located within the B3 District, consisting of approximately 2.004 acres, and legally described in Exhibit A ("**Parcel 2**," and collectively with Parcel 1, the "**Property**"); and

WHEREAS, the Property is currently improved with a one-story commercial building ("**Existing Building**") and an off-street accessory parking lot, collectively used as a motor vehicle dealership; and

WHEREAS, MAR Highland Park-A, LLC, a Delaware limited liability company ("**Applicant**"), with the consent of the Owner, filed an application for approval of a special use permit for a planned development to construct an addition to the Existing Building for the operation of motor vehicle service center and accessory motor vehicle washing facility on the Property ("**Proposed Development**"); and

WHEREAS, on July 29, 2024, the City Council approved Ordinance No. O58-2024 ("**Approval Ordinance**"), granting a special use permit for a planned development to construct an addition to the Existing Building for the Proposed Development ("**Approved Planned Development**"); and

WHEREAS, pursuant to Section 150.560(A) of the "City of Highland Park Zoning Ordinance of 1997," as amended ("**Zoning Code**"), construction of an approved planned development must commence within 12 months after the date of adoption of the ordinance approving the planned development, unless the City Council extends the time for commencement of construction; and

WHEREAS, the Applicant, on behalf of the Owner, has requested that the City Council grant an extension for the time for commencement of construction of the Proposed Development, through and including July 29, 2026 ("**Extension Request**"); and

WHEREAS, the City Council has determined that the Applicant has shown good cause for the Extension Request, and have determined that it will serve and be in the best interest of the City to grant the Extension Request and extend the period of validity of the Special Use Permit until July 29, 2026;

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 part of, this Resolution as findings of the City Council.

SECTION TWO: EXTENSION OF SPECIAL USE PERMIT. Pursuant to Section 150.560(A)(2) of the Zoning Code and the home rule powers of the City, the City Council hereby extends the period of validity for the Approved Planned Development through and including July 29, 2026.

SECTION THREE: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval by a majority of the members of the City Council.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R125-2025

Nancy R. Rotering, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

Exhibit A

Legal Description of the Subject Property

The subject property, commonly known as 2699 and 2745 Skokie Valley Rd, is legally described as:

PARCEL 1:

Lot 1 in Sky Harbor North Court Club Subdivision, being a resubdivision of part of Lot 12 in School Trustee's Subdivision in Section 16, Township 43 North, Range 12, East of third Principal Meridian, according to the plat thereof recorded July 13, 1976 as Document No. 1778042, in Book 56 of Plats, Page 19, in Lake County, Illinois.

PARCEL 2:

Lot 1 in First reubdivision of Sky Harbor North Court Club Subdivision, being a resubdivision of Lot 2 in Sky Harbor North Court Club subdivision, being a resubdivision of part of Lot 12 in School Trustee's Subdivision in Section 16, Township 43 North, Range 12, East of the third Principal Meridian, according to plat thereof recorded July 25, 1979 as Document No. 2009844, in Lake County, Illinois.

PARCEL 3:

Non-exclusive easement for ingress and egress for the benefit of Parcel 2 as shown on the Plat of First Resubdivision of Sky Harbor North Court Subdivision recorded July 25, 1979 as Document No. 200984, over a portion of Lot 2 of said resubdivision aforesaid, as shown on and as located by said plat aforesaid.

PIN: 1616401002 and 1616401006

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Karl Burhop, Senior Planner
Department: Community Development Department

Title: A Resolution Approving a Plat of Consolidation (2745 and 2699 Skokie Valley Road)

Recommendation:



Staff recommend adoption of two resolutions (1) re-approving a plat of consolidation with variations and (2) granting an extension to commence an approved Planned Development (“*PUD*”) for the property 2699 & 2745 Skokie Valley Rd. (the “*Property*”).

Policy Consideration:

Project Summary & Previous Council Approval.

The petitioner MAR Highland Park-A, LLC (the “*Applicant*”) on behalf of the property owner CARS-DB13 L.L.C., received a City Council PUD approval with a plat of consolidation and Design Review on [July 29, 2024^{\[1\]}](#), for the Property. The approvals were O58-2024, R85-2024, and R86-2024, with conditions, for the Planned Development, plat, and a Development Agreement. There are no changes proposed from the [July 29, 2024](#) approval; and those approved, in summary, the following:

- Building addition at the entrance on the south elevation of the building of approximately 5,600 square feet, which includes a service center, drive-in facility, and a car wash.
- Façade improvements to the building that incorporates the new Acura corporate branding.
- Preserving the landscape buffer on the east, and improving the on-site landscaping.

- Improving, expanding, and repaving the parking lot areas.
- Upgrading the on-site stormwater detention improvements.

Attachment 1 is the Applicant's narrative, which explains what was already approved. **Attachment 1** also includes a request for an extension to commence construction, a City Council consideration. Refer to the Applicant's **Attachment 1**; they discuss market volatility and uncertainties, with other explanation, as to the delay in proceeding. Per [Sec. 150.560\(A\)](#):

Project Description:	Dealership PUD for addition and other changes
Applicant	MAR Highland Park-A, LLC
Property Owner:	CARS-DB13 L.L.C.
Site Location:	2699 & 2745 Skokie Valley Rd.
Site Area:	Total site: 4.303 acres
Zoning:	B3 Highway Commercial
Public Meetings	Sept. 16, 2025

“(A) Construction of an approved Planned Development shall commence within 12 months of the date of adoption of the ordinance approving the Planned Development and Final Development Plan, and shall proceed to completion in accordance with the phasing program, if any, set forth in the Final Development Plan. Upon written request by the applicant, the City Council may extend the time for the commencement of construction, as follows:

- (1) If a delay, or anticipated delay, is caused by governmental action without fault of the applicant, an extension may be granted for a period not longer than the period of the governmental delay.
- (2) For good cause shown, an extension may be granted for such periods of time as the City Council deems appropriate, but not exceeding 12 months exclusive of extensions authorized pursuant to [Section 150.560\(A\)\(1\)](#) of this Article.”

Commission Consideration.

At its [Sept. 16](#) meeting, the Commission considered the request of the plat of consolidation only (as the extension to commence is a City Council consideration; though, the Commission was apprised of the Applicant's extension request). The Commission recommended approval 6-0, and adopted the same findings of fact as it adopted last year.

Public Comment.

No written comments have been submitted. At the Commission meeting, four neighbors spoke about the development with various concerns, including questions on the car wash, noise, stormwater management, and flooding. The Applicant's civil engineer stated that approximately 152 cubic feet is the volume provided onsite for storage water, which converts to 39,000 gallons of storage.

Subdivision Code Review.

An executed plat was not submitted and therefore nor recorded, and per [Sec. 151.007\(B\)](#):

“(B) [...] In the event such final plat of subdivision is not so recorded within said nine-month period from and after the final approval thereof by the City Council, the said City

Council approval thereof shall be deemed null and void, and of no further force and effect; and in such case any subsequent attempt to record such plat shall proceed only upon a new application for subdivision in the manner set forth in this Chapter.”

The plat approval is therefore void, and the Applicant has re-submitted the exact same plat as was approved. **Attachment 3** is the plat of consolidation and matches the plat approved attached in R85-2024. The Applicant also submitted Site Improvement Plans in **Attachment 5** – this matches the Site Improvement Plans in O58-2024.

- Therefore, the Applicant requests re-approval of the plat that was previously approved on July 29, 2024 with no changes.

The Plat of Consolidation request includes the same variations approved on July 29, 2024, as follows:

- (a) Relief from Sec. 151.004(A)(1) to allow for the creation of a lot with lot lines intersecting at angles other than right angles, and
- (b) Per Sec.151.008(B)(7) to waive the requirement to bury underground all utility distribution lines located on the public rights-of-way adjacent to the subject property.

The request qualifies as a minor plat with variations.

Attachment 6 includes the Commission’s adopted Findings of Facts – these are the same Findings of Facts the Commission adopted on [May 21, 2024](#), with an amendment to include the requested variations listed above.

From the May 21, 2024 report:

“Plat of Consolidation

The subject property contains two parcels, the parcel to the south (address of 2699 Skokie Valley Rd) contains the existing Acura dealership building and parking, and the parcel to the north (address of 2745 Skokie Valley Rd) comprises of the parking lot, and a heavily wooded area on the east, which is presently vacant.

The applicant is requesting to consolidate the two parcels to make this a motor vehicular salesroom, service, and repair, which is a permitted use in B3.

There is a “Conditional Use” with the parcel to the north (2745 Skokie Valley Rd). With the proposed plat of consolidation requested by the Applicant, the consolidated “lot” will now be a ‘permitted use’ for a Motor Vehicle Saleroom, and hence the “Conditional Use” will be rescinded.”

[\[1\]](#) Click this link for the packet items for this project; go to Items 12, 13, and 14. The prior project that was approved can be reviewed in entirety at this website.

Core Priorities:

Economic Development

This initiative aligns with the City's economic development priority which includes revitalization of property, therefore supporting the community's tax base, job creation, and overall vibrancy of the community.

Attachments:

1. Resolution Exhibit A - Plat
2. Attachment 1 - Subdiv. Narrative & Extension Request
3. Attachment 2 - Plat of Survey and Contextual Photos
4. Attachment 3 - Plat of Consolidation
5. Attachment 4 - Tree & Misc. Reports
6. Attachment 5 - Site Improvement Plans
7. Attachment 6 - PDC Adopted Findings of Fact

City of Highland Park

Resolution No. R126-2025

A Resolution Approving a Plat of Consolidation (2745 and 2699 Skokie Valley Road)

WHEREAS, CARS-DB13 L.L.C., a Delaware limited liability company ("**Owner**"), is the record title owner of those certain parcels of real property commonly known as: (i) 2745 Skokie Valley Road, Highland Park, Illinois, located within the B3 Highway Commercial District of the City, consisting of approximately 2.301 acres and identified as Previous Lot 1 of First Resubdivision of Sky Harbor North Court Club on that certain plat titled "Murgado Subdivision" ("**Plat**"), with a fieldwork completed date of April 19, 2024, consisting of one sheet and prepared by Blew & Associates P.A. ("**Parcel 1**"); and (ii) 2699 Skokie Valley Road, Highland Park, Illinois, located within the B3 District, consisting of approximately 2.004 acres, and identified as Previous Lot 1 of Sky Harbor North Court Club on the Plat ("**Parcel 2**," and collectively with Parcel 1, the "**Property**"); and

WHEREAS, the Owner seeks to consolidate the Property into a single lot of record comprising approximately 4.303 square feet ("**Proposed Lot**"); and

WHEREAS, pursuant to Section 151.004(A)(1) of "The Highland Park Code of 1968," as amended ("**City Code**"), to allow for the creation of the Proposed Lot with lot lines intersecting at angles other than right angles, due to the infeasibility of establishing intersections of lot lines at right angles.

WHEREAS, pursuant to Section 151.008(B)(7) of the City Code, as a condition of approval of a subdivision, all utility distribution lines located on public rights-of-way adjacent to the subject property must be buried underground; and

WHEREAS, MAR Highland Park-A, LLC, a Delaware limited liability company ("**Applicant**"), on behalf of the Owner, filed an application with the City for: (i) preliminary and final approval of the Plat, (ii) a variation from Section 151.004(A)(1) of the City Code to allow the creation of a lot with lot lines intersecting at angles other than right angles; and (iii) 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 the Property and on public rights-of-way adjacent to the Property (collectively, the "**Requested Relief**"); and

WHEREAS, on July 29, 2024, the City Council adopted Resolution No. R85-2024, approving the Requested Relief; and

WHEREAS, pursuant to Section 151.007(B) of the City Code, the prior approval of the Plat expired because the Plat was not recorded within the nine-month period following City Council approval; and

WHEREAS, the Applicant, on behalf of the Owner, filed a new application for approval of

the Requested Relief; and

WHEREAS, on September 16, 2025, the Plan and Design Commission of the City recommended approval of the Plat, subject to certain specified conditions; and

WHEREAS, the City Council has determined that it will serve and be in the best interest of the City to approve the Plat, subject to the terms and conditions set forth in this Resolution;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Highland Park, Lake County, Illinois, as follows:

SECTION ONE: RECITALS. The foregoing recitals are hereby incorporated herein and made a part of this Resolution as findings of the City Council.

SECTION TWO: APPROVAL OF PLAT. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section Four of this Resolution, the Plat is hereby approved in the form attached to and, by this reference, made a part of this Resolution as **Exhibit A**.

SECTION THREE: GRANT OF VARIATIONS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section Four of this Resolution, variations from Chapter 151 of the City Code are hereby approved with respect to the Final Plat, in accordance with, and pursuant to Section 151.009 of the City Code, as follows:

1. A variation from Section 151.004(A)(1) of Chapter 151 of the City Code, to allow for the creation of the Proposed Lot with lot lines intersecting at angles other than right angles, due to the infeasibility of establishing intersections of lot lines at right angles.
2. 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.

SECTION FOUR: EXECUTION OF PLAT. The Mayor and City Clerk are hereby authorized and directed to execute and seal, on behalf of the City, the Final Plat only after the satisfaction of the following:

- A. The Applicant must secure the necessary approvals from all public utility companies, provide easement statements, and locate all existing easements on the Plat, prior to its recordation;
- B. The Applicant must secure the signatures of the City Engineer and the County Clerk on the Plat, prior to its recordation;
- C. The Plat must include all certificates, signatures, and seals as required by Section 151.005(A)(12) of the City Code;
- D. The Plat must identify monuments for all corners of the Proposed Lot; and
- E. The Final Plat must be tied into the state plane coordinate system.

SECTION FIVE: RECORDATION OF PLAT. Upon execution of the Final Plat by the Mayor and the City Clerk, as provided in Section Four of this Resolution, the City Clerk is directed to cause the Final Plat to be recorded in the office of the Lake County Recorder.

SECTION SIX: EFFECTIVE DATE. This Resolution will be effective only upon passage and approval of this Resolution by a majority of the members of the City Council, in the manner provided by law.

Ayes: None

Nays: None

Approved: October 6, 2025

Adopted: October 6, 2025

RESOLUTION NO. R126-2025

Nancy R. Rotering, Mayor

ATTEST:

Ghida S. Neukirch, City Clerk

EXHIBIT A

PLAT

BURKE, WARREN, MACKAY & SERRITELLA, P.C.

330 NORTH WABASH AVENUE
SUITE 2100
CHICAGO, ILLINOIS 60611-3607
TELEPHONE: (312) 840-7000
FACSIMILE: (312) 840-7900
www.burkelaw.com

Matthew E. Norton
Direct Dial Number
(312) 840-7085
mnorton@burkelaw.com

July 18, 2025

Via Email

Mayor Nancy Rotering
City of Highland Park
Mayor and City Council
1707 Johns Avenue
Highland Park, IL 60035

Re: Ordinance No. O58-2024 – An Ordinance Granting a Special Use Permit for a
Planned Development (Acura, 2699 & 2745 Skokie Valley Road)

Dear Mayor Rotering and City Council:

I am sending this letter on behalf of Cars-DB13 L.L.C. (“Owner”) and MAR Highland Park-A, LLC (“Applicant”).

On July 29, 2024, the City Council approved the above ordinance (the “Acura PD Ordinance”) approving a planned development that, among other matters, allowed Owner and Applicant to improve the existing Acura dealership property at 2699 and 2745 Skokie Valley Road with (i) façade improvements to the existing dealership building, (ii) a new addition to the existing dealership building, for use as a drive-in service center facility and car wash; and (iii) with additional parking areas (the “Planned Development”). To date, Owner and Applicant have not commenced construction on the Planned Development.

Under Section 150.560 of the City Code, construction of a planned development must commence within 12 months after adoption of the ordinance approving the planned development; however, upon written request by the applicant, the City Council may extend the time for commencement (i) if delay is caused by governmental action without fault of the applicant or (ii) for good cause shown. We send this letter to explain to you the governmental action causing the delay and the good cause for that delay.

The automotive industry is affected by tariffs, and highly susceptible to increased tariffs and, perhaps even more so, to an unstable and ever-changing tariff environment. Acura vehicles and their parts are manufactured in both the United States and overseas. The increased,

Mayor Nancy Rotering
City Council
July 18, 2025
Page 2 of 2

uncertain, and volatile tariffs imposed since January of 2025 have resulted in market volatility and uncertainties. The uncertainties cause manufacturers to question how many vehicles to manufacture, whether to pause manufacturing, and how many vehicles to export to their dealerships in the United States. Down the chain, the automotive dealerships must question how many vehicles they can obtain, how tariffs affect their pricing, how tariffs affect their overall revenue, and whether and when to make significant, long-term capital improvements in their dealerships.

Moreover, even when dealerships are ready to make those improvements, revenue uncertainty affects lenders' willingness to extend credit and, in even good case scenarios, lengthens their decision-making processes. Finally, the upward pressure that tariffs place on prices – both on automobiles, as well as products from steel to wood – continues the volatility in the interest rate market. This makes the current construction financing environment challenging.

All these factors arising from government-imposed tariffs have delayed the ability of Owner and Applicant to commence construction. We respectfully submit that such factors constitute governmental action and good cause justifying an extension to the time period within which construction must commence. Owner and Applicant respectfully request a 12-month extension to that time period, with the hope that the tariff environment will stabilize during that time period, allowing the project to proceed.

Please let us know if you have any questions concerning this request. And thank you for your consideration.

Sincerely,

Matthew E. Norton

Matthew E. Norton

cc: Karl Burhop, Senior Planner kburhop@cityhpil.com
Jose Martinez, Murgado Automotive Group jose@jmadvisors.co

TITLE COMMITMENT INFORMATION

THE PROPERTY HEREON DESCRIBED IS THE SAME AS THE PERTINENT PROPERTY AS DESCRIBED IN CHICAGO TITLE INSURANCE COMPANY, COMMITMENT FILE NO. 22CAB92244BNC, WITH A COMMITMENT DATE OF NOVEMBER 22, 2022.

SCHEDULE A DESCRIPTION

PARCEL 1:
LOT 1 IN SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 12 IN SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1976 AS DOCUMENT NUMBER 1778042, IN BOOK 86 OF PLATS, PAGE 19, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:
LOT 1 IN FIRST RESUBDIVISION OF SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF LOT 2 IN SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 12 IN SCHOOL TRUSTEES SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO PLAT THEREOF RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844, IN LAKE COUNTY, ILLINOIS.

PARCEL 3:
NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF PARCEL 2 AS SHOWN ON THE PLAT OF FIRST RESUBDIVISION OF SKY HARBOR NORTH COURT SUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844, OVER A PORTION OF LOT 2 OF SAID RESUBDIVISION AFORESAID, AS SHOWN ON AND AS LOCATED BY SAID PLAT AFORESAID.

PARKING INFORMATION

REGULAR = 144
HANDICAP = 1
TOTAL = 145

FLOOD ZONE INFORMATION

FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONES AE, X, AND X-SHADED ON FLOOD INSURANCE RATE MAP NUMBER 1709702279K, WHICH BEARS AN EFFECTIVE DATE OF 08/19/2013 AND IS PARTIALLY IN A SPECIAL FLOOD HAZARD AREA. BY REVIEWING FLOOD MAPS PROVIDED BY THE NATIONAL FLOOD INSURANCE PROGRAM WE HAVE LEARNED THIS COMMUNITY DOES PARTICIPATE IN THE PROGRAM.

BASIS OF BEARING

THE BASIS OF BEARINGS OF THIS SURVEY IS GRID NORTH BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83-2011. THE EAST LINE OF THE SUBJECT PROPERTY BEARS S00°37'43"E PER GPS COORDINATE OBSERVATIONS.
LATITUDE = 42°12'08.2907"
LONGITUDE = -87°49'59.9462"
CONVERGENCE ANGLE = 00°00'29".1845"

SIGNIFICANT OBSERVATIONS

- CURB & WALKWAY EXTENDS OVER EASEMENT BY AS MUCH AS 1.7'.
- FENCE EXTENDS OVER BOUNDARY BY AS MUCH AS 2.1'.
- FENCE EXTENDS OVER BOUNDARY BY AS MUCH AS 4.9' AND AS LITTLE AS 0.5'.

UTILITY INFORMATION

THE UTILITIES SHOWN ON THIS DRAWING HEREON HAVE BEEN LOCATED BY FIELD MEASUREMENTS UTILITY MAP DRAWINGS, ILLINOIS 811 DIG UTILITY LOCATE REQUEST AND A PRIVATE UTILITY LOCATE BY BLEW AND ASSOCIATES DONE ON 01/31/2024. BLEW AND ASSOCIATES MAKES NO WARRANTY TO THE EXACT LOCATION OF ANY UNDERGROUND UTILITIES SHOWN OR NOT SHOWN ON THIS DRAWING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ANY AND ALL UTILITIES PRIOR TO CONSTRUCTION. TICKET NUMBER: A230451901

COMPANY:
AT&T
COMED
COMCAST
CITY OF HIGHLAND PARK
NORTH SHORE GAS CO
USIC LOCATING SERVICES

CONTACT:
800-924-9420
800-334-7661
800-391-3000
847-432-0800
866-556-6001
630-396-8220

ZONING INFORMATION

ZONING ITEM	REQUIRED	PARKING REQUIREMENTS
ZONING DESIGNATION	B3 HIGHWAY COMMERCIAL	2.5 SPACES PER 1,000 SQ. FT. OF GFA
MINIMUM LOT AREA (SQ. FT.)	NO REQUIREMENT NOTED	INTERIOR SALES SPACE PLUS
MAX IMPERVIOUS COVERAGE	NO REQUIREMENT NOTED	1.5 SPACES PER 1,000 SQ. FT. OF
MAX BUILDING HEIGHT	45 FEET	EXTERNAL DISPLAY EXTERNAL DISPLAY DOES NOT
BUILDING SETBACKS		INCLUDE STOCK AREAS CLOSED TO THE
FRONT		PUBLIC/ PLUS 3 SPACES PER
COMMERCIAL FRONT	25 FEET	SERVICE BAY
SIDE	2 FEET	PER APPROVED SP. 64 SPACES
REAR ADJ. TO RESIDENTIAL	10 FEET	
REAR ADJ. TO NON-RES.	20 FEET	
	0 FEET	
NOTES: MAY ALSO HAVE CITY OF HIGHLAND PARK FLOOD PLAIN.	REPORT DATE:	NOVEMBER 11, 2022
		MS# 55057
		MZ# 21383
	CONTACT:	MICHELLE CHISM
		zoning@millerland.com 800-520-1010 EXT. 466

ALTA/NSPS LAND TITLE SURVEY

2699 AND 2745 SKOKIE VALLEY HIGHWAY

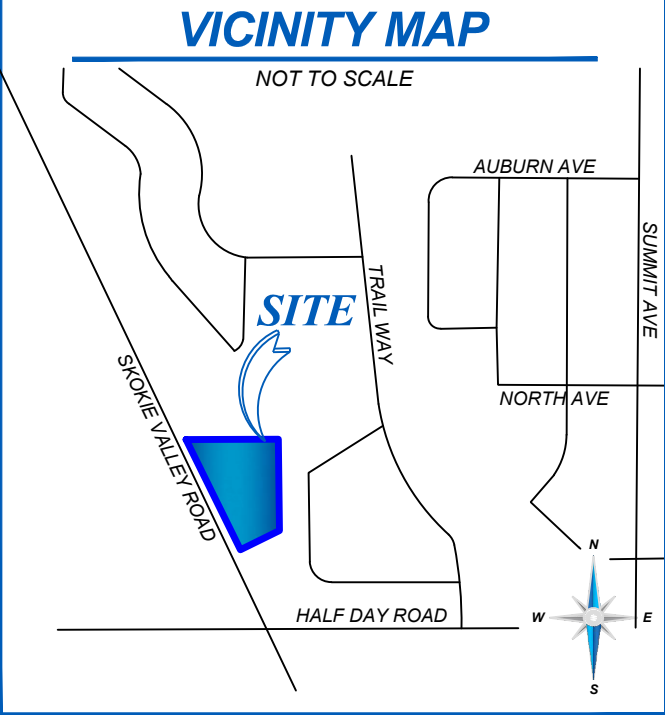
LAKE COUNTY, HIGHLAND PARK, ILLINOIS 60035

NOTES CORRESPONDING TO SCHEDULE B

- (INTENTIONALLY DELETED)
- (INTENTIONALLY DELETED)
- BUILDING LINE 100 FEET NORTHEASTERLY OF THE SOUTHWESTERLY LINE AND 50 FEET WESTERLY OF THE EASTERLY LINE OF SAID LOT AS SHOWN ON PLAT OF SAID SUBDIVISION, (AFFECTS PARCEL 1) (AFFECTS PARCEL 1, PLOTTED AND SHOWN)
- RIGHT OF THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY, CORPORATIONS OF ILLINOIS, THEIR SUCCESSORS AND ASSIGNS, TO CONSTRUCT, LAY, MAINTAIN, ETC., UNDERGROUND CONDUITS, CABLES, ETC., WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE EAST 5 FEET OF THE SOUTH 541.0 FEET (AS MEASURED ALONG THE EAST LINE) OF PROPERTY DESCRIBED AS FOLLOWS: THAT PART OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EASTERLY LINE OF SKOKIE HIGHWAY (ALSO KNOWN AS STATE BOND ISSUE ROUTE NO. 57) WHICH IS 33 FEET NORTH OF THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 16 AFORESAID, MEASURED ON A LINE PERPENDICULAR TO SAID SOUTH LINE; THENCE NORTHWESTERLY ALONG THE EASTERLY LINE OF SAID SKOKIE HIGHWAY, A DISTANCE OF 1438.85 FEET, MORE OR LESS, TO THE NORTH LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 AFORESAID; THENCE EAST UPON THE NORTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 AFORESAID, A DISTANCE OF 64.43 FEET, MORE OR LESS, TO THE EAST LINE THEREOF; THENCE SOUTH UPON THE EAST LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SECTION AFORESAID TO A POINT WHICH IS 33 FEET NORTH OF THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 AFORESAID; THENCE WEST A DISTANCE OF 14.41 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, AS GRANTED BY INSTRUMENT DATED MAY 28, 1957 AND RECORDED JUNE 8, 1957, AS DOCUMENT NUMBER 953228 (AFFECTS THE SOUTHEASTERLY PART OF SAID LOT). (AFFECTS PARCEL 1, PLOTTED AND SHOWN)
- DESIGNATION BY STATE OF ILLINOIS, DEPARTMENT OF PUBLIC WORKS AND BUILDINGS, DIVISION OF HIGHWAYS, OF THAT PART OF THE LAND HEREIN, IF ANY, FALLING IN FEDERAL AID ROUTE NOS. 43 AND 99 AS A "FREEWAY" PURSUANT TO STATUTE IN SUCH CASE MADE AND PROVIDED AS DESIGNATED BY INSTRUMENT DATED JUNE 6, 1945 AND RECORDED MAY 27, 1949, AS DOCUMENT NUMBER 671017, AND WHEREIN IT DECLARES ITS INTENTION OF PROCEEDING TO IMPROVE AND DEVELOP SAID PORTIONS OF FEDERAL AID ROUTES 43 AND 99 IN A MANNER WHICH WILL PERMIT ACCESS BETWEEN SAID FREEWAY AND ABUTTING LANDS ONLY AT ENTRANCES PROVIDED FOR THAT PURPOSE, IN ACCORDANCE WITH THE PROVISION OF SAID ACT AND GIVES NOTICE THAT, IN ACCORDANCE WITH THE PROVISION OF THE ACT, NO OWNER OF OR PERSON HAVING INTEREST IN LAND ABUTTING THOSE PORTIONS OF FEDERAL AID ROUTES 43 AND 99 HEREBY DESIGNATED AND ESTABLISHED AS A FREEWAY SHALL LAY OUT, PROVIDE OR CONSTRUCT ANY NEW MEANS OR ENLARGE OR EXTEND ANY EXISTING MEANS OF INGRESS TO OR EGRESS FROM SAID ABUTTING LAND FROM OR TO SUCH FREEWAY EXCEPT UPON WRITTEN CONSENT OF THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS AND GIVING FURTHER NOTICE THAT, IN ACCORDANCE WITH THE SAID ACT, NO NEW HIGHWAY, ROAD, STREET, ALLEY OR OTHER PUBLIC WAY SHALL BE OPENED INTO OR CONNECT WITH OR BE CARRIED OVER OR UNDER THOSE PORTIONS OF FEDERAL AID ROUTES 43 AND 99 HEREBY DESIGNATED AND ESTABLISHED AS A FREEWAY EXCEPT UPON WRITTEN CONSENT OF THE DEPARTMENT OF PUBLIC WORKS AND BUILDINGS AND AS AMENDED BY INSTRUMENT RECORDED AUGUST 28, 1963, AS DOCUMENT NUMBER 1197724. (AFFECTS, CONTAINS NO PLOTTABLE ITEMS)
- EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE OVER THE NORTHERLY 10 FEET AND EASTERLY 20 FEET OF SAID LOT AS SHOWN ON PLAT OF SAID SUBDIVISION, (AFFECTS PARCELS 1 AND 2, PLOTTED AND SHOWN)
- LIMIT OF HIGHLAND PARK FLOOD PLAIN, NOTATION ON THE PLAT AS SHOWN ON PLAT OF SAID SUBDIVISION (AFFECTS THE NORTHEASTERLY PART OF SAID LOT). (AFFECTS PARCELS 1 AND 2, PLOTTED AND SHOWN)
- EASEMENT FOR INGRESS/EGRESS FROM LOT 1 TO LOT 2 FOR ACCESS TO ROUTE 41 FOR LOT 1, IN THE EVENT THAT EXPANSION OF ROUTE 41 PREVENTS DIRECT ACCESS FOR LOT 1 OVER THE SOUTHWESTERLY CORNER OF LOT 2 AS SHOWN ON PLAT OF SAID SUBDIVISION.
NOTE: NOTHING IN THIS POLICY SHOULD BE CONSTRUED AS INSURING SAID EASEMENT FOR INGRESS AND EGRESS. (AFFECTS PARCEL 1) (AFFECTS, PLOTTED AND SHOWN)
- EASEMENT OVER THE NORTHERLY 10 FEET AND EASTERLY 20 FEET OF THE LAND FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER LAND WITH TELEPHONE, GAS AND ELECTRIC SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY AND NORTH SHORE GAS COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AND AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED JULY 13, 1976, AS DOCUMENT NUMBER 1778042. (AFFECTS PARCEL 1) (AFFECTS, PLOTTED AND SHOWN)
- NOTATION CONTAINED ON THE PLAT OF SKY HARBOR NORTH COURT CLUB SUBDIVISION: NO DIRECT ACCESS FROM LOT 2 TO NORTH AVENUE PERMITTED. (AFFECTS PARCELS 2 AND 3) (AFFECTS, CONTAINS NO PLOTTABLE ITEMS)
- EASEMENT FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER LAND WITH TELEPHONE, ELECTRIC AND GAS SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY AND NORTH SHORE GAS COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED JULY 13, 1976 AS DOCUMENT NUMBER 1778042. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- EASEMENT FOR INGRESS AND EGRESS FOR THE BENEFIT OF LOT 1 AS SHOWN ON THE PLAT OF SKY HARBOR NORTH COURT CLUB SUBDIVISION RECORDED JULY 13, 1976 AS DOCUMENT NUMBER 1778042. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- BUILDING LINE 50 FEET BACK FROM THE WESTERLY AND 20 FEET FROM THE EAST LINE, AS SHOWN ON PLAT OF FIRST RESUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844, IN BOOK 71 OF PLATS PAGE 41, IN LAKE COUNTY, ILLINOIS. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- EASEMENT FOR INGRESS AND EGRESS AS SHOWN ON THE PLAT OF FIRST RESUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATION. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE OVER THE WEST 10 FEET, PART OF THE SOUTH 20 FEET, OVER PART OF THE SOUTHEAST CORNER, THE EAST 20 FEET AND A 25 FOOT STRIP AS SHOWN ON THE PLAT OF FIRST RESUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844. AFORESAID. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- EASEMENT FOR INGRESS AND EGRESS AND PUBLIC UTILITIES (SOLE SUBDIVISION ACCESS TO AND FROM LOTS 1 AND 2), OVER THE NORTHWESTERLY PORTION OF THE LAND, AS SHOWN ON THE PLAT OF FIRST RESUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844, AFORESAID. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATION. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- (INTENTIONALLY DELETED)
- 10 FOOT EASEMENT FOR MAINTENANCE AS SHOWN ON THE PLAT OF FIRST RESUBDIVISION RECORDED AS DOCUMENT NUMBER 2009844. AFORESAID. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATION. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- (INTENTIONALLY DELETED)
- EASEMENT OVER THE LAND FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER LAND WITH TELEPHONE AND ELECTRIC AND GAS SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY AND NORTH SHORE GAS COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AND AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED JULY 25, 1979 AS DOCUMENT NUMBER 2009844. AFORESAID. REFERENCE IS MADE TO SAID PLAT FOR EXACT LOCATIONS. (AFFECTS PARCELS 2 AND 3) (AFFECTS, PLOTTED AND SHOWN)
- RIGHTS OF THE CITY OF HIGHLAND PARK TO INSTALL A LAWN SPRINKLER SYSTEM IN SKOKIE HIGHWAY WHICH RUNS ALONG THE LAND HEREIN, AS GRANTED BY INSTRUMENT RECORDED JUNE 30, 1977 AS DOCUMENT NUMBER 1847117. (AFFECTS PARCELS 2 AND 3 AND OTHER PROPERTY) (AFFECTS PARCEL 2, CONTAINS NO PLOTTABLE ITEMS)
- (INTENTIONALLY DELETED)
- TERMS AND CONDITIONS CONTAINED IN ORDINANCE NO. 077-2018 GRANTING A SPECIAL USE PERMIT FOR A FREESTANDING MOTOR VEHICLE STORAGE LOT FOR THE PAULY FAMILY, L.P. AT 2745 SKOKIE VALLEY RD. RECORDED OCTOBER 31, 2018 AS DOCUMENT NUMBER 7523005 AND ALSO RECORDED FEBRUARY 8, 2019 AS DOCUMENT NUMBER 1542625. (AFFECTS PARCELS 2 AND 3) (AFFECTS PARCEL 2, CONTAINS NO PLOTTABLE ITEMS)

GENERAL NOTES

- ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTYWALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
- THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEY REQUIREMENTS.
- THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO SKOKIE VALLEY ROAD, A DEDICATED PUBLIC STREET OR HIGHWAY.
- THERE WAS NO VISIBLE EVIDENCE OF CEMETERIES ON THE SUBJECT PROPERTY.
- IN REGARDS TO ALTA TABLE A ITEM 16, THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
- IN REGARDS TO ALTA TABLE A ITEM 17, THERE WERE NO APPARENT CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION. NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- THE SUBJECT PROPERTY SHOWN HEREON FORMS A MATHEMATICALLY CLOSED FIGURE AND IS CONTIGUOUS WITH THE ADJOINING RIGHT-OF-WAY AND/OR ADJOINING PARCELS WITH NO GAPS, GORES, OR OVERLAPS.
- BUILDING AREAS SHOWN HEREON ARE FOR THE FOOTPRINT OF THE BUILDING ONLY.
- THE DISTANCES SHOWN HEREON ARE UNITS OF GROUND MEASUREMENT.
- IN REGARDS TO ALTA TABLE A ITEM 18, THE FOLLOWING ITEMS, IF ANY, ARE PLOTTED ON THE SURVEY TO THE EXTENT REFERENCED ON THE APPLICABLE TITLE COMMITMENT: 1: ALL PLOTTABLE AREAS DENOTED IN THE RECIPROCAL EASEMENT AGREEMENTS AND; 2: THE BOUNDARY LIMITS ONLY OF ALL OFFSITE APPURTENANT EASEMENTS.
- THE NEAREST STREET INTERSECTION IS THAT OF SKOKIE VALLEY ROAD AND HALF DAY ROAD WHICH LIES APPROXIMATELY 450' FROM THE SW CORNER OF THE SUBJECT PROPERTY.
- THE SURVEYOR HAS RECEIVED AND EXAMINED A COPY OF CHICAGO TITLE INSURANCE COMPANY'S COMMITMENT NO. 22CAB92244BNC AND THE LOCATION OF ANY MATTER SHOWN THEREON, TO THE EXTENT IT CAN BE LOCATED, HAS BEEN SHOWN ON THIS SURVEY WITH THE APPROPRIATE RECORDING REFERENCE. THE PARTIES LISTED IN THE CERTIFICATION ARE ENTITLED TO RELY ON THE SURVEY AND THE CERTIFICATION AS BEING TRUE AND ACCURATE.
- ELEVATIONS ESTABLISHED WITH GPS STATIC OBSERVATIONS UTILIZING ONLINE POSITIONING USER SERVICE (OPUS) FOR POST PROCESSING WITH ORIGINATING BENCHMARK PID NG0164, VERTICAL DATUM BASED UPON NORTH AMERICAN VERTICAL DATUM (NAV83) IN US SURVEY FEET. CONTOURS SHOWN ARE AT ONE FOOT INTERVALS. BENCHMARK ID: PID NG0164 PUBLISHED ELEVATION: 692.33'
- SNOW, SNOW PACK AND/OR ICE CONDITIONS WERE PRESENT ON THE DAY(S) OF THE FIELD SURVEY. SOME AREAS OF THE SITE MAY HAVE BEEN OBSTRUCTED AND THE VISIBILITY, OBSERVANCE AND/OR ACCESSIBILITY OF IMPROVEMENTS, UTILITIES AND/OR PAINT STRIPING MAY OR MAY NOT BE SHOWN ON THE ALTA SURVEY. THIS SURVEY IS SUBJECT TO CHANGE, ONCE SAID CONDITIONS DISSIPATE.



SURVEYOR'S CERTIFICATE

CARS-DB13 L.L.C., ITS AFFILIATES, ITS TRANSFERORS BY DEED OR MERGER, AND SUCCESSORS AND ASSIGNS; CREDIT SUISSE AG, NEW YORK BRANCH, AS ADMINISTRATIVE AGENT ON BEHALF OF THE LENDERS UNDER THE REVOLVING CREDIT AGREEMENT, AND ITS SUCCESSORS AND ASSIGNS; FIRST AMERICAN TITLE INSURANCE COMPANY; CHICAGO TITLE INSURANCE COMPANY; AND BBG ASSESSMENTS:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 13, 14, 16, 17, 18, 19, AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 02/27/2023.

DATE OF PLAT OR MAP: 03/08/2023

ROBERT J. WINNICKI
PROFESSIONAL LAND SURVEYOR 035.003976
STATE OF ILLINOIS
LICENSE EXPIRES 11/30/2024
PROFESSIONAL DESIGN FIRM 184.008228-00008

DATE:

ELEVATION BENCHMARKS

TEMPORARY BENCHMARK #1		TEMPORARY BENCHMARK #2	
TYPE	MAG-NAIL	TYPE	CHISELED X
NORTHING	2016818.50	NORTHING	2016607.30
EASTING	1119475.87	EASTING	1119912.56
ELEVATION	649.22'	ELEVATION	646.30'

DATE	REVISION HISTORY	BY
12/15/2023	UPDATED DI#17	TKS
02/06/2024	ADDING PUL DATA	TKS

Surveying
Engineering
Mapping

3825 N. SHILOH DRIVE - FAYETTEVILLE, AR 72703
EMAIL: SURVEY@BLEWINC.COM
OFFICE: 479.443.4506 FAX: 479.582.1883
WWW.BLEWINC.COM

SURVEYOR JOB NUMBER:
23-1027

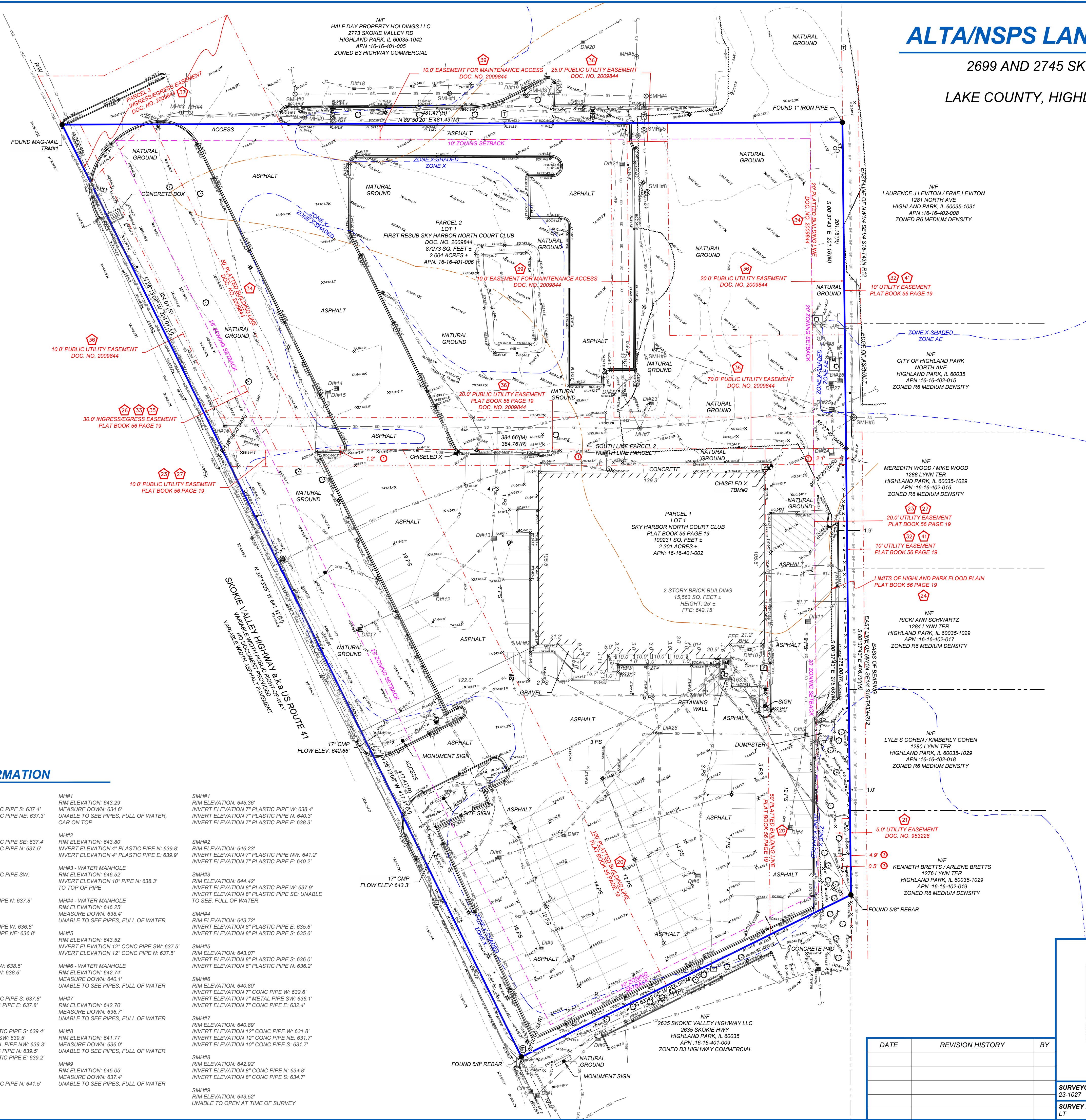
SURVEY DRAWN BY:
SAT - 03/08/2023

SURVEY REVIEWED BY:
LT

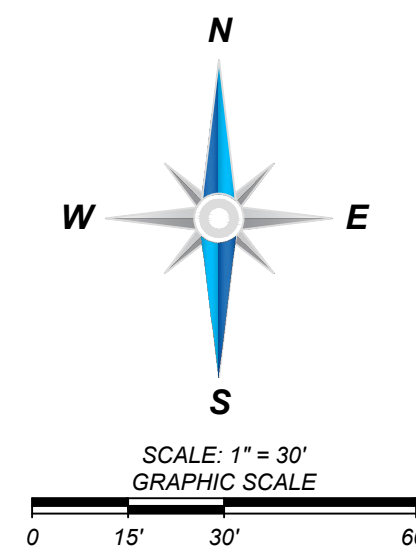
SHEET:
1 OF 2

- FOUND MONUMENT AS NOTED
- SET MONUMENT AS NOTED
- ◆ COMPUTED POINT
- ◆ BOLLARD
- ▼ SIGN
- CLEANOUT
- SANITARY MANHOLE
- ELECTRIC BOX
- ELECTRIC METER
- ⊘ POWER POLE
- FIRE HYDRANT
- ★ LIGHT POLE
- ⊘ MANHOLE
- ⊘ GRATED INLET
- ⊘ SEWER MANHOLE
- WATER VALVE
- DRAIN INLET
- GAS METER
- GAS VALVE
- Ⓣ TELEPHONE PEDESTAL
- ⊘ GP GATE POST
- MANHOLE
- ◆ TEMPORARY BENCHMARK
- GENERATOR
- Ⓣ UTILITY VAULT
- TSV TRAFFIC SIGNAL VAULT
- R.H.L. BUILDING HEIGHT LOCATION
- B.W. RIGHT-OF-WAY
- C/L CENTERLINE
- (M) MEASURED/CALCULATED DIMENSION
- (R) RECORD DIMENSION
- BOC BACK OF CURB
- BB BOTTOM OF BANK
- CR CROWN OF ROAD
- EA EDGE OF ASPHALT
- EC EDGE OF CONCRETE
- EG EDGE OF GRAVEL
- FL FLOWLINE
- NG NATURAL GROUND
- TB TOP OF BANK
- TBM TEMPORARY BENCHMARK
- FFR FINISHED FLOOR ELEVATION
- TC TOP OF CONCRETE

D#1 RIM ELEVATION: 646.98' INVERT ELEVATION 24" CONC PIPE SE: 640.9'	D#11 RIM ELEVATION: 642.62' INVERT ELEVATION 7" PLASTIC PIPE S: 641.5'	D#21 RIM ELEVATION: 641.80' INVERT ELEVATION 12" CONC PIPE SE: 637.4' INVERT ELEVATION 12" CONC PIPE NE: 637.3'	M#1 RIM ELEVATION: 643.29' MEASURE DOWN: 634.8' UNABLE TO SEE PIPES, FULL OF WATER CAR ON TOP
D#2 RIM ELEVATION: 647.90' INVERT ELEVATION 12" PLASTIC PIPE E: 642.4' INVERT ELEVATION 12" PLASTIC PIPE SW: 642.4'	D#12 RIM ELEVATION: 642.38' INVERT ELEVATION 8" CONC PIPE NE: 639.2'	D#22 RIM ELEVATION: 642.22' INVERT ELEVATION 12" CONC PIPE SE: 637.4' INVERT ELEVATION 12" CONC PIPE N: 637.5'	M#2 RIM ELEVATION: 643.80' INVERT ELEVATION 4" PLASTIC PIPE N: 637.5' INVERT ELEVATION 4" PLASTIC PIPE E: 637.5'
D#3 RIM ELEVATION: 642.88' INVERT ELEVATION 12" PLASTIC PIPE SW: 640.5' INVERT ELEVATION 12" PLASTIC PIPE S: 640.4' MEASURE DOWN: 639.5'	D#13 RIM ELEVATION: 642.34' INVERT ELEVATION 8" CONC PIPE SW: 638.9' INVERT ELEVATION 8" CONC PIPE S: 638.7' INVERT ELEVATION 8" CONC PIPE N: 638.6'	D#23 RIM ELEVATION: 641.42' INVERT ELEVATION 12" CONC PIPE SW:	M#3 WATER MANHOLE RIM ELEVATION: 646.52' INVERT ELEVATION 10" PIPE N: 638.3' TO TOP OF PIPE
D#4 RIM ELEVATION: 642.89' INVERT ELEVATION 7" PLASTIC PIPE N: 641.4'	D#14 RIM ELEVATION: 642.32' INVERT ELEVATION 12" CONC PIPE W: 639.2'	D#24 RIM ELEVATION: 640.07' INVERT ELEVATION CONC PIPE N: 637.8'	M#4 WATER MANHOLE RIM ELEVATION: 646.25' MEASURE DOWN: 638.4' UNABLE TO SEE PIPES, FULL OF WATER
D#5 RIM ELEVATION: 642.92' INVERT ELEVATION 7" METAL PIPE N: 640.8' INVERT ELEVATION 7" METAL PIPE S: 640.8'	D#15 RIM ELEVATION: 642.37' INVERT ELEVATION 12" CONC PIPE SW: 639.2' INVERT ELEVATION 12" CONC PIPE E: 639.2'	D#25 RIM ELEVATION: 640.81' INVERT ELEVATION CONC PIPE W: 636.8' INVERT ELEVATION CONC PIPE NE: 636.8' MEASURE DOWN: 635.7'	M#5 RIM ELEVATION: 643.52' INVERT ELEVATION 12" CONC PIPE SW: INVERT ELEVATION 12" CONC PIPE N: 636.8'
D#6 RIM ELEVATION: 642.32' MEASURE DOWN: 636.3' UNABLE TO SEE PIPES	D#16 RIM ELEVATION: 646.23' INVERT ELEVATION 4" PIPE N: 637.6' INVERT ELEVATION 4" PIPE E: 637.5'	D#26 RIM ELEVATION: 640.90' INVERT ELEVATION 5" PIPE W: 638.5' INVERT ELEVATION 5" PIPE N: 638.8'	M#6 WATER MANHOLE RIM ELEVATION: 642.74' MEASURE DOWN: 640.1' UNABLE TO SEE PIPES, FULL OF WATER
D#7 RIM ELEVATION: 642.56' INVERT ELEVATION 7" PLASTIC PIPE W: 640.3' INVERT ELEVATION 10" CONC PIPE NE: 640.1'	D#17 RIM ELEVATION: 640.99' INVERT ELEVATION 8" CONC PIPE NE: 639.2'	D#27 RIM ELEVATION: 640.23' INVERT ELEVATION 10" CONC PIPE SE: 637.8' INVERT ELEVATION 5" CONC PIPE E: 637.8'	M#7 RIM ELEVATION: 642.70' MEASURE DOWN: 636.7' UNABLE TO SEE PIPES, FULL OF WATER
D#8 RIM ELEVATION: 642.61' INVERT ELEVATION 7" PLASTIC PIPE S: 640.3' INVERT ELEVATION 7" PLASTIC PIPE E: 640.4'	D#18 RIM ELEVATION: 645.90' INVERT ELEVATION 13" PLASTIC PIPE NW: 638.9' INVERT ELEVATION 13" PLASTIC PIPE E: 638.7'	D#28 RIM ELEVATION: 642.25' INVERT ELEVATION 8" PLASTIC PIPE S: 639.4' INVERT ELEVATION 8" PIPE SW: 639.5' INVERT ELEVATION 7" METAL PIPE NW: 639.3' INVERT ELEVATION 7" CONC PIPE N: 639.5' INVERT ELEVATION 7" PLASTIC PIPE E: 639.2'	M#8 RIM ELEVATION: 641.77' MEASURE DOWN: 636.0' UNABLE TO SEE PIPES, FULL OF WATER
D#9 RIM ELEVATION: 642.62' INVERT ELEVATION 7" PLASTIC PIPE N: 641.0'	D#19 RIM ELEVATION: 644.06' INVERT ELEVATION 13" PLASTIC PIPE W: 640.6' INVERT ELEVATION 13" PLASTIC PIPE NE: 638.8'	C#1 RIM ELEVATION: 646.59'	M#9 RIM ELEVATION: 645.05' MEASURE DOWN: 637.4' UNABLE TO SEE PIPES, FULL OF WATER
D#10 RIM ELEVATION: 641.76' INVERT ELEVATION 4" PLASTIC PIPE W: 639.9' INVERT ELEVATION 4" PLASTIC PIPE NE: 640.0'	D#20 RIM ELEVATION: 643.14' INVERT ELEVATION 13" PLASTIC PIPE SW: 638.1' INVERT ELEVATION 19" PLASTIC PIPE NE: 638.0'	D#29 RIM ELEVATION: 646.99'	



LAKE COUNTY, HIGHLAND PARK, ILLINOIS 60035



DATE	REVISION HISTORY	BY

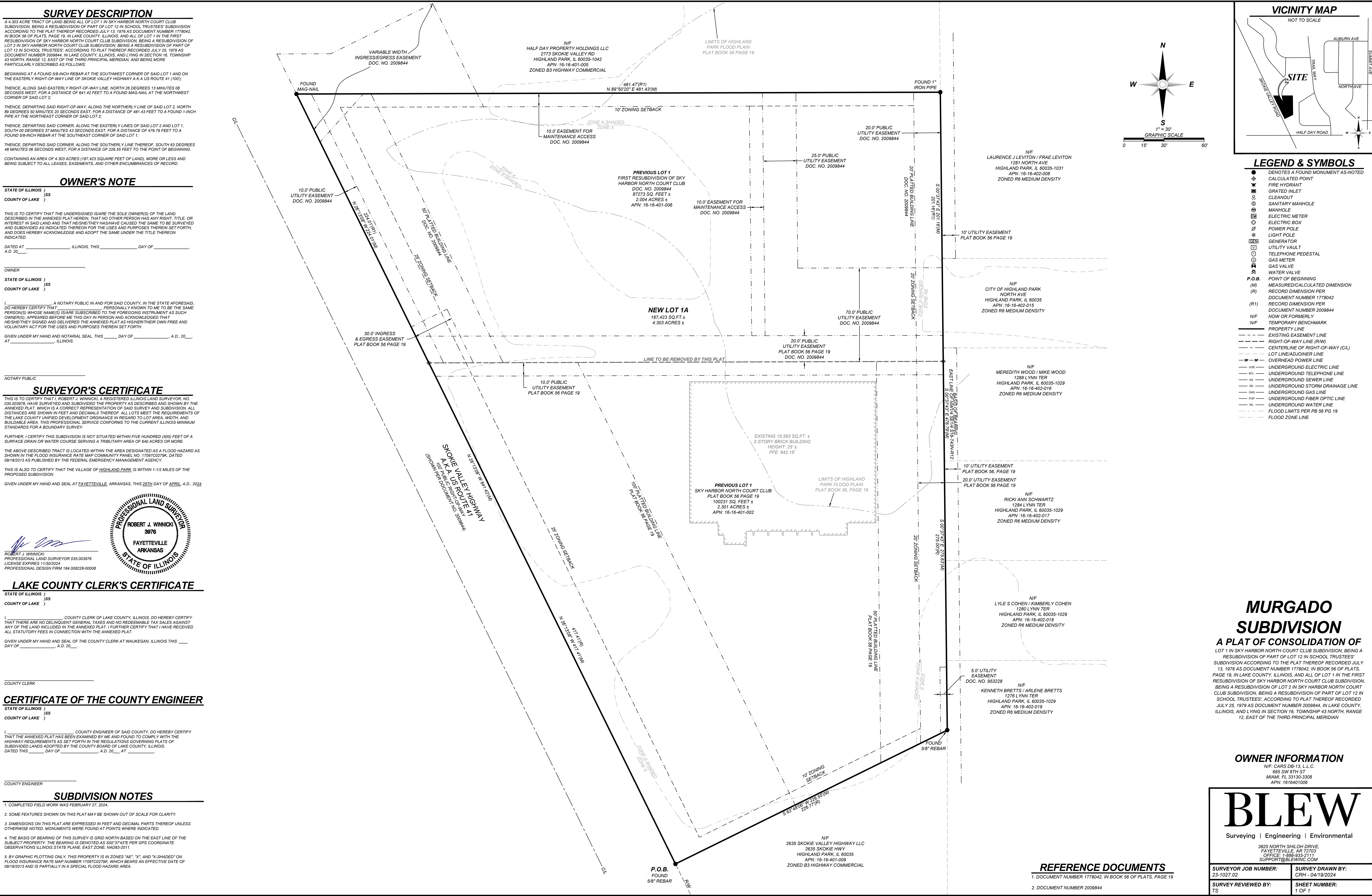












MURGADO SUBDIVISION

A PLAT OF CONSOLIDATION OF
LOT 1 IN SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 12 IN SCHOOL TRUSTEES' SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1976 AS DOCUMENT NUMBER 1778042, IN BOOK 56 OF PLATS, PAGE 19, IN LAKE COUNTY, ILLINOIS, AND ALL OF LOT 1 IN THE FIRST RESUBDIVISION OF SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF LOT 2 IN SKY HARBOR NORTH COURT CLUB SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 12 IN SCHOOL TRUSTEES' SUBDIVISION, BEING A RESUBDIVISION OF LOT 2, 1979 AS DOCUMENT NUMBER 2009844, IN LAKE COUNTY, ILLINOIS, AND LYING IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN

OWNER INFORMATION

N/F, CARS DB-13, L.L.C.
665 SW 8TH ST
MIAMI, FL 33130-3308
APN: 1616401006

BLEW

Surveying | Engineering | Environmental

3825 NORTH SHILOH DRIVE,
FAYETTEVILLE, AR 72703
TEL: 1-800-333-2111
SUPPORT@BLEWINC.COM

SURVEYOR JOB NUMBER: 23-1027.02	SURVEY DRAWN BY: CRH - 04/19/2024
SURVEY REVIEWED BY: TS	SHEET NUMBER: 1 OF 1

Example Tree Preservation
Fence Locations

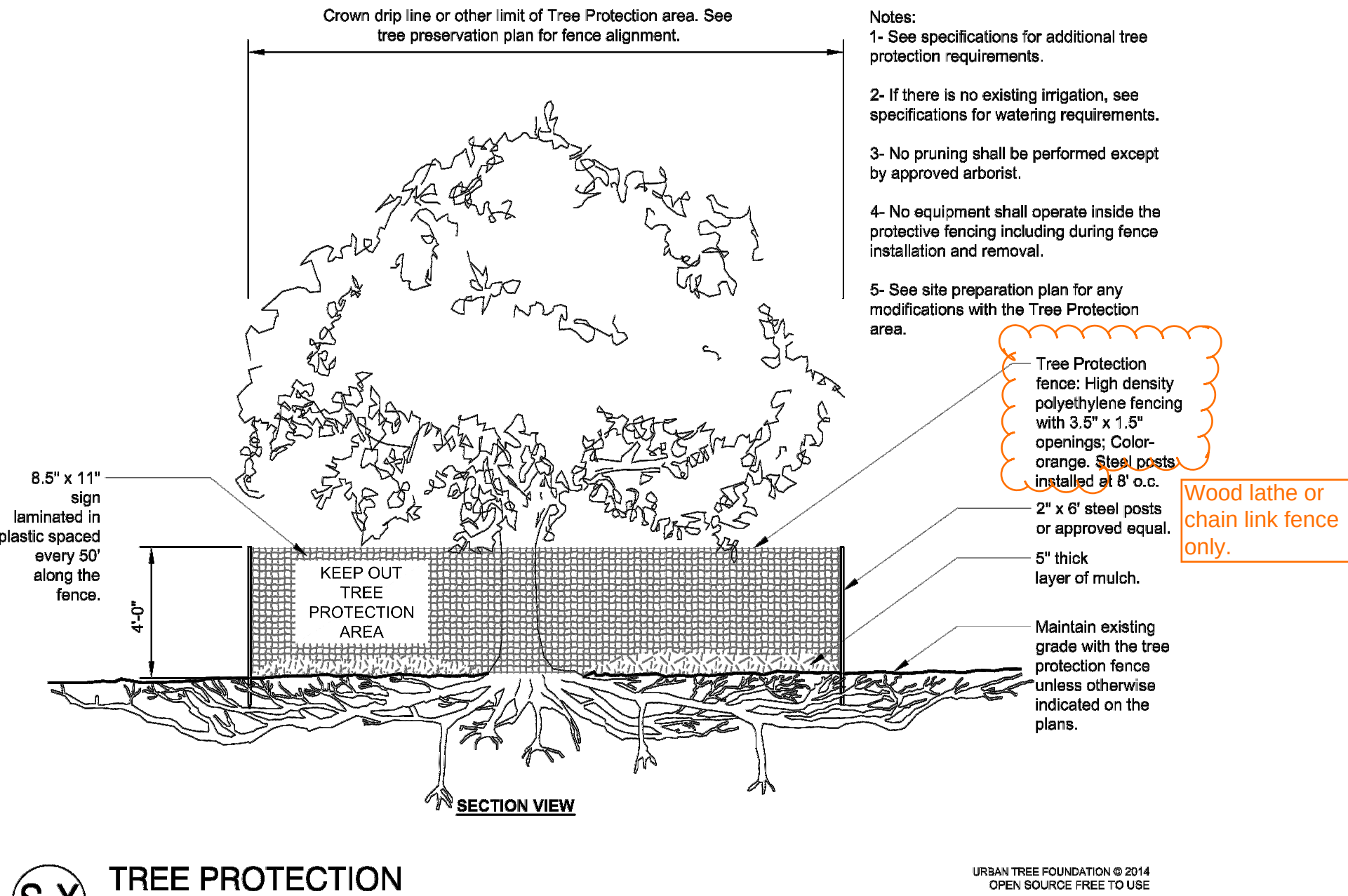
"Wooded Area"

LEGEND

----- TREE PROTECTION FENCING (SEE DETAIL THIS SHEET)

TREE SURVEY LIST

Label	Scientific Name	Common Name	DBH Dia. (in)	Health	TBR/Tree to Remain	2nd Trunk Circum.	3rd Trunk Circum.
A	Fraxinus pennsylvanica	Green Ash	8	Fair:Bark damage/inevitable decline due to emerald ash borer	Tree to Remain		
B	Fraxinus pennsylvanica	Green Ash	8	Eventual decline to disease	Tree to Remain		
C	N/A-under caliper		5		Tree to Remain		
D	N/A-under caliper		5		Tree to Remain		
E	N/A-under caliper		5		Tree to Remain		
F	N/A-under caliper		5		Tree to Remain		
G	Quercus palustris	Pin Oak	8	Double trunk/weak juncture/wrapped and many sucker sprouts. Not a good specimen	Tree to Remain		
H	Quercus palustris	Pin Oak	20	Good	Tree to Remain		
I	Not used						
J	Quercus palustris	Pin Oak	8	Good	Tree to Remain		
K	Quercus palustris	Pin Oak	8	Poor/many witches brooms, shoots, girdling roots	Tree to Remain	0.8	too tiny
L	Quercus palustris	Pin Oak	8	Fair condition	Tree to Remain		
M	Quercus palustris	Pin Oak	8	Poor/dead trunk	Tree to Remain	1.8	1.8
N	Quercus palustris	Pin Oak	10	Fair to poor/Root flare covered	Tree to Remain		
O	Quercus rubra	Red Oak	17	Fair/No dominant leader/leaning	Tree to Remain		
P	N/A-under caliper		3		Tree to Remain	0.8	
Q	Quercus rubra	Red Oak	16	Fair/Root flare damage	Tree to Remain		
R	Quercus palustris	Pin Oak	10	Good/heavy trash dumped on root zone	Tree to Remain		
S	Juniperus chinensis	Columnar juniper	25	Hedge/Some death	Tree to Remain		
T	Acer rubrum	Red Maple	10	Good but too close to fence	Tree to Remain		
U	Quercus rubra	Red Oak	21	Fair/poor limb connections	TBR and mitigated		
V	Malus sp.	Crab Apple	10	Good	TBR and mitigated		
W	Malus sp.	Crab Apple	8	Good	TBR and mitigated		
X	Ulmus	Elm	15	Poor/trunk damage-bark stripped/rot/limb loss/two leaders in conflict	Tree to Remain	4	
Y	Quercus rubra	Red Oak	19	Fair/swollen trunk indicating decay/tri-leader which means poor connection and eventual split	Tree to Remain	4.4	4
Z	Quercus palustris	Pin Oak	19	Fair/poor limb connections	Tree to Remain		
AA	Quercus rubra	Red Oak	31	Fair/poor limb connections	Tree to Remain		
Total caliper inches removed			39				
Total caliper inches remaining			270				



(S-X) TREE PROTECTION

CAROLYN GAIDIS ISA
CERT ID: MW-4979A

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE BASED UPON A SURVEY PREPARED BY BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1
TYPE: MAG-NAIL
NORTHING: 2016818.50
EASTING: 1119475.87
ELEVATION: 649.22'

BENCHMARK #2
TYPE: CHISELED X
NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



PRELIMINARY SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)

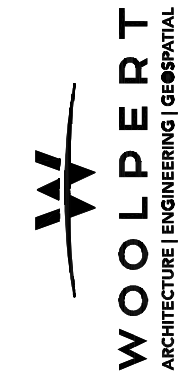
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

3333 Warrenville Road

Suite 200

Lisle, IL 60532

800.414.1045



TREE PRESERVATION PLAN AND SURVEY

SHEET NO.

C501

Tree Inventory – Is not needed because we are not taking down any trees and are adding trees to the property. In addition, we have agreed to preserve the trees in the “natural ground” on the north-east section of the property.

Wetlands Delineation Report – not needed because there the property does not contain wetlands.

SITE IMPROVEMENT PLANS

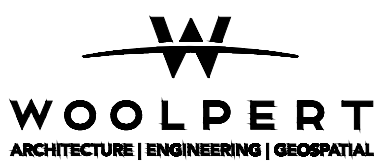
ACURA - HIGHLAND PARK

2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035
MAY 2024

MURGADO AUTOMOTIVE GROUP

665 SW 8 STREET, MIAMI, FL 33130

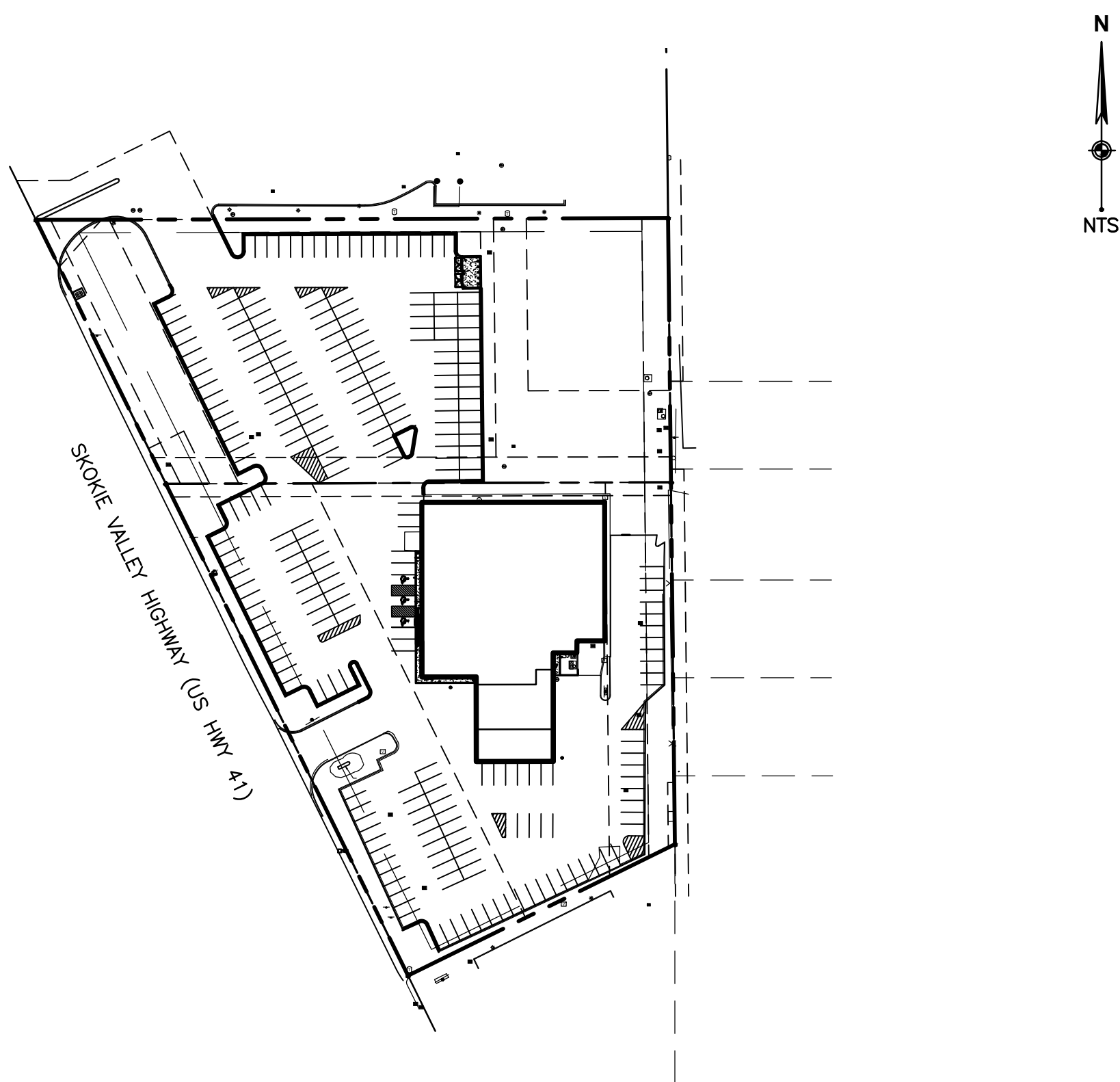
CONTACT: JOSE M. MARTINEZ
EMAIL: JOSE@JMADVISORS.COM
MOBILE: 786.525.9623



3333 Warrenville Road
Suite 200
Lisle, IL 60532
800.414.1045



SITE PLAN



VICINITY MAP



SHEET INDEX

●	-	05/06/24	C000	COVER
●	-	02/12/24	C001	GENERAL NOTES
●	-	05/06/24	C100	EXISTING CONDITIONS - DEMO PLAN
●	-	05/06/24	C200	SITE PLAN
●	-	05/06/24	C300	GRADING AND DRAINAGE PLAN
●	-	05/06/24	C310	EROSION CONTROL PLAN
●	-	02/12/24	C311	EROSION CONTROL DETAILS
●	-	05/06/24	C400	UTILITY PLAN
●	-	05/28/24	C500	LANDSCAPE PLAN
●	-	04/12/24	C501	TREE PRESERVATION PLAN AND SURVEY

SUPPLEMENTAL DRAWINGS

●	-	05/06/24	SITE EX1.....COLOR SITE PLAN EXHIBIT
●	-	05/06/24	SITE EX2.....PARKING EXHIBIT
●	-	02/12/24	TR EX1CAR CARRIER TRAILER TRACKING EXHIBIT
●	-	02/12/24	TR EX2PUMPER TRUCK TRACKING EXHIBIT
●	-	05/06/24	TR EX3CAR CIRCULATION EXHIBIT
●	-	05/06/24	TR EX4GARBAGE TRUCK TRACKING EXHIBIT
●	-	02/12/24	IMP EX1.....IMPERVIOUS AREA EXHIBIT

DRAWING INDEX LEGEND

○		MOST RECENT ISSUE OR REVISION DATE
○	C000	COVER SHEET
○		LATEST REVISION NUMBER
●		FILLED CIRCLE INDICATES DRAWING INCLUDED WITH THIS ISSUE

No.	DATE	REVISION
-----	------	----------

5/28/24	REVISED PER CITY COMMENTS
5/6/24	REVISED PER CITY COMMENTS
4/12/24	REVISED PER CITY COMMENTS
02/27/24	ISSUED FOR BUILDING PERMIT SUBMITTAL
02/12/24	ISSUED FOR PD SUBMITTAL
11/10/23	ISSUED FOR CITY REVIEW

PROJECT No.: 10018490.03

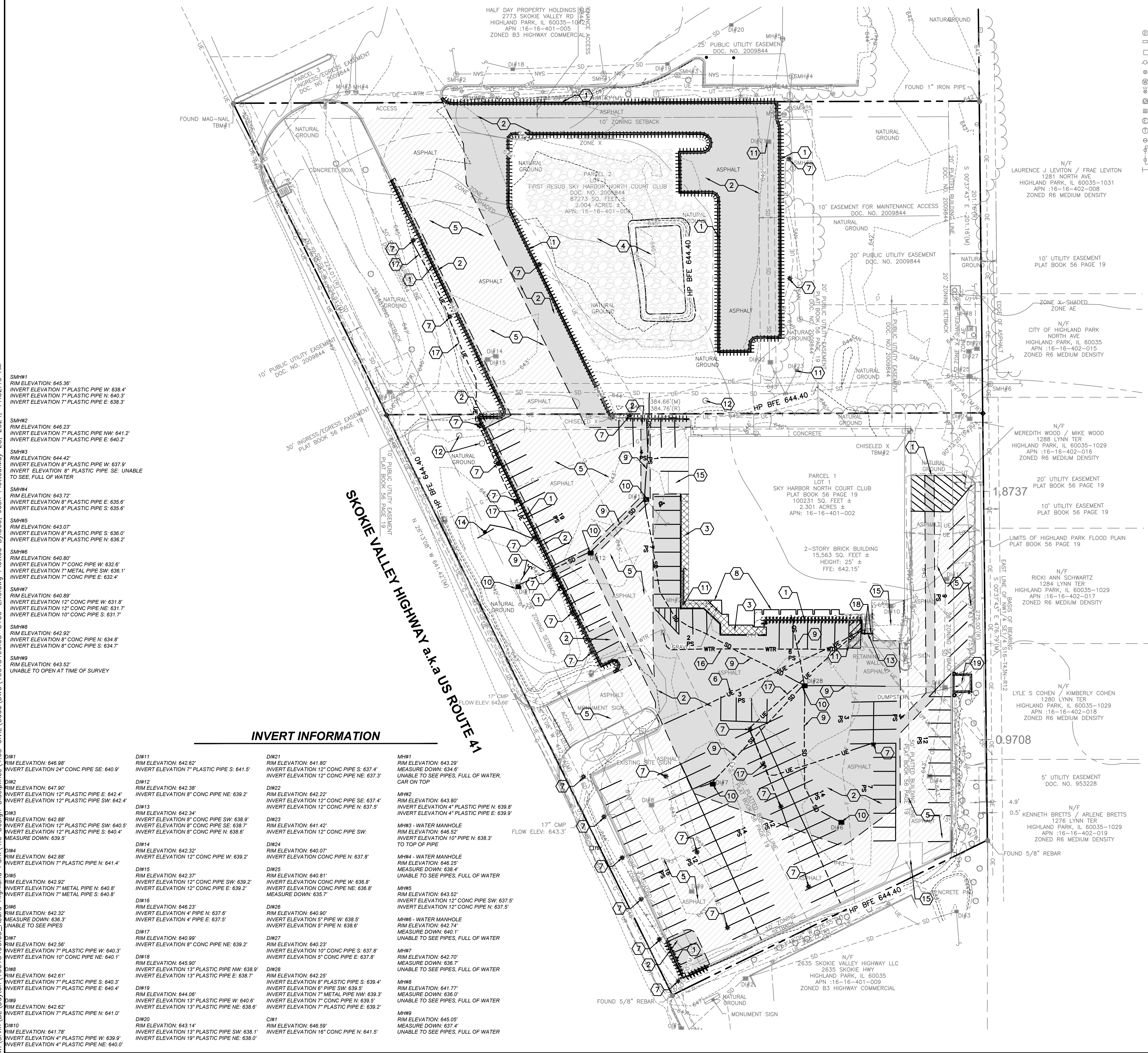


C000

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Last Saved By: J.Doo, 5/28/2024 11:09:41 AM
W:\Srv\BL\Dayton\10018490.03_Acura Highland Park\4.03 Design Disciplines\4.03 CIVIL\Cadd\DWG\10018490.03-C000-COV.dwg Plotted By: J.Doo, Josh, Plotted: May 28, 2024, 11:50:47 AM

GENERAL NOTES 1. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO THE START OF WORK. ANY DISCREPANCIES FOUND SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER AND NO FURTHER WORK SHALL BE PERFORMED UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ENGINEER. 2. THE ACCURACY AND COMPLETE INCLUSION OF THE LOCATIONS OF EXISTING UTILITIES IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL PRIVATE AND PUBLIC UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER, PROJECT OWNER AND UTILITY OWNER, BY THE CONTRACTOR AT HIS OWN EXPENSE. 3. ALL LOT IRONS DAMAGED OR REMOVED DURING CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED BY THE ENGINEER AND SAID COST OF REPLACEMENT SHALL BE PAID BY THE CONTRACTOR. 4. ALL SITE IMPROVEMENTS, INCLUDING STORM WATER DRAINAGE (BUT NOT WATER MAIN AND SANITARY SEWER) SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL APPLICABLE SECTIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION", LATEST EDITION WITH ALL SUBSEQUENT SUPPLEMENTS, AND THE CITY OF HIGHLAND PARK ORDINANCES AND SUBDIVISION REGULATIONS. IN CASE OF CONFLICT, THE LATTER SHALL TAKE PRECEDENCE. 5. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION, UNLESS OTHERWISE NOTED. 6. ALL SEWERS AND WATER MAINS WHICH FALL WITHIN THREE FEET OF EXISTING OR PROPOSED PAVED AREAS SHALL BE BACKFILLED WITH AGGREGATE CA-6 OR OTHER APPROVED GRANULAR MATERIAL. THE GRAVEL SHALL EXTEND A DISTANCE OF 2'-0" BEYOND THE PAVEMENT AND EXTEND DOWN FROM THAT POINT AT A 1:1 SLOPE, AWAY FROM THE PAVEMENT. 7. ALL NEW AND EXISTING STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION OF THE WORK. ADJUSTMENTS UPWARD SHALL BE MADE USING PRECAST CONCRETE ADJUSTMENT RINGS, BUT NO MORE THAN 8" OF RINGS SHALL BE USED. IF THE TOTAL HEIGHT OF ALL ADJUSTMENTS EXCEEDS 8", THEN ADJUSTMENTS SHALL BE MADE BY INTERCHANGING AND/OR ADDING/REMOVING COMPLETE BARREL SECTIONS TO ACHIEVE DESIRED ELEVATIONS. 8. WHENEVER A SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATER MAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN ALL SEWERS AND SERVICES AND WATER MAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN A TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH KEEPING A MINIMUM OF 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THEN WITHIN A DISTANCE OF 10 FEET ON EITHER SIDE OF THE WATER MAIN, THE SEWER PIPES SHALL BE CAST IRON OR DUCTILE IRON. 9. PERMITS AND LICENSES OF A TEMPORARY NATURE NECESSARY FOR THE PROSECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR. PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR SHALL CALL THE ATTENTION OF THE ENGINEER TO ANY MATERIAL OR EQUIPMENT HE DEEMS INADEQUATE AND TO ANY ITEM OF WORK OMITTED. 10. ALL EXISTING SEPTIC SYSTEMS ARE TO BE ABANDONED. ABANDONED TANKS ARE BE FILLED TO OR REMOVED BY A LICENSED SEPTIC SYSTEM CONTRACTOR. CERTIFICATES SHALL BE FURNISHED, SUBMITTED AND APPROVED BY THE APPROPRIATE HEALTH DEPARTMENT PRIOR TO ACCEPTANCE OF THE WORK. 1. A LICENSED WELL DRILLER SHALL CAP ALL WELLS IN ACCORDANCE WITH STATE AND COUNTY REGULATIONS. CERTIFICATES SHALL BE FURNISHED, SUBMITTED AND APPROVED BY THE APPROPRIATE HEALTH DEPARTMENT PRIOR TO ACCEPTANCE OF THE WORK.		GRADING NOTES 1. CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND THE OWNER, OR REPLACED. 3. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED. 4. CONTRACTOR TO PERFORM PAVEMENT RESTORATION FOR ALL UTILITY INSTALLATION AND RELOCATION WITHIN PAVEMENT LIMITS. 5. THE GRADING AND CONSTRUCTION OF STREET AND PARKING LOT IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE 6. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND IF DAMAGED SHALL BE REPLACED TO MEET STATE AND LOCAL STANDARDS AND SPECIFICATIONS ON MATERIAL AND WORKMANSHIP. 7. UNSUITABLE MATERIAL ENCOUNTERED IN EXCAVATION FOR STREETS, BUILDING PADS AND PARKING LOTS SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL. 8. THE SOIL INVESTIGATION REPORT FOR THE SITE, AND ALL ADDENDA THERETO, ARE SUPPORTING DOCUMENTS TO THE PERMIT FOR THE PROJECT. THE RECOMMENDATIONS AS STATED IN THE REPORT SHALL BE FOLLOWED BY ALL CONTRACTORS. 9. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS, ELEVATIONS, SIZES, AND MATERIAL OF ALL EXISTING UTILITIES WHICH ARE TO BE TAPPED OR EXTENDED ON SITE. ANY DEVIATIONS FROM PLAN INFORMATION SHALL BE PROVIDED TO THE ENGINEER IN WRITING WITHIN 24 HOURS AND PRIOR TO THE START OF CONSTRUCTION ON THAT IMPROVEMENT. SHOULD THE CONTRACTOR START WORK WITHOUT NOTIFICATION TO THE ENGINEER OF ANY DISCREPANCIES, HE WILL ASSUME ALL RESPONSIBILITY OF THE WORK NECESSARY TO COMPLETE THE PROJECT. 10. ALL FIELD TILE ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON RECORD PLANS BY THE CONTRACTOR. 11. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF HIGHLAND PARK AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION. 11.1. STATE DEPARTMENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. 11.2. STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN STATE, LATEST EDITION. 11.3. LOCAL MUNICIPAL REQUIREMENTS. 12. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED. 13. PROPER TRANSITION TO BE PROVIDED FROM END OF PROPOSED STORM SEWERS, DITCHES, ROADWAY, ETC. TO EXISTING GRADE. RESTORATION OF DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS IS THE RESPONSIBILITY OF THE CONTRACTOR. AREAS SHALL BE RESTORED TO PRECONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE OWNER. 14. CONTRACTOR TO ADJUST ALL EXISTING UTILITY STRUCTURES TO PROPOSED GRADE. 15. INVERTS AT BOTTOM OF MANHOLES AND CATCH BASINS MUST BE CHANNELIZED. 16. ALL ROOF LATERALS OUT OF THE BUILDING SHALL BE 6" PVC SDR 35 UNLESS OTHERWISE NOTED. 17. PROVIDE UNDERDRAINS FROM SEEPS OR SPRINGS ENCOUNTERED. EXTEND TO STORM SEWER SYSTEM OR DAYLIGHT AT THE BOTTOM OF THE FILL SLOPE. 18. GRADES SHOWN ARE FINISHED GRADES. LANDSCAPED AREAS TO HAVE MINIMUM 6 INCHES OF TOPSOIL RESPREAD. 19. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AROUND ISLANDS. 20. IN CASE OF ANY CONFLICT, MUNICIPAL SPECIFICATIONS, STANDARDS, AND DETAILS SHALL BE FOLLOWED. 21. ALL DETENTION PONDS SHALL HAVE A TWO FOOT THICK CLAY LINER BETWEEN THE BOTTOM OF THE POND AND THE NORMAL WATER LEVEL. 22. ALL FLARED END SECTIONS SHALL HAVE A GRATE INSTALLED. 23. ALL STORM SEWER FRAMES AND GRATES/LIDS SHALL BE MARKED WITH "DUMP NO WASTE" AND "DRAINS TO CREEK". 24. THE SLOPE BETWEEN TWO ELEVATIONS SHOWN ON THE GRADING PLAN MUST BE UNIFORM, AND THERE SHALL NOT BE ANY CHANGE IN SLOPE OR REVERSAL OF SLOPE BETWEEN ANY TWO MARKED POINTS. 25. ALL OPEN LID GRATES IN GRASSY AREAS TO BE BEEHIVE STYLE GRATES, (IDOT TY. 8). 26. SPOT ELEVATIONS AT TIE IN TO EXISTING CURB OR PAVEMENT ARE APPROXIMATE, CONTRACTOR TO MATCH EXISTING ELEVATIONS.		WATER NOTES 1. ALL WATER MAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION, THE NOTES ON THE PLANS, AND IN ACCORDANCE WITH THE CODES AND ORDINANCES OF THE CITY OF HIGHLAND PARK. 2. ALL WATER SERVICES 2 INCHES AND SMALLER SHALL BE TYPE K-TYPE COPPER WITH NO COUPLINGS OTHER THAN FOR CURB STOPS TO BE INCLUDED IN THE INSTALLATION. 3. ALL WATER MAINS 3 INCHES AND LARGER SHALL BE DUCTILE IRON PIPE CLASS 52 WITH EITHER MECHANICAL OR PUSH-ON JOINTS AND SHALL CONFORM TO ANSI A21.51, AWWA C151 AND ANSI A21.11, AWWA C111. 4. ALL PIPE AND FITTINGS SHALL BE CEMENT LINED IN ACCORDANCE WITH ANSI/AWWA. 5. ALL DIP WATER MAIN AND FITTINGS TO BE ENCASED IN 8-MIL POLYETHYLENE. 6. ALL FIRE HYDRANTS, VALVE TEES, AND BENDS MUST BE BRACED BY THE USED OF THRUST BLOCKING. PIPE JOINTS SHALL BE IN CONFORMANCE TO ANSI A21.11 AND FITTINGS IN CONFORMANCE TO ANSI A21.10, A21.51 AND AWWA C-151. WHERE NECESSARY MEGALUGS SHOULD BE USED TO RESTRAIN THE JOINTS IN LIEU OF OR IN ADDITION TO THRUST BLOCKING. 7. ALL WATER MAIN IS REQUIRED TO HAVE A MINIMUM DEPTH OF 5.5' MEASURED FROM PROPOSED FINISHED GRADE TO TOP OF PIPE. 8. ALL WATER MAIN MUST BE A MINIMUM OF 10' HORIZONTALLY FROM ANY SEWER LINES. IF THE NEW WATER MAIN IS PLACED WITHIN 10' OF AN EXISTING WATER SUPPLY, THE CONTRACTOR MUST FOLLOW ALL SPECIFICATIONS AND DETAILS FOUND IN "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS". THE SAME SEPARATION ALSO APPLIES TO ALL SEWER STRUCTURES. 9. ALL WATER MAINS WILL BE STERILIZED AND BACTERIOLOGICAL TESTS PERFORMED, IN ACCORDANCE WITH AWWA STANDARD C600, C601, AND C603 SPECIFICATION FOR DISINFECTING WATER MAINS, AND WILL NOT BE PUT IN SERVICE UNTIL A SATISFACTORY REPORT IS IN EVIDENCE. WHEN CHLORINATING WATER MAINS TERMINATING INTO BUILDINGS, NO WATER SAMPLES SHALL BE TAKEN FROM TEMPORARY OR UNCOMPLETED CONNECTIONS. 10. PRESSURE CONNECTIONS SHALL BE MADE WITH A SPLIT CASE TAPPING SLEEVE. THE VALVE ADJACENT TO THE PRESSURE TAP SHALL BE PLACED INSIDE A VALVE VAULT. 11. WATER VALVE VAULTS MUST BE A TYPE A STRUCTURE AND CONFORM TO THE SAME SPECIFICATIONS AS PREVIOUSLY DETAILED FOR SEWER CONSTRUCTION. ALL ADJUSTMENTS AND FRAMES SHALL BE SEALED TO PREVENT INFILTRATION. ALL WATER VALVE VAULT LIDS, WHICH SHALL BE THE SAME HEAVY WEIGHT TYPE AS SPECIFIED FOR STORM SEWER, AND VALVE BOX LIDS SHALL BE IMPRINTED WITH THE WORD "WATER". 12. FOR MAINS 8" AND LESS A 48" VAULT MAY BE USED. FOR MAINS LARGER THAN 8" A 60" VAULT MUST BE PROVIDED. THE VALVE VAULT SHALL BE SEALED WITH THE USE OF CONCRETE BLOCKS AND MORTAR. ALL PIPES ENTERING THE MANHOLE SHALL HAVE A 2" WIDE MORTARED COLLAR ON BOTH THE INSIDE AND OUTSIDE WALLS OF THE VAULT. VALVE VAULTS MAY ALSO BE SEALED WITH THE USE OF RUBBER BOOTS. A DISTANCE OF APPROXIMATELY 12" MUST BE PROVIDED BETWEEN THE FLOOR OF THE VALVE VAULT AND THE BOTTOM OF THE VALVE. THIS WILL ALLOW SPACE FOR A CONCRETE PEDESTAL WITH A MINIMUM HEIGHT OF 12". THE PEDESTAL SHALL EQUAL THE WIDTH OF THE PIPE. A 1/2" LAYER OF PREFORMED JOINT FILLER SHALL BE PLACED BETWEEN THE PEDESTAL AND THE VALVE. 13. THE OPERATING NUT OF EACH VALVE SHALL BE LOCATED DIRECTLY BELOW THE MANHOLE OR VALVE BOX LID. 14. VALVE BOX CONSTRUCTION AND MATERIALS SHALL CONFORM WITH ALL STANDARDS FOUND IN THE "STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF WATER AND SEWER MAIN IN ILLINOIS". VALVE BOXES SHALL BE SEALED AS TO NOT ALLOW THE ENTRANCE OF ANY LOOSE IMPEDIMENTS. 15. THE VALVE BOX SHALL BE PLACED VERTICAL WITH THE OPENING DIRECTLY ABOVE THE OPERATING NUT. ALL BOXES SHALL BE ADJUSTABLE WITH A MINIMUM OF 6" OF ADJUSTMENT REMAINING, AFTER THE BOX HAS BEEN BROUGHT TO MATCH EXISTING GRADE. 16. A MINIMUM OF 18" MUST BE PRESENT BETWEEN THE CENTER OF THE AUXILIARY VALVE AND THE FRONT OF THE HYDRANT TO ENSURE PROPER WRENCH CLEARANCE. ALL HYDRANTS WILL BE BRACED USING POURED IN PLACE CONCRETE BEHIND THE HYDRANT. THE SOLE USE OF RODS FOR BRACING THE HYDRANT WILL NOT BE PERMITTED. NO PART OF THE CONCRETE SHALL COME IN CONTACT WITH THE WEEP HOLE OF THE HYDRANT. A MINIMUM OF 1/2 C.Y. OF WASHED STONE SHALL BE PLACED AROUND THE HYDRANT AT THE WEEP HOLE. THIS STONE SHALL THEN BE COVERED WITH FILTER FABRIC TO PREVENT SEDIMENT FROM CLOGGING THE WEEP HOLE. 17. FIRE HYDRANTS SHALL BE OF THE COMPRESSION OR GATE TYPE, AS MANUFACTURED BY EAST JORDAN, OR APPROVED EQUAL CONFORMING TO THE LATEST AWWA SPECIFICATION, TESTED TO 300 PSI. HYDRANTS SHALL HAVE A MINIMUM FIVE AND ONE-QUARTER INCH VALVE OPENING AND BE PROVIDED WITH A FOUR AND ONE-HALF INCH PUMPER CONNECTION AND TWO, TWO AND ONE-HALF INCH HOSE CONNECTIONS WITH NATIONAL STANDARD THREAD.		STORM SEWER 1. ALL STORM SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, LATEST EDITION, AND REVISIONS THERETO, THE NOTES IN THE PLANS, AND IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF HIGHLAND PARK. 2. ALL STORM SEWER SHALL BE CLASS IV REINFORCED CONCRETE PIPE CONFORMING TO ASTM C-361, PVC SDR-26, OR DUCTILE IRON PIPE CLASS 52 AS CALLED OUT ON THE PLANS. TRENCH SHALL BE BACKFILLED WITH COMPACTED CA-7. RUBBER GASKETS SHALL BE USED. 3. ALL MANHOLES AND INLET STRUCTURES SHALL BE PRECAST REINFORCED CONCRETE MANUFACTURED TO A.S.T.M. DESIGNATION C-478. 4. SEE DETAIL SHEET FOR MANHOLE FRAMES AND GRATES. 5. AFTER THE STRUCTURE HAS PROPERLY SET AND PIPE HAS BEEN CONNECTED, ALL REMAINING OPENINGS TO THE STRUCTURE SHALL BE MORTARED. THIS INCLUDES BUT IS NOT LIMITED TO LIFT HOLES AND VOIDS AROUND CONNECTING PIPE. PRECAST ELEMENTS MUST BE SEALED WITH A BUTYL RUBBER JOINT SEALANT AND BE TUCKPOINTED WITH HYDRAULIC CEMENT. CONNECTING PIPE SHALL BE MORTARED ON BOTH THE INSIDE AND OUTSIDE OF THE STRUCTURE. 6. ALL STRUCTURES SHALL HAVE THE ADJUSTMENT RINGS AND FRAME SEALED WITH A RUBBER GASKET. ADJUSTMENT RINGS SHALL BE RUBBER, EIJJ INFRARISER OR APPROVED EQUAL. 7. ALL STRUCTURES SHALL HAVE THE FRAME AND LID OR GRATE PARALLEL TO THE SURROUNDING GRADE LINE. CASTINGS SHALL NOT BE SET ON SLOPES IN LEVEL AREAS AND VICE VERSA. IF A CASTING IS TO BE PLACED ON A SLOPE (I.E. STEEP DRIVE APPROACH) IT SHALL BE PROPERLY SLOPED WITH THE USE OF CONCRETE MORTAR AND BRICKS. BITUMINOUS MASTIC IS PERMITTED WHEN COMBINED WITH THE USE OF CONCRETE OR MORTAR.		DEFLECTION TESTING FOR FLEXIBLE THERMOPLASTIC PIPE ALL PIPELINE SHALL BE TESTED FOR EXCESS DEFLECTION BY PULLING A "GO - NO GO" MANDREL THROUGH THE PIPE FROM MANHOLE TO MANHOLE. THE MANDREL SHALL BE SIZED IN ACCORDANCE WITH THE TESTING LIMITS GIVEN BELOW, AND AS SPECIFIED IN THE SPECIAL PROVISIONS. A "DEFLECTOMETER" MAY ALSO BE USED TO CHECK AND RECORD DEFLECTION. WHEREVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES. WHERE DEFLECTION IS FOUND TO BE IN EXCESS OF ALLOWABLE TESTING LIMITS, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RETESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER), THE LINE SHALL BE REPLACED. SAMPLING SHALL BE PERFORMED ON ALL SEWER PIPELINE BY THE ENGINEER. DEFLECTION LIMITS FOR FLEXIBLE THERMOPLASTIC PIPES: DEFLECTION OF POLYVINYL CHLORIDE (PVC) PIPE SHALL NOT EXCEED 5.0% OF THE "BASE I.D." (INTEGRAL DIAMETER) OF THE PIPE. "BASE I.D." SHALL BE CALCULATED IN ACCORDANCE WITH THE FOLLOWING: AVG ID = AVG OD - 2(1.06T) TOLERANCE PACKAGE = (A2+B2+B2+C2)/2 WHERE: A = OD TOLERANCE (ASTM D3034) B = EXCESS WALL THICKNESS TOLERANCE = 0.06T C = OUT OF ROUNDNESS TOLERANCE = 0.015 (AVERAGE OD) T = MINIMUM WALL THICKNESS (ASTM D3034) BASE ID = AVG. ID - TOLERANCE PACKAGE	
PAVEMENT & CONCRETE CONSTRUCTION 1. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE REMOVAL OPERATION BEGINS. 2. ALL CURBS CONSTRUCTED OR REPLACED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #4 REBARS FOR A LENGTH OF 20 FEET CENTERED OVER THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE #6 REBARS. 3. CONTRACTION JOINTS SHALL BE CONSTRUCTED AT TEN (10) FOOT MINIMUM INTERVALS. THE GRANULAR CURB BASE SHALL BE A MINIMUM OF THREE (3) INCHES OF 3/8" TO 3/4" OPEN GRADED GRANULAR MATERIAL TO ALLOW FOR PROPER SUBGRADE DRAINAGE. COMPACTED CURB SUBGRADE SHALL BE SHAPED PARALLEL TO THE CURB FLOW LINE AND POSITIVELY DRAINED TO THE INLETS AND CATCH BASINS. ALL PAVEMENTS SHALL BE CONSTRUCTED ON A SELECT COMPACTED SUBGRADE, GRADED PARALLEL TO THE FINISH SURFACE. 4. EXPANSION JOINTS SHALL BE REQUIRED AT ALL POINTS OF CURVATURE, AT BOTH SIDES OF ALL DRAINAGE STRUCTURES AND ALL LOCATIONS WHERE THE SIDEWALK ABUTS THE CONCRETE CURB AND GUTTER. 5. CURB AND GUTTER SHALL BE CONSTRUCTED AND TIED INTO EXISTING P.C.C. PAVEMENT IN ACCORDANCE WITH I.D.O.T. STANDARDS 606001 AND 420001 6. ALL CONCRETE CURB AND GUTTER SHALL BE SEALED WITH W.R. MEADOWS T1A44 SEALANT OR APPROVED EQUAL, IMMEDIATELY AFTER SEVEN (7) DAYS OF CURING AT A RATE OF 300 S.F. PER GALLON UTILIZING A SPRAY APPLICATION. THE SURFACE MUST BE THOROUGHLY CLEAN AND DRY OF APPLICATION.		REQUIRED SANITARY SEWER TESTING 1. THE ENGINEER SHALL DETERMINE DURING CONSTRUCTION WHETHER INFILTRATION OR EXFILTRATION TESTING SHALL BE REQUIRED. MAXIMUM ALLOWABLE INFILTRATION SHALL BE 100 GALLONS PER MILE PER INCH DIAMETER OF PIPE. THE USE OF A V-NOTCH WEIR OR A PLUG WITH SPIGOT TO MEASURE FLOWS SHALL BE DETERMINED BY THE ENGINEER PRIOR TO THE TEST. 2. THE SANITARY SEWER SHALL BE TELEVIEWED BY THE CONTRACTOR AND A VIDEO TAPE RECORD SHALL BE MADE AND TURNED OVER TO THE "MUNICIPALITY". 3. ALL SANITARY SEWERS WILL BE AIR TESTED BY THE CONTRACTOR UNDER THE SUPERVISION OF THE CITY OF HIGHLAND PARK ENGINEER. ALL TESTING WILL BE DONE IN CONFORMANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION. 4. ALL SANITARY MANHOLES SHALL BE VACUUM TESTED IN ACCORDANCE WITH ASTM C-1244-02 STANDARDS AND LEAKAGE TESTED IN ACCORDANCE WITH ASTM C-1969-94 & ASTM C-1244-93 STANDARDS.		SANITARY SEWER CONSTRUCTION 1. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION, AND REVISIONS THERETO, THE NOTES AND ON THE PLANS, AND IN ACCORDANCE WITH CODES AND ORDINANCES OF THE CITY OF HIGHLAND PARK. 2. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY UNPOLLUTED WATER SUCH AS GROUND AND SURFACE WATER FROM ENTERING THE EXISTING SANITARY SEWERS. 3. THE CONTRACTOR SHALL BE PROHIBITED FROM DISCHARGING ANY UNPOLLUTED WATER IN TO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OR FLOATING LINES FOR THE DEFLECTION TEST WITHOUT PRIOR APPROVAL. 4. ALL SANITARY SEWERS 15" AND LESS IN DIAMETER SHALL BE PVC COMPOSITE SEWER PIPE, IN ACCORDANCE WITH A.S.T.M. D-2680, WITH PVC COMPOSITE SEWER PIPE HAVING ELASTOMERIC SEALS, PER A.S.T.M. D-3112, OR EQUAL, OR PVC SEWER PIPE IN ACCORDANCE WITH A.S.T.M. D-3034 WITH ELASTOMERIC SEALS PER D-3212. SANITARY SEWER SERVICES SHALL BE 6" MINIMUM SIZE. 6" SERVICE SHALL BE PVC SDR 26 PIPE, IN CONFORMANCE WITH A.S.T.M. D-3034. PVC SHALL HAVE FLEXIBLE ELASTOMERIC SEALS PER A.S.T.M. D-3212. WATER-MAIN-QUALITY SANITARY SEWERS TO COMPLY WITH ASTM D2241. 5. ALL MANHOLES SHALL BE PRECAST, REINFORCED CONCRETE SECTIONS, 48" INSIDE DIAMETER MINIMUM, WITH PRECAST, REINFORCED CONCRETE OFF-SET CONES, MANUFACTURED TO A.S.T.M. C-478. ALL SANITARY MANHOLES SHALL HAVE CRETEX OR APPROVED EQUAL, INTERNAL GRADE ADJUSTMENT SKIRTS. ADJUSTMENTS TO FINISHED GRADE SHALL BE ACCOMPLISHED USING EIJJ INFRA-RISER OR APPROVED EQUAL, RUBBERIZED GRADE ADJUSTING RINGS. 6. ALL ADJUSTMENT RINGS AND FRAMES SHALL BE SEALED. THE INSIDE OF THE STRUCTURE SHALL BE SEALED WITH CONCRETE MORTAR. THE OUTSIDE OF THE MANHOLE SHALL BE SEALED WITH AN INFASHIELD RUBBER GASKET. THIS GASKET SHALL ENCOMPASS ALL ADJUSTMENT RINGS, AND FORM A WATERPROOF SEAL BETWEEN THE STRUCTURE AND FRAME. 7. ALL STRUCTURES SHALL BE A TYPE A MANHOLE WITH A POURED BENCH AND TROUGH. THE BENCH AND TROUGH OF THE STRUCTURE SHALL BE POURED CONCRETE, WITH A SMOOTH FINISH. THE BENCH SHALL BE A MINIMUM HEIGHT OF ONE-HALF OF THE DIAMETER OF THE CONNECTING PIPE AND EXTEND TO THE INSIDE WALLS OF THE MANHOLES. ANY CHANGE IN DIRECTION SHOULD BE MADE WITH THE USE OF ROUNDED TURNS. SHARP ANGLES WILL BE NOT BE PERMITTED IN THE REDIRECTION OF SEWER FLOW. 8. SANITARY MANHOLE LIDS SHALL BE A NEENAH HEAVY WEIGHT TYPE R-1712-C (WEIGHT 365 LBS), EAST JORDAN 1051 (WEIGHT 375 LBS) OR APPROVED EQUAL. ALL SANITARY LIDS ARE REQUIRED TO BE SELF SEALING WITH A CONCEALED PICK HOLE. 9. SANITARY SEWER MANHOLES WITH INTERNAL DROPS TWO FEET OR LESS SHALL HAVE A PRECAST CONCRETE TROUGH BUILT IN THE STRUCTURE TO OBTAIN A SMOOTH FLOW TRANSITION FROM THE UPSTREAM PIPE INVERT TO THE DOWNSTREAM PIPE INVERT. 10. BAND SEAL, OR SIMILAR COUPLINGS SHALL BE USED IN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS 11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED: A. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOL "SEWER TAP" MACHINE (OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE. B. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION. C. WITH A PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE. 12. WHERE A SEWER MAIN LATERAL OR BUILDING SERVICE SEWER CROSSES A WATERMAIN, A MINIMUM VERTICAL SEPARATION OF 18" SHALL BE PROVIDED BETWEEN THE TOP OF THE SEWER PIPE AND THE BOTTOM OF THE WATER PIPE. WHERE THE 18" VERTICAL SEPARATION IS NOT PROVIDED, THE SEWER SHALL BE CONSTRUCTED OF WATERMAIN QUALITY PIPE. ADDITIONALLY, THE SANITARY SEWER SHALL BE SUPPORTED AS INDICATED IN THE "STANDARD SPECIFICATIONS".					
SITE IMPROVEMENT PLANS ACURA - HIGHLAND PARK 2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41) HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		REVISION DATE No. PROJECT No: 10018490.03 DATE 02/12/24 DES. JC DR. DH CKD. RG		GENERAL NOTES 3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045 WOOLPERT AN ARCHITECTURAL FIRM					
SHEET NO.		C001							

Layout Job Name: C200 SITE PLAN, Images: . Xrefs: 10018490.03-X.dwg; 10018490.03-P.dwg; 10018490.03-TBLK.dwg; Acura Highland Park Overall CAD Plan.dwg
Last Saved By: J.Doo, 5/3/2024 1:05:23 PM
W:\Srin\BL\Dayton\10018490.03-Acura Highland Park\4.0 Design Disciplines\4.03 CIVIL\Cadd\DWG\10018490.03-C100-EXC.dwg Plotted By: J.Doo, Josh Plotted May 28, 2024, 11:52:19 AM



EXISTING LEGEND

- STORM MANHOLE
- CURB INLET
- CATCH BASIN
- FIRE HYD.
- WATER VALVE
- WATER MANHOLE
- SPRINKLER CONTROL VALVE
- GAS METER
- ELEC. TRANSFORMER
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- CLEANOUT
- UTILITY POLE
- LIGHT POLE
- GUY WIRE
- TELEPHONE PEDESTAL
- TRAFFIC SIGNAL PULL BOX
- SANITARY MANHOLE
- SIGN
- BENCHMARK
- OE - OVERHEAD ELECTRIC
- UE - UNDERGROUND ELECTRIC
- UT - UNDERGROUND TELEPHONE
- G - UNDERGROUND GAS
- SD - STORM
- SAN - SANITARY
- WTR - WATER
- FENCE
- EXISTING CURB (AND GUTTER)
- TC - TOP OF CASTING

DEMOLITION LEGEND

- SAWCUT AND REMOVE EXISTING CURB AND GUTTER
- SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT FULL DEPTH
- SAWCUT AND REMOVE EXISTING CONCRETE FULL DEPTH
- REMOVE EXISTING BUILDING AND ASSOCIATED FOUNDATIONS
- MILL AND OVERLAY ASPHALT PAVEMENT (1.5")
- CONTRACTOR TO COORDINATE REMOVAL & RELOCATION EXISTING ELECTRIC SERVICE WITH PROVIDER.
- REMOVE EXISTING LIGHTPOLE
- REMOVE EXISTING BUILDING WALL PER BUILDING PLANS
- REMOVE EXISTING STORM SEWER. SEE UTILITY PLAN FOR PROPOSED STORM INFORMATION
- REMOVE EXISTING STORM INLET. SEE UTILITY PLAN FOR PROPOSED STORM INFORMATION
- EXISTING STRUCTURE TO BE ADJUSTED TO MEET PROPOSED GRADE. SEE GRADING PLAN FOR PROPOSED ELEVATIONS
- REMOVE EXISTING TREE
- REMOVE EXISTING 1' HEIGHT CONCRETE RETAINING WALL.
- REMOVE PYLON SIGN.
- EXISTING CONCRETE PAD TO REMAIN.
- EXISTING HYDRANT LEAD TO BE REROUTED AROUND PROPOSED BUILDING ADDITION. SEE UTILITY PLAN
- REMOVE EXISTING UNDERGROUND ELECTRIC.
- REMOVE EXISTING BOLLARD
- REMOVE EXISTING TRASH ENCLOSURE

DEMOLITION NOTES

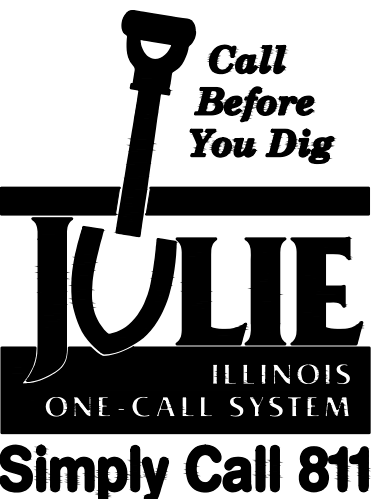
- EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE AND LOCATION OF THE EXISTING UTILITIES AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION.
- CALL J.U.L.I.E. (1-800-892-0123) FOR EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR THE RELOCATION OF UTILITIES ON SITE OR CROSSING THE SITE TO SERVICE ADJACENT PROPERTIES. DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY OWNER OR OTHERS, DURING OCCUPIED HOURS, EXCEPT WHEN PERMITTED BY OTHERS.
- DEMOLISH AND COMPLETELY REMOVE FROM SITE, EXISTING UNDERGROUND UTILITIES INDICATED TO BE REMOVED. COORDINATE WITH UTILITY COMPANIES FOR SHUT-OFF OF SERVICES, IF LINES ARE ACTIVE.
- EXISTING PAVEMENT AND CONCRETE PAVEMENTS ARE TO BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
- MATERIAL CREATED AS A RESULT OF BUILDING DEMOLITION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE ALL MUD, DIRT, GRAVEL, AND ANY OTHER MATERIALS TRACKED ONTO ANY PUBLIC OR PRIVATE STREETS OR SIDEWALKS. THE CONTRACTOR MUST USE WATER OR OTHER METHODS TO KEEP AIRBORNE DUST TO A REQUIRED MINIMUM.
- PAVEMENT DAMAGED DUE TO THE REMOVAL OF EXISTING CURB SHALL BE SAWCUT, REMOVED AND REPLACED IN KIND.
- A FULL DEPTH SAWCUT SHALL BE PROVIDED IN ALL AREAS WHERE PROPOSED PAVEMENT OR CURB AND GUTTER MEETS EXISTING PAVEMENT.
- CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF BENCHMARKS PRIOR TO THE START OF CONSTRUCTION.

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE BASED UPON A SURVEY PREPARED BY BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1
TYPE: MAG-NAIL
NORTHING: 2016818.50
EASTING: 1119475.87
ELEVATION: 649.22'

BENCHMARK #2
TYPE: CHISELED X
NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



SITE IMPROVEMENT PLANS
ACURA - HIGHLAND PARK
2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

EXISTING CONDITIONS - DEMO PLAN

REVISION

No.	DATE	REVISION
1	02/12/24	REVISED PER CITY COMMENTS
2	02/27/24	ISSUED FOR BUILDING PERMIT SUBMITTAL

PROJECT No: 10018490.03
DATE: 02/12/24
DES. JC
DR. DH
CKD. RG

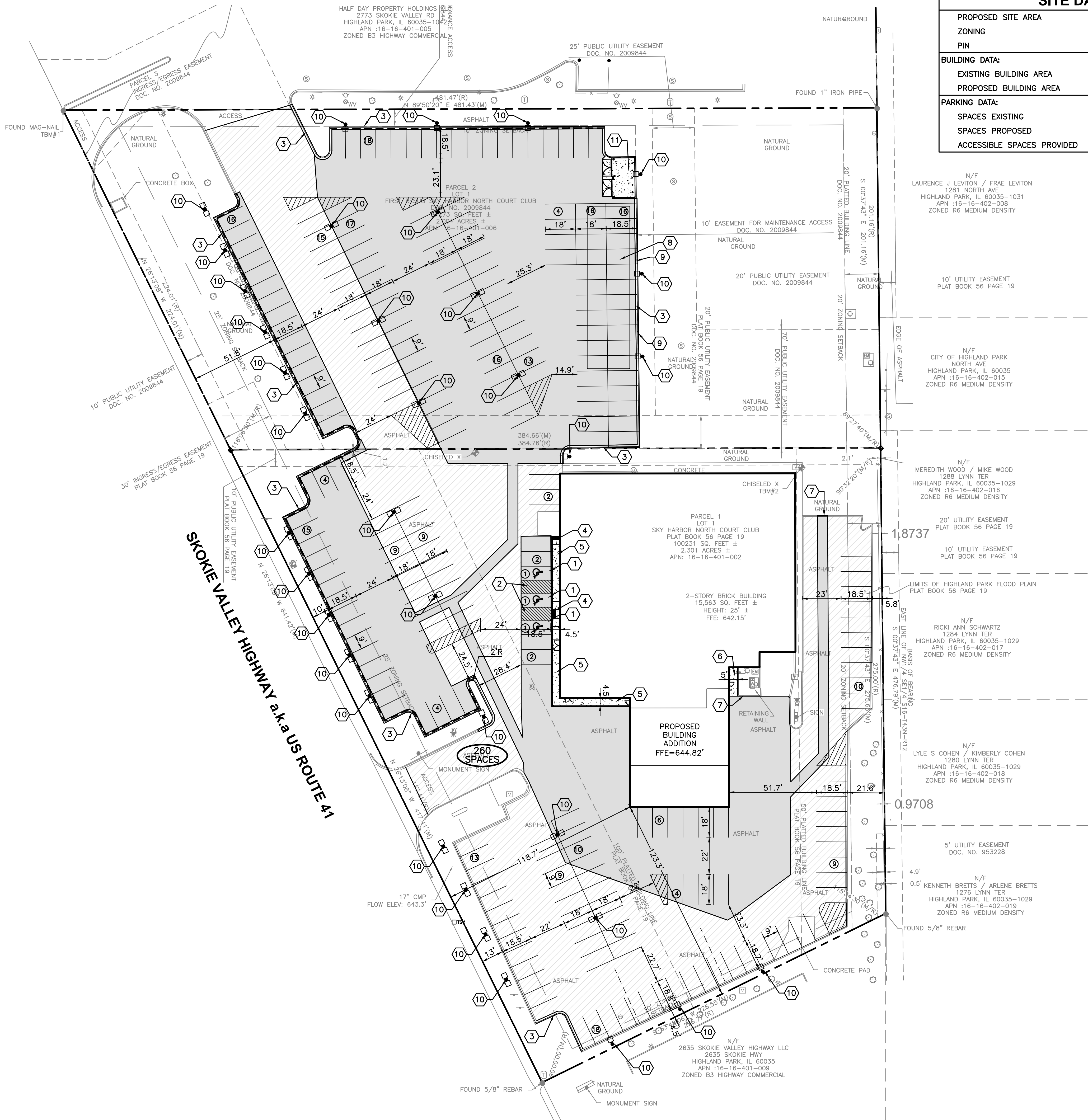
Woolpert
AN ARCHITECTURAL ENGINEERING COMPANY

Richard F. Gerde
LICENSED PROFESSIONAL ENGINEER
GERDEMAN III
062-055714
5128124

SHEET NO.

C100

Layout Tab Name: C200 SITE PLAN, Images: . Xrefs: 10018490.03-X.dwg; 10018490.03-P.dwg; 10018490.03-TBLK.dwg
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W:\Srin\BL\Dayton\10018490.03-Acura Highland Park\4.0 Design Disciplines\4.03 CIVIL\Cadd\DWG\10018490.03-C200-SIT.dwg Plotted By: Doo, Josh Plotted May 28, 2024, 11:53:21 AM



SITE DATA	
PROPOSED SITE AREA	4.305 ACRES
ZONING	B-3 HIGHWAY COMMERCIAL
PIN	1616401002 & 1616401006
BUILDING DATA:	
EXISTING BUILDING AREA	15,563 SQ. FT.
PROPOSED BUILDING AREA	21,390 SQ. FT.
PARKING DATA:	
SPACES EXISTING	144
SPACES PROPOSED	260
ACCESSIBLE SPACES PROVIDED	3

INDICATES MILL AND OVERLAY PAVEMENT- 1.5" (MATCH EXISTING GRADES)

INDICATES NEW ASPHALT PAVEMENT-SEE DETAILS FOR PAVEMENT COMPOSITION

INDICATES NEW CONCRETE PAVEMENT/SIDEWALK-SEE DETAILS FOR PAVEMENT COMPOSITION

LIGHT POLES

EXISTING CURB AND GUTTER

POSITIVE SLOPED CURB

NEGATIVE SLOPED CURB

INDICATES ROW PARKING COUNT

INDICATES PARKING TOTAL FOR SURROUNDING AREA

PROPERTY BOUNDARY

SITE LEGEND

SITE NOTES

KEYNOTES

1. ALL DIMENSIONS, RADII AND COORDINATES ARE TO BACK OF CURB WHERE APPLICABLE. ALL RADII SHALL BE 4' UNLESS INDICATED OTHERWISE.

2. ALL PAVEMENT MARKING SHALL BE YELLOW IN COLOR UNLESS INDICATED OTHERWISE.

3. ALL CURB & GUTTER SHALL BE B6.12, "POSITIVE", UNLESS NOTED OTHERWISE (SEE DETAILS).

4. ADA DETECTABLE WARNINGS/TRUNCATED DOMES TO BE PROVIDED AT SIDEWALKS ON EITHER SIDE OF EACH DRIVEWAY CROSSING.

5. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.

6. WHERE NEW PAVEMENT IS TO BE PLACED OVER CURBED ISLANDS THAT HAVE BEEN REMOVED, CONTRACTOR TO PROVIDE AGGREGATE BASE & BINDER COURSE MATCHING THE EXISTING PAVEMENT SECTIONS PRIOR TO PLACEMENT OF SURFACE COURSE.

7. CONTRACTOR TO PERFORM PAVEMENT RESTORATION FOR ALL BUILDING FOOTINGS AND UTILITY INSTALLATIONS. CONTRACTOR TO PROVIDE 8" AGGREGATE BASE, 3" BINDER COURSE, AND 1.5" SURFACE COURSE OR MATCH THE EXISTING PAVEMENT SECTION, WHICHEVER IS GREATER.

8. AREAS OF PAVEMENT RESTORATION SHALL BE PROOF ROLLED TO DETERMINE IF FULL DEPTH RESTORATION IS REQUIRED OR IF ONLY THE BITUMINOUS MATERIAL IS TO BE REPLACED.

1. ACCESSIBLE PARKING SPACES, SIGN AND SYMBOL. ACCESSIBLE PARKING SPACES & THEIR ACCESS AISLES SHALL BE 2% MAX. SLOPE IN ALL DIRECTIONS

2. PAINT 4" WIDE STRIPES, 2' O.C. AT 45 DEGREE ANGLE, TRAFFIC YELLOW PAINT

3. B-6.12 CONCRETE CURB AND GUTTER

4. ADA PEDESTRIAN RAMP AND DETECTABLE WARNING

5. INTEGRAL WALK AND CURB. CURB HEIGHT VARIES FROM 6" TO 0". SEE GRADING PLAN FOR PROPOSED ELEVATIONS.

6. CONCRETE SIDEWALK

7. TYPE B BARRIER CURB

8. PROPOSED UNDERGROUND DETENTION

9. 2' WIDE CURB CUT

10. PROPOSED LIGHT POLE LOCATION. SEE PHOTOMETRIC PLAN FOR DETAILS

11. PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE BASED UPON A SURVEY PREPARED BY BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1

BENCHMARK #2

TYPE: MAG-NAIL

TYPE: CHISELED X

NORTHING: 2016818.50

NORTHING: 2016607.30

EASTING: 1119475.87

EASTING: 1119912.56

ELEVATION: 649.22'

ELEVATION: 646.30'

Call Before You Dig

ILLINOIS ONE-CALL SYSTEM

Simply Call 811

0 30 60 90

GRAPHIC SCALE IN FEET

REVISION

DATE

No.

PROJECT No:

10018490.03

DATE

02/12/24

DES.

JC

DR.

DH

CKD.

RG

05/06/24

REVISED PER CITY COMMENTS

3333 Warrenville Road

Suite 200

Liste, IL 60532

800.414.1045

WOOLPERT

ARCHITECTURAL ENGINEERING (CONSULTANT)

SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

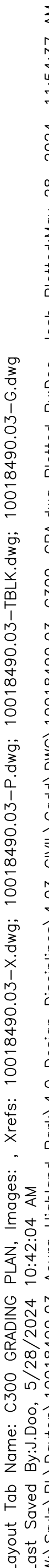
2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)

HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

SITE PLAN

SHEET NO.

C200



DI#1 RIM ELEVATION: 646.98" INVERT ELEVATION 24" CONC PIPE SE: 640.9'	DI#11 RIM ELEVATION: 642.62" INVERT ELEVATION 7" PLASTIC PIPE S:
DI#2 RIM ELEVATION: 647.90" INVERT ELEVATION 12" PLASTIC PIPE E: 642.4' INVERT ELEVATION 12" PLASTIC PIPE SW: 642.4'	DI#12 RIM ELEVATION: 642.38" INVERT ELEVATION 8" CONC PIPE NE:
DI#3 RIM ELEVATION: 642.88" INVERT ELEVATION 12" PLASTIC PIPE SW: 640.5' INVERT ELEVATION 12" PLASTIC PIPE S: 640.4' MEASURE DOWN: 639.5'	DI#13 RIM ELEVATION: 642.34" INVERT ELEVATION 8" CONC PIPE SW: INVERT ELEVATION 8" CONC PIPE SE: INVERT ELEVATION 8" CONC PIPE N: 6:
DI#4 RIM ELEVATION: 642.88" INVERT ELEVATION 7" PLASTIC PIPE N: 641.4'	DI#14 RIM ELEVATION: 642.32" INVERT ELEVATION 12" CONC PIPE W:
DI#5 RIM ELEVATION: 642.92" INVERT ELEVATION 7" METAL PIPE N: 640.8' INVERT ELEVATION 7" METAL PIPE S: 640.8'	DI#15 RIM ELEVATION: 642.37" INVERT ELEVATION 12" CONC PIPE SW: INVERT ELEVATION 12" CONC PIPE E:
DI#6 RIM ELEVATION: 642.32" MEASURE DOWN: 636.3' UNABLE TO SEE PIPES	DI#16 RIM ELEVATION: 646.23" INVERT ELEVATION 4" PIPE N: 637.6' INVERT ELEVATION 4" PIPE E: 637.5'
DI#7 RIM ELEVATION: 642.56" INVERT ELEVATION 7" PLASTIC PIPE W: 640.3' INVERT ELEVATION 10" CONC PIPE NE: 640.1'	DI#17 RIM ELEVATION: 640.95" INVERT ELEVATION 8" CONC PIPE NE:
DI#8 RIM ELEVATION: 642.61" INVERT ELEVATION 7" PLASTIC PIPE S: 640.3' INVERT ELEVATION 7" PLASTIC PIPE E: 640.4'	DI#18 RIM ELEVATION: 645.90" INVERT ELEVATION 13" PLASTIC PIPE INVERT ELEVATION 13" PLASTIC PIPE
DI#9 RIM ELEVATION: 642.62" INVERT ELEVATION 7" PLASTIC PIPE N: 641.0'	DI#19 RIM ELEVATION: 644.06" INVERT ELEVATION 13" PLASTIC PIPE INVERT ELEVATION 13" PLASTIC PIPE
DI#10 RIM ELEVATION: 641.78" INVERT ELEVATION 4" PLASTIC PIPE W: 639.9' INVERT ELEVATION 4" PLASTIC PIPE SE: 640.0'	DI#20 RIM ELEVATION: 643.14" INVERT ELEVATION 13" PLASTIC PIPE INVERT ELEVATION 19" PLASTIC PIPE

EXISTING ELEVATIONS LEGEND

800.00 TC	TOP OF CASTING (RIM OR FLOW LINE) ELEVATION
800.00	SPOT ELEVATION

INVERT INFORMATION

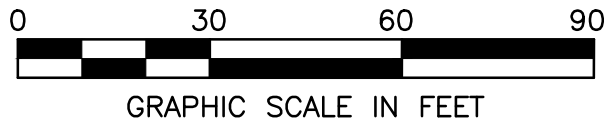
D#121 RIM ELEVATION: 641.90' INVERT ELEVATION 12" CONC PIPE S: 637.4' INVERT ELEVATION 12" CONC PIPE NE: 637.3'	M#H1 RIM ELEVATION: 643.29' MEASURE DOWN: 634.6' UNABLE TO SEE PIPES, FULL OF WATER CAR ON TOP
D#122 RIM ELEVATION: 642.22' INVERT ELEVATION 12" CONC PIPE SE: 637.4' INVERT ELEVATION 12" CONC PIPE N: 637.5'	M#H2 RIM ELEVATION: 643.60' INVERT ELEVATION 4" PLASTIC PIPE N: 637.5' INVERT ELEVATION 4" PLASTIC PIPE E: 637.5'
D#123 RIM ELEVATION: 641.42' INVERT ELEVATION 12" CONC PIPE SW:	M#H3 - WATER MANHOLE RIM ELEVATION: 646.55' INVERT ELEVATION 10" PIPE N: 638.3' TO TOP OF PIPE
D#124 RIM ELEVATION: 640.07' INVERT ELEVATION CONC PIPE N: 637.8'	M#H4 - WATER MANHOLE RIM ELEVATION: 646.25' MEASURE DOWN: 638.4' UNABLE TO SEE PIPES, FULL OF WATER
D#125 RIM ELEVATION: 640.81' INVERT ELEVATION CONC PIPE W: 636.8' INVERT ELEVATION CONC PIPE NE: 636.8' MEASURE DOWN: 635.7'	M#H5 RIM ELEVATION: 643.52' INVERT ELEVATION 12" CONC PIPE SW: 637.5' INVERT ELEVATION 12" CONC PIPE N: 637.5'
D#126 RIM ELEVATION: 640.90' INVERT ELEVATION 5" PIPE W: 638.5' INVERT ELEVATION 5" PIPE N: 638.6'	M#H6 - WATER MANHOLE RIM ELEVATION: 644.74' MEASURE DOWN: 640.1' UNABLE TO SEE PIPES, FULL OF WATER
D#127 RIM ELEVATION: 640.23' INVERT ELEVATION 10" CONC PIPE S: 637.8' INVERT ELEVATION 5" CONC PIPE E: 637.8'	M#H7 RIM ELEVATION: 642.70' MEASURE DOWN: 636.7' UNABLE TO SEE PIPES, FULL OF WATER
D#128 RIM ELEVATION: 642.85' INVERT ELEVATION 6" PLASTIC PIPE S: 639.4' INVERT ELEVATION 6" PIPE SW: 639.5' INVERT ELEVATION 7" METAL PIPE NW: 639.3' INVERT ELEVATION 7" CONC PIPE N: 639.5' INVERT ELEVATION 7" PLASTIC PIPE E: 639.2'	M#H8 RIM ELEVATION: 641.77' MEASURE DOWN: 638.0' UNABLE TO SEE PIPES, FULL OF WATER
C#11 RIM ELEVATION: 646.59' INVERT ELEVATION 16" CONC PIPE N: 641.5'	M#H9 RIM ELEVATION: 646.55' MEASURE DOWN: 637.4' UNABLE TO SEE PIPES, FULL OF WATER

BENCHMARK:

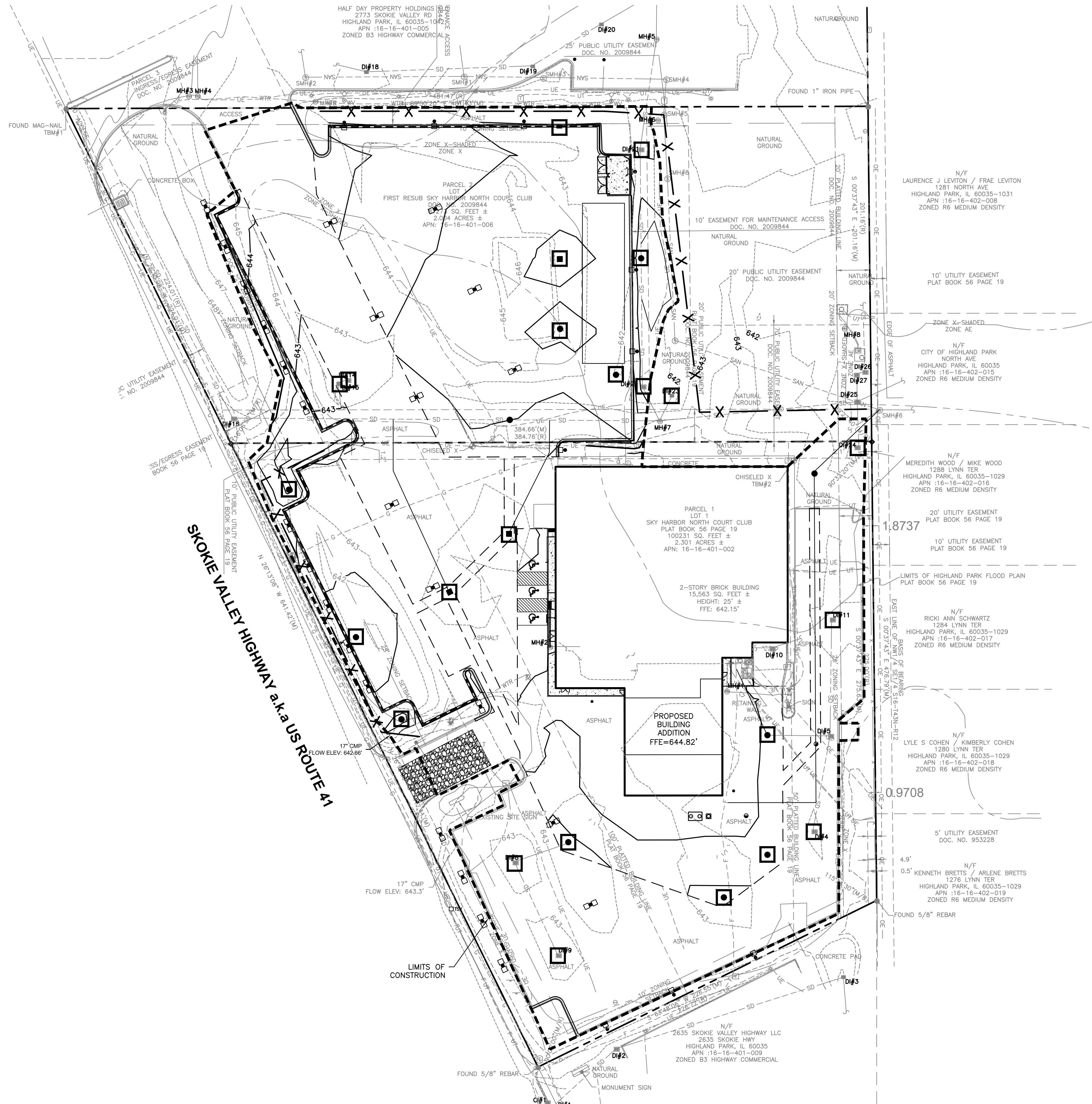
THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

<u>BENCHMARK #1</u>	<u>BENCHMARK #2</u>
TYPE: MAG-NAIL	TYPE: CHISELED
NORTHING: 2016818.50	NORTHING: 2016818.50
EASTING: 1119475.87	EASTING: 1119911.91
ELEVATION: 649.22'	ELEVATION: 646.3'

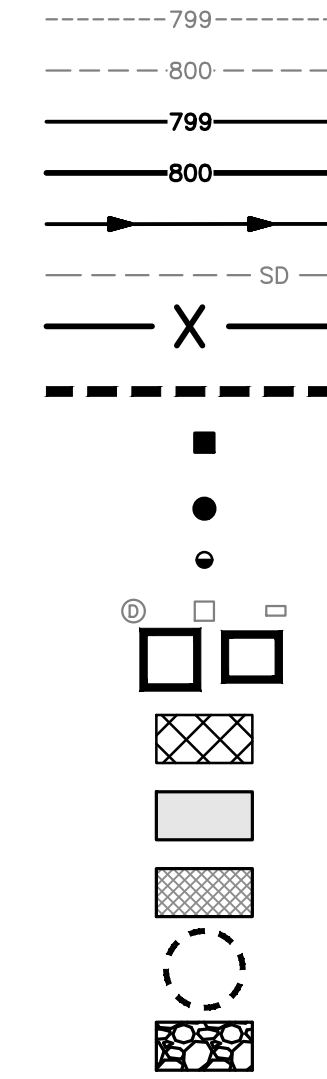
<u>BENCHMARK #1</u>	<u>BENCHMARK #2</u>
TYPE: MAG-NAIL	TYPE: CHISELED X
NORTHING: 2016818.50	NORTHING: 2016607.30
EASTING: 1119475.87	EASTING: 1119912.56
ELEVATION: 649.22'	ELEVATION: 646.30'



Page 157 of 498



LEGEND



EXISTING 1' CONTOUR
EXISTING 5' CONTOUR
1' CONTOUR
5' CONTOUR
STORM SEWER
EXISTING STORM SEWER
SILT FENCE

CONSTRUCTION LIMITS
INLET

STORM MANHOLE / CATCH BASIN
STORM CLEANOUT
EXISTING DRAINAGE STRUCTURE
INLET PROTECTION

TEMPORARY CONCRETE WASHOUT

EROSION CONTROL BLANKET

TEMPORARY CONSTRUCTION ENTRANCE

EXISTING TREES TO BE PRESERVED WITH
PRESERVATION FENCING

RIP RAP (SEE DETAIL)



NOTES

- A. SEE SHEET C-002 FOR GENERAL NOTES.
- B. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION. IT IS NOT THE ENGINEER'S INTENT THAT ANY SINGLE PLAN SHEET WITHIN THIS SET OF DOCUMENTS FULLY DEPICT ALL WORK ASSOCIATED WITH THE PROJECT.
- C. SEE SHEET C-311 FOR EROSION CONTROL NOTES AND DETAILS.
- D. SILT FENCE ARE SHOWN ON PLAN SCHEMATICALLY. ADJUST AS NECESSARY. ROCK DITCH CHECK AND RIP-RAP IS SHOWN ON PLAN SCHEMATICALLY, INSTALL PER DETAILS.
- E. TOPSOIL STOCKPILES ARE LOCATED OUTSIDE OF SITE BOUNDARY. EXCAVATED MATERIAL SHALL BE PLACED ON ADJACENT PROPERTY IN ORDER TO MASS GRADE FUTURE PLOTS.
- F. A DESIGNATED EROSION CONTROL INSPECTOR (DECI), HIRED OR EMPLOYED BY THE APPLICANT, SHALL CONDUCT INSPECTIONS AND PROVIDE DOCUMENTS AS PER 1101 AND 1103 OF THE WDO.

SEQUENCING NOTES

CONSTRUCTION EXPECTED TO START SPRING 2024.

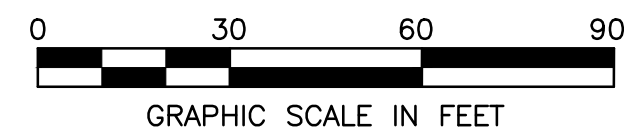
1. INSTALL SILT FENCE AND INLET PROTECTION ON THE SITE.
2. INSTALL STABILIZED CONSTRUCTION EXIT.
3. STRIP AND STOCKPILE TOPSOIL.
4. BEGIN UTILITY CONSTRUCTION. ADD TEMPORARY EROSION CONTROL MEASURES TO STORM STRUCTURES AS THEY ARE CONSTRUCTED.
5. BEGIN CONSTRUCTION OF BUILDING PAD AND FINAL GRADING OF THE SITE.
6. INSTALL PERMANENT PAVEMENT AREAS.
7. PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE.
8. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER ALL AREAS ARE STABILIZED. REPAIR ANY AREAS DISTURBED BY THE REMOVAL OF THE BMP.
9. CONTINUE DAILY MAINTENANCE AND INSPECTIONS UNTIL APPROVED BY OWNER AND/OR ENGINEER TO TERMINATE PERMIT COVERAGE.

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1
TYPE: MAG-NAIL
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NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



SITE IMPROVEMENT PLANS ACURA - HIGHLAND PARK 2689 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41) HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035	 WOOLPERT ARCHITECTURAL INTERIORS LANDSCAPE	3333 Warrenville Road 10018490.03 Suite 200 Lisle, IL 60532 800.414.1045	PROJECT No: 10018490.03		REVISION
			DATE 02/12/24		
			DES. JC		
			DR. DH		
			CKD. RG		
EROSION CONTROL PLAN			No.	DATE	REVISED PER CITY COMMENTS
				05/06/24	

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- EROSION CONTROL REQUIREMENTS FOR COMPLIANCE WITH EPA'S GENERAL PERMIT FOR CONSTRUCTION
- THE EROSION CONTROL MEASURES INCLUDED IN THE STORM WATER POLLUTION PREVENTION PLAN (GRADING/EROSION CONTROL PLAN AND EROSION CONTROL DETAILS) SHALL BE INSTALLED PRIOR TO INITIAL LAND DISTURBANCE ACTIVITIES OR AS SOON AS PRACTICAL. SEDIMENT SHALL BE PREVENTED FROM DISCHARGING FROM THE PROJECT SITE BY INSTALLING AND MAINTAINING SILT FENCE, STRAW BALES, SEDIMENT BASINS, ETC., AS SHOWN ON THIS PLAN. IF SHOWN ON THESE PLANS, ENERGY-DISSIPATION DEVICES OR EROSION CONTROL AT THE OUTFALL OF THE STORM SEWER SYSTEM SHALL BE INSTALLED AT THE TIME OF THE CONSTRUCTION OF THE OUTFALL.
 - THE CONTRACTOR SHALL CONTROL WASTES, GARBAGE, DEBRIS, WASTEWATER, AND OTHER SUBSTANCES ON THE SITE IN SUCH A WAY THAT THEY SHALL NOT BE TRANSPORTED FROM THE SITE BY THE ACTION OF WINDS, STORM WATER RUNOFF, OR OTHER FORCES. PROPER DISPOSAL OR MANAGEMENT OF ALL WASTES AND UNUSED BUILDING MATERIAL, APPROPRIATE TO THE NATURE OF THE WASTE OR MATERIAL IS REQUIRED. COMPLIANCE IS REQUIRED WITH ALL STATE OR LOCAL REGULATIONS REGARDING WASTE DISPOSAL, SANITARY SEWER, OR SEPTIC SYSTEMS.
 - PUBLIC OR PRIVATE ROADWAYS SHALL BE KEPT CLEARED OF ACCUMULATED SEDIMENT. BULK CLEARING OF ACCUMULATED SEDIMENT SHALL NOT INCLUDE FLUSHING THE AREA WITH WATER. CLEARED SEDIMENT SHALL BE RETURNED TO THE POINT OF LIKELY ORIGIN OR OTHER SUITABLE LOCATION. SEDIMENT SHALL BE REMOVED AT THE END OF EACH WORKDAY.
 - ALL ON-SITE STORM DRAIN INLETS SHALL BE PROTECTED AGAINST SEDIMENTATION WITH FILTER FABRIC OR EQUIVALENT BARRIERS AS SHOWN ON THESE PLANS.
 - EXCEPT AS PREVENTED BY INCLEMENT WEATHER CONDITIONS, ALL DISTURBED AREAS TO REMAIN INACTIVE FOR MORE THAN 7 DAYS SHALL BE STABILIZED BY SEEDING, SODDING, MULCHING, COVERING, OR BY OTHER EQUIVALENT EROSION CONTROL MEASURES WITHIN SEVEN (7) DAYS. PERMANENT SOIL STABILIZATION SHALL BE PROVIDED WITHIN 7 DAYS AFTER FINAL GRADE IS ESTABLISHED.
 - THIS EROSION CONTROL PLAN SHALL BE IMPLEMENTED ON ALL DISTURBED AREAS WITHIN THE CONSTRUCTION SITE. ALL MEASURES INVOLVING EROSION CONTROL PRACTICES SHALL BE INSTALLED UNDER THE GUIDANCE OF QUALIFIED PERSONNEL EXPERIENCED IN EROSION CONTROL, AND FOLLOWING THE PLANS AND SPECIFICATIONS INCLUDED HEREIN.
 - DURING THE PERIOD OF CONSTRUCTION ACTIVITY, ALL SEDIMENT BASINS AND OTHER EROSION CONTROL MEASURES SHALL BE MAINTAINED BY THE CONTRACTOR. AT COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE THE TRANSFER OF MAINTENANCE RESPONSIBILITIES WITH THE OWNER. MAINTENANCE SHALL BE IN ACCORDANCE WITH THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, 1987, AND THE STORMWATER POLLUTION PREVENTION PLAN FOR THIS PROJECT.
 - ALL EROSION CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH ILLINOIS ENVIRONMENTAL PROTECTION AGENCY NPDES PERMIT FOR GENERAL CONSTRUCTION AND ALL PRACTICES WILL MEET OR EXCEED THOSE DETAILED IN THE ILLINOIS URBAN MANUAL.
 - EXISTING VEGETATION SHALL BE PROTECTED AS MUCH AS PRACTICAL.
 - ALL EROSION AND SEDIMENT CONTROLS SHALL BE INSPECTED IN ACCORDANCE WITH THE CONDITIONS OF APPLICABLE NPDES PERMITS AND LOCAL WATERSHED DEVELOPMENT ORDINANCE.
 - ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE REMOVED AND DISPOSED OF WITHIN THIRTY DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY PRACTICES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION.
 - THIS EROSION CONTROL PLAN MUST BE RETAINED ON-SITE AT ALL TIMES DURING THE PERIOD OF CONSTRUCTION.
 - STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 21 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
 - ACCESS TO THE CONSTRUCTION SITE SHALL BE LIMITED TO THE STABILIZED CONSTRUCTION ENTRANCE ONLY.
 - ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED OR DEPOSITED ONTO THE STREET SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY OR AS REQUIRED BY THE LOCAL ENGINEER.
 - IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS. DEWATERING SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM, OR SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHALL BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
 - ANY SEDIMENT REACHING THE STORM SEWER SYSTEM SHALL BE REMOVED FROM THE SEWER AND NOT FLUSHED DOWNSTREAM.
 - ANY ERODED SEDIMENT CAPTURED IN DETENTION, RETENTION, OR DEPRESSION STORAGE AREAS SHALL BE REMOVED BY THE APPLICANT BEFORE PROJECT COMPLETION.
 - WIND EROSION AND CONTROLLING DUST ON THE PROJECT SITE SHALL BE ADDRESSED BY USING THE FOLLOWING METHODS (OR APPROVED EQUAL):
 - FREQUENT WATERING OF EXCAVATION AND FILL AREAS.
 - PROVIDE GRAVEL OR PAVING AT ENTRANCE/EXIT DRIVES, PARKING AREAS AND TRANSIT PATHS.
 - ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE AND MAINTAINED AND REPAIRED AS NEEDED TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTION. THE PROPERTY OWNERS SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.

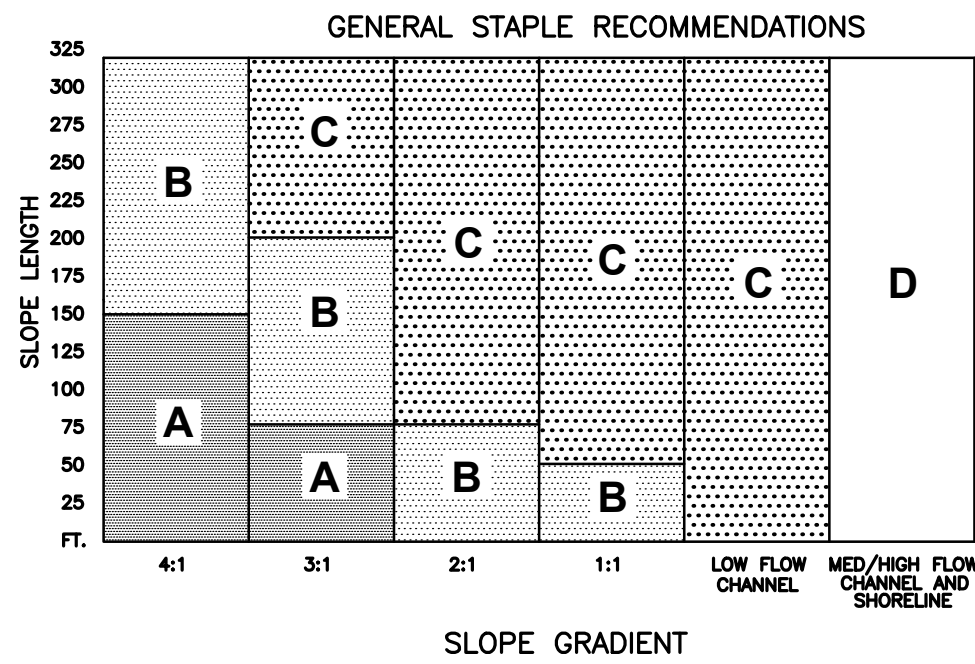
STABILIZATION TYPE:	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B											
TEMPORARY SEEDING			C			*	D	*				
SODDING			E**									
MULCHING	F											

A = KENTUCKY BLUEGRASS @ 90 LBS/AC. MIXED WITH PERENNIAL RYEGRASS @ 30 LBS/AC.
B = KENTUCKY BLUEGRASS @ 135 LBS/AC MIXED WITH PERENNIAL RYEGRASS @ 45 LBS/AC. PLUS 2 TON/AC. STRAW MULCH
C = SPRING OATS @ 100 LBS/AC.
D = WHEAT OR CEREAL RYE @ 150 LBS/AC
F = STRAW MULCH @ 2 TONS/AC.
E = SOD
* = IRRIGATION NEEDED DURING JUNE AND JULY
** = IRRIGATION NEEDED FOR 2-3 WEEKS AFTER APPLYING SOD
REF.= SCS "WATER MANAGEMENT AND SEDIMENT CONTROL FOR URBANIZING AREAS".

TYPICAL SOIL PROTECTION CHART
NTS

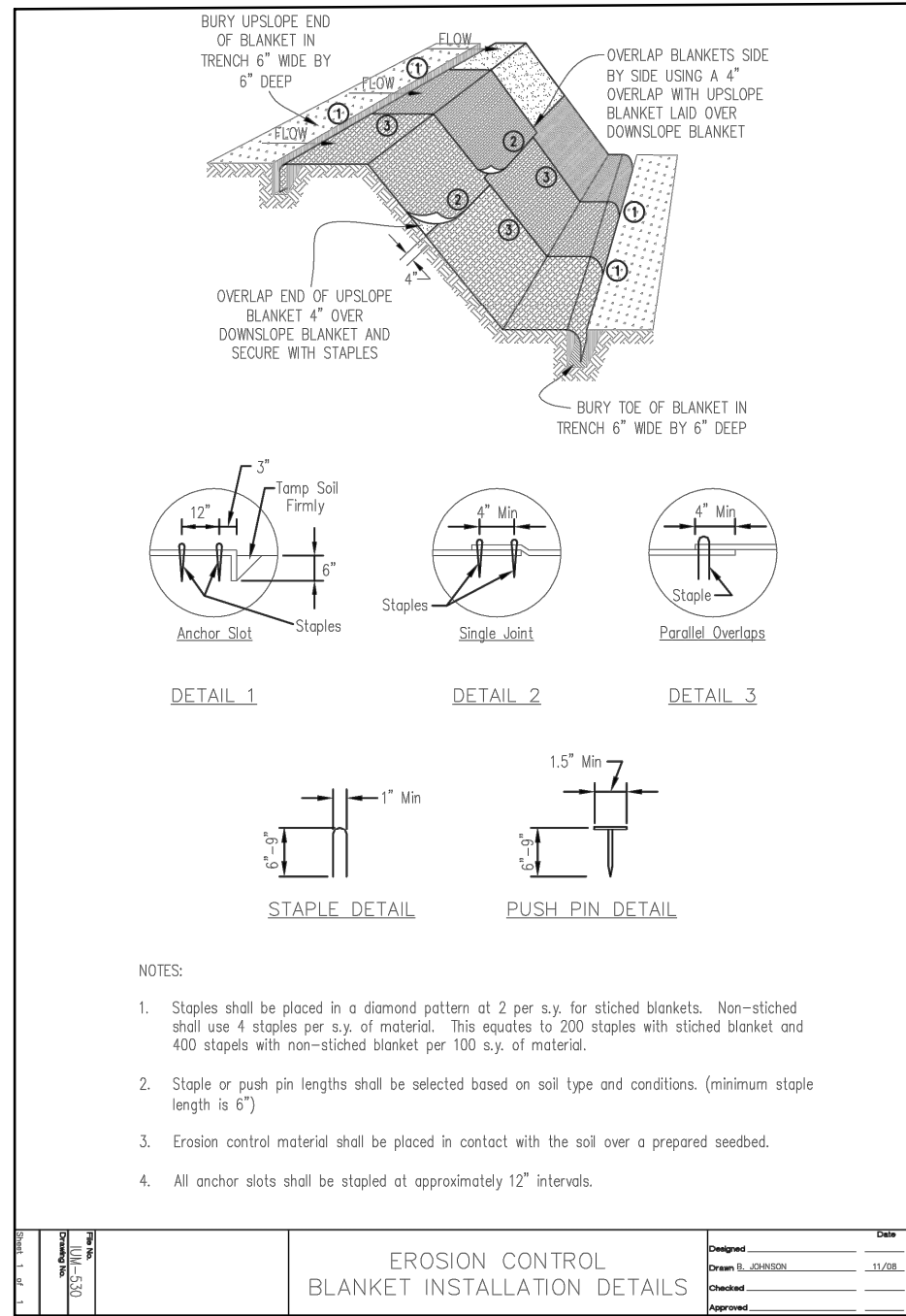
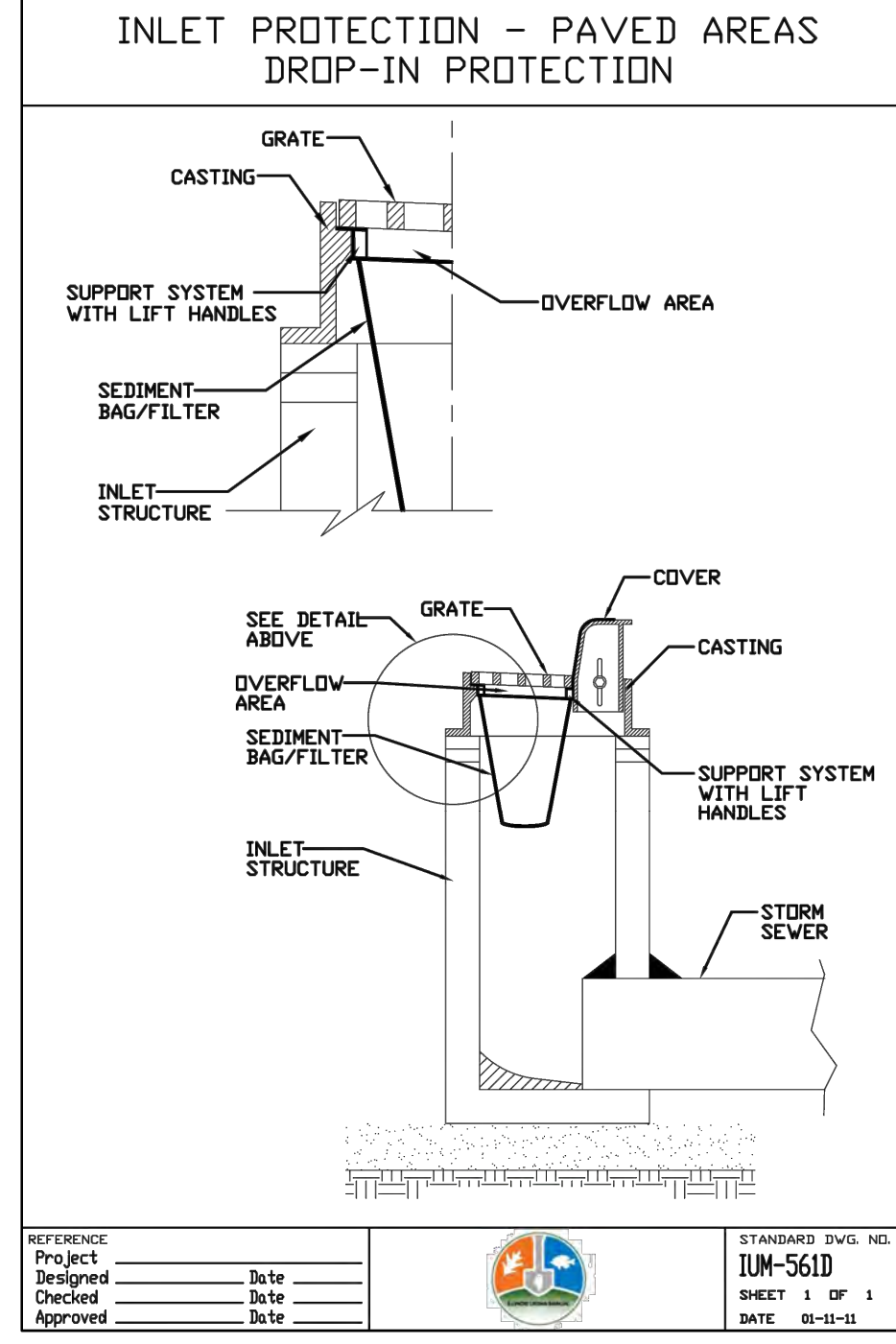
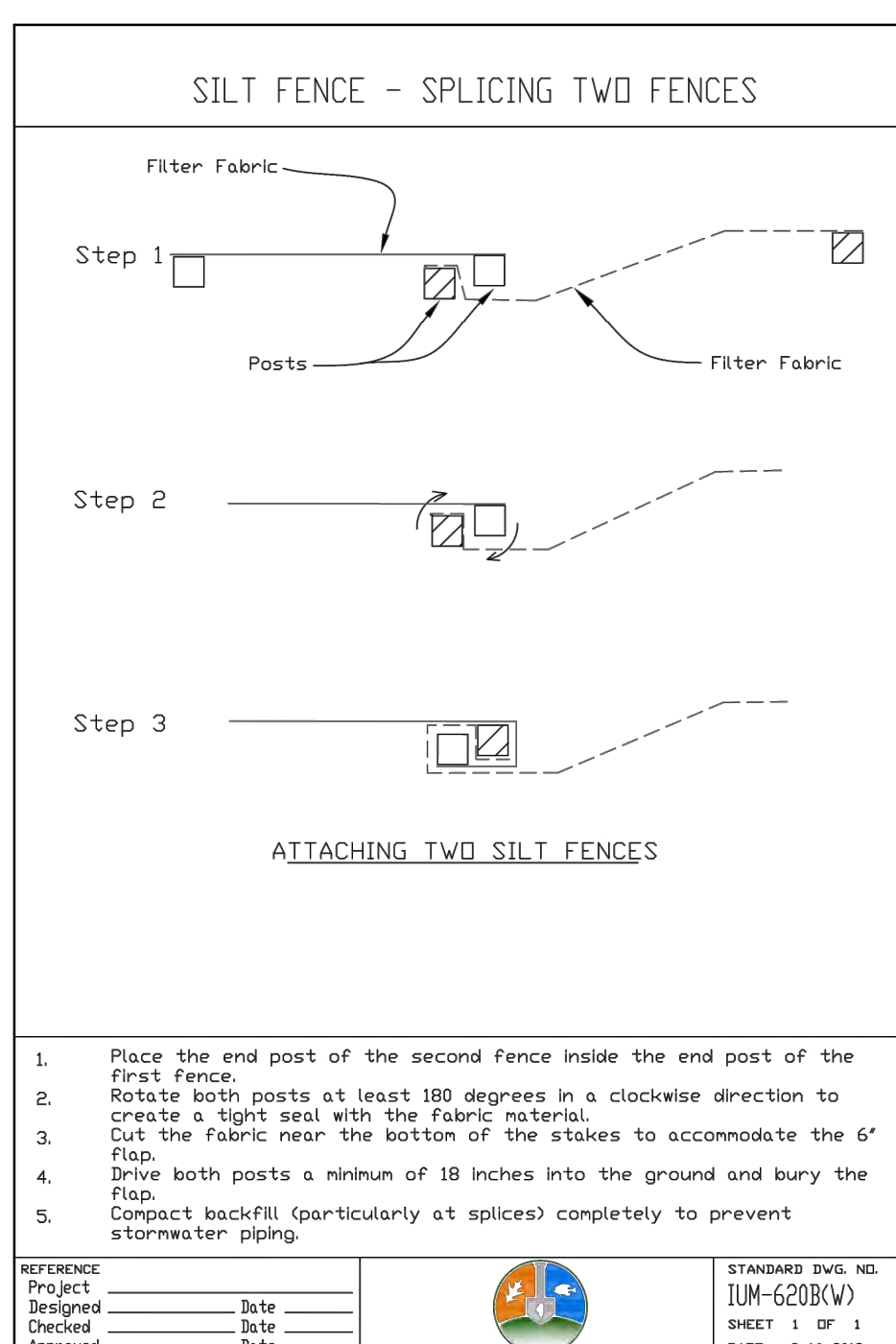
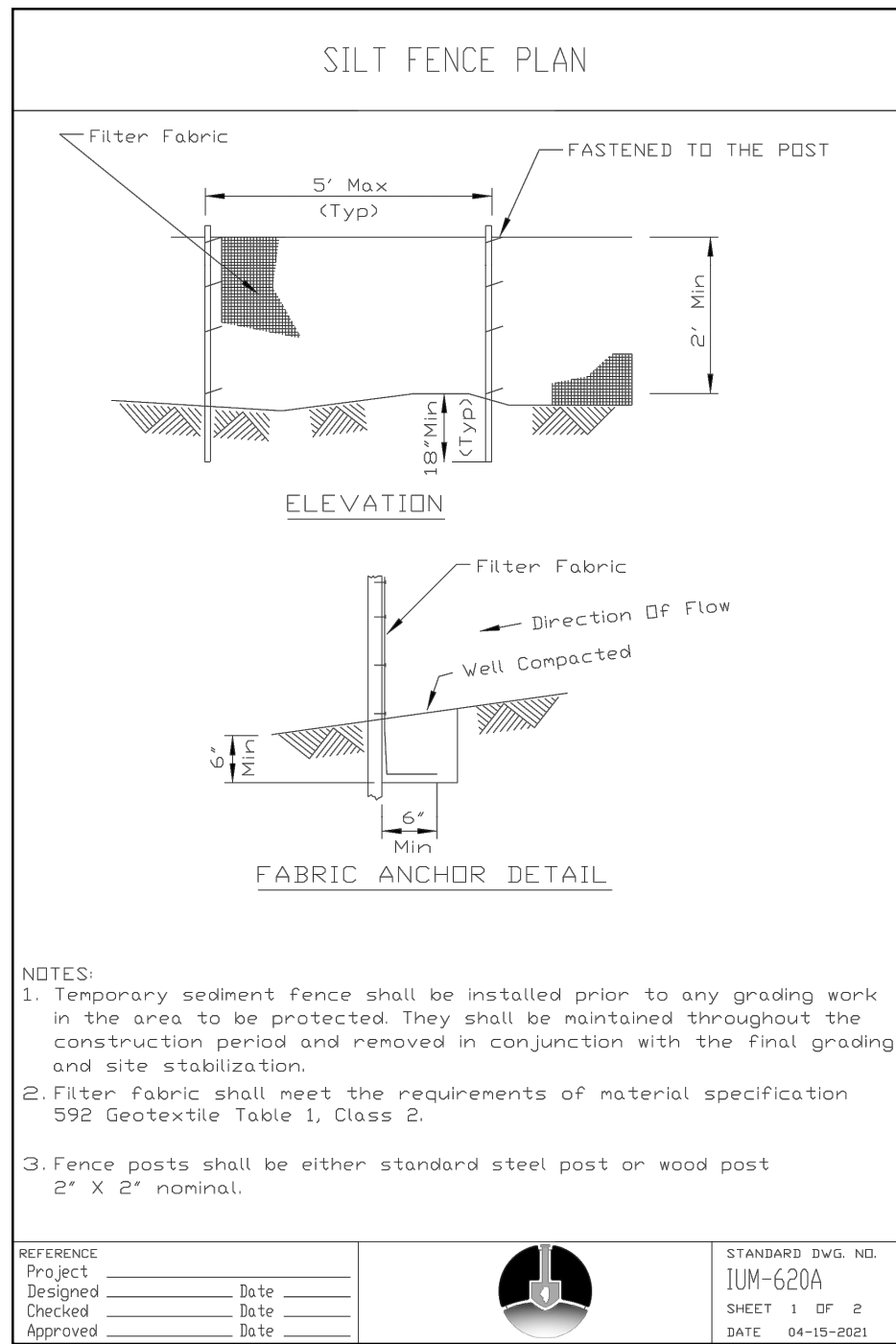
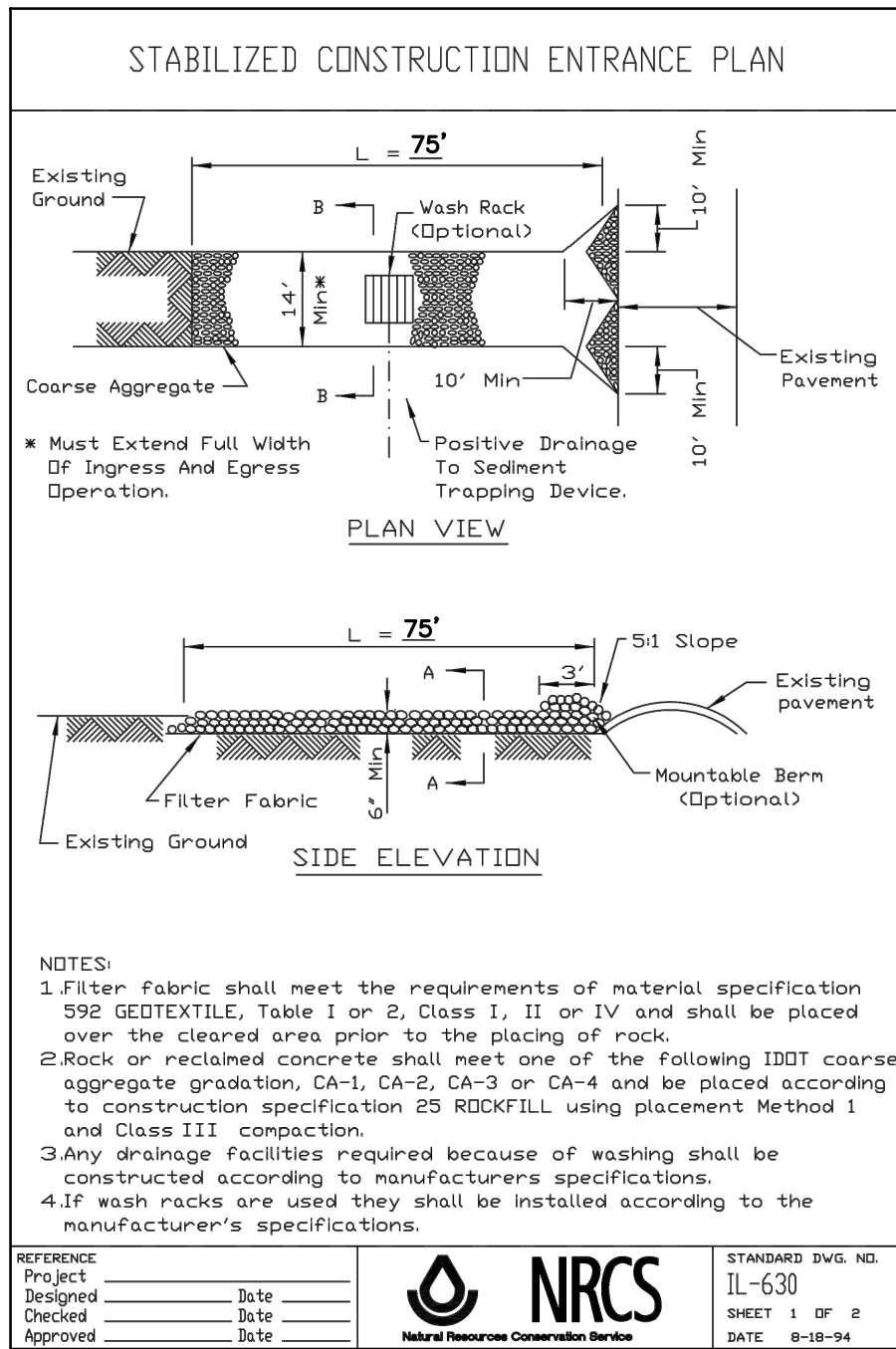
LAKE COUNTY STORMWATER MANAGEMENT COMMISSION
SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

- SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY



- NOTE:
- CHANNEL LINING UTILIZE STAPLE PATTERN "C" WITH ADDITIONAL STAPLES ON SIDE SLOPES AT PROJECTED WATER LINE.
 - STAPLE PATTERNS APPLY TO ALL NORTH AMERICAN GREEN EROSION CONTROL BLANKETS. STAPLE PATTERNS MAY VARY DEPENDING UPON SOIL TYPE AND AVERAGE RAINFALL.
 - AT SLOPE LENGTHS GREATER THAN 300 FEET OR WHERE DRAINAGE OVER LARGE AREAS IS DIRECTED ONTO THE BLANKETS, STAPLE PATTERN "C" SHOULD BE UTILIZED.
 - EROSION CONTROL MAT SHALL BE PLACED ON ALL DISTURBED AREAS

EROSION CONTROL MAT INSTALLATION GUIDE DETAIL
NTS



NOTE:

SEED BEFORE INSTALLATION OF BLANKET, PER TYPICAL SOIL PROTECTION CHART.

NOTES:

- EROSION CONTROL BLANKETS SHALL BE WILDLIFE FRIENDLY & BIODEGRADABLE. BLANKETS SHALL BE NORTH AMERICAN GREEN BIONET, OR APPROVED EQUAL, MEETING THE REQUIREMENTS OF MODELS S-75BN, S-150BN, SC-150BN, AS REQUIRED.
- THE PLACEMENT OF BLANKETS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED IN THE FOLLOWING TABLE:

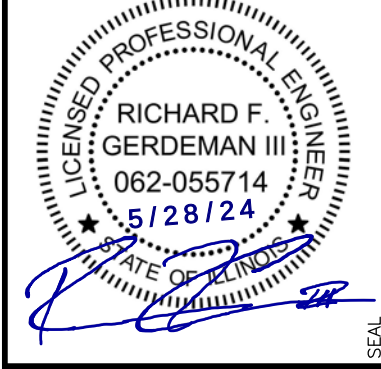
SLOPE

6:1 TO 4:1
4:1 TO 3:1
TEMPORARY CHANNEL BOTTOMS, DITCH BOTTOMS

BLANKET

S-75
S-150
SC-150

- BLANKETS SHALL HAVE A 12 INCH MINIMUM OVERLAP.
- BLANKETS SHALL BE PLACED AT THE DOWNSTREAM END AND PROGRESS UPSTREAM.
- USE STAPLE PATTERN SUGGESTED BY MANUFACTURER FOR EACH SPECIFIC APPLICATION.



REVISION

DATE

No.

PROJECT No: 10018490.03

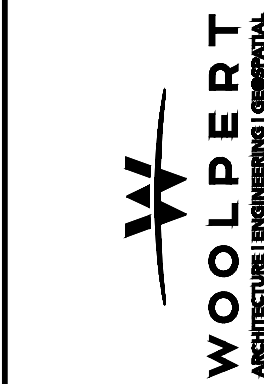
DATE 02/12/24

DES. JC

DR. DH

CKD. RG

3333 Warrenville Road
Suite 200
Liste, IL 60532



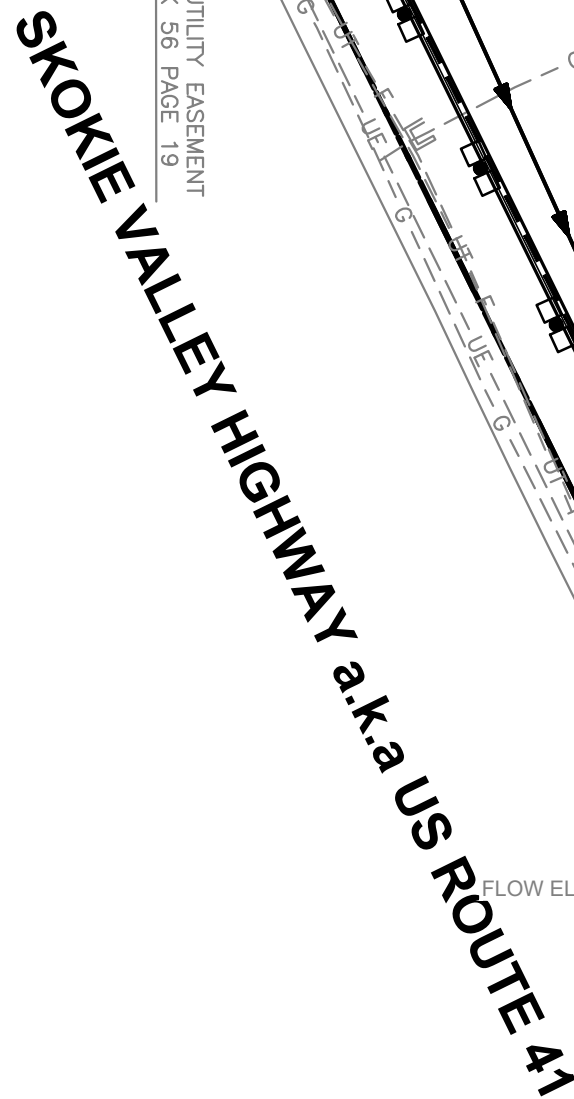
SITE IMPROVEMENT PLANS
ACURA - HIGHLAND PARK

2699 AND 2745 SKOWIE VALLEY HIGHWAY (US HWY 41)
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

SHEET NO.

C311

EROSION CONTROL DETAILS



C400

LANDSCAPE NOTES

1. COORDINATE PLACEMENT OF PLANTS WITH UTILITY LOCATIONS AND SIGHT LINES TO BUILDING. MAKE ADJUSTMENTS AS NECESSARY TO AVOID COLLISION OVER THE UTILITIES AND/OR WITHIN SIGHT LINES TO ALL MAJOR BUILDING SIGNAGE.
2. THE CENTER OF LARGE ISLANDS IS TO BE SIX INCHES HIGHER THAN TOP OF CURB. ENSURE ALL ISLANDS ARE SLOPED FOR POSITIVE DRAINAGE.
3. ALL AREAS THAT REQUIRE SEEDING SHALL RECEIVE 4" MINIMUM TOPSOIL, UNLESS NOTED OTHERWISE.
4. SEED ALL AREAS INDICATED ON THE LANDSCAPE PLAN, THE SOIL EROSION CONTROL PLAN AND ALL DISTURBED AREAS. ALLOW AREAS OF SEEDING WITH CONSTRUCTION MANAGER PRIOR TO ANY SEEDING. ANY AREAS DISTURBED BY THE CONTRACTOR WHICH ARE BEYOND THE BOUNDARY OF THE LANDSCAPE PLAN SHALL BE SEEDDED AT NO ADDITIONAL COST TO THE OWNER.
5. TOPSOIL SHALL BE TESTED AND AMENDED AS NECESSARY DURING FINAL GRADING AND PREPARATION FOR SEEDING.
6. APPLY STARTER FERTILIZER (18-32-4) AT 250 POUNDS/ACRE TO SEEDED AREAS.
7. ALL LANDSCAPE ISLANDS SHALL BE 3" DEEP SHREDDED HARDWOOD MULCH EXCEPT AS NOTED. PLACE MULCH UNDER AND BARRIER TO TREES AND TREAT WITH PRE-EMERGENT HERBICIDE.
8. SEE TREE PRESERVATION PLANS FOR TREES TO REMAIN AND PROTECTIVE FENCING.

PERMANENT SEED BLEND

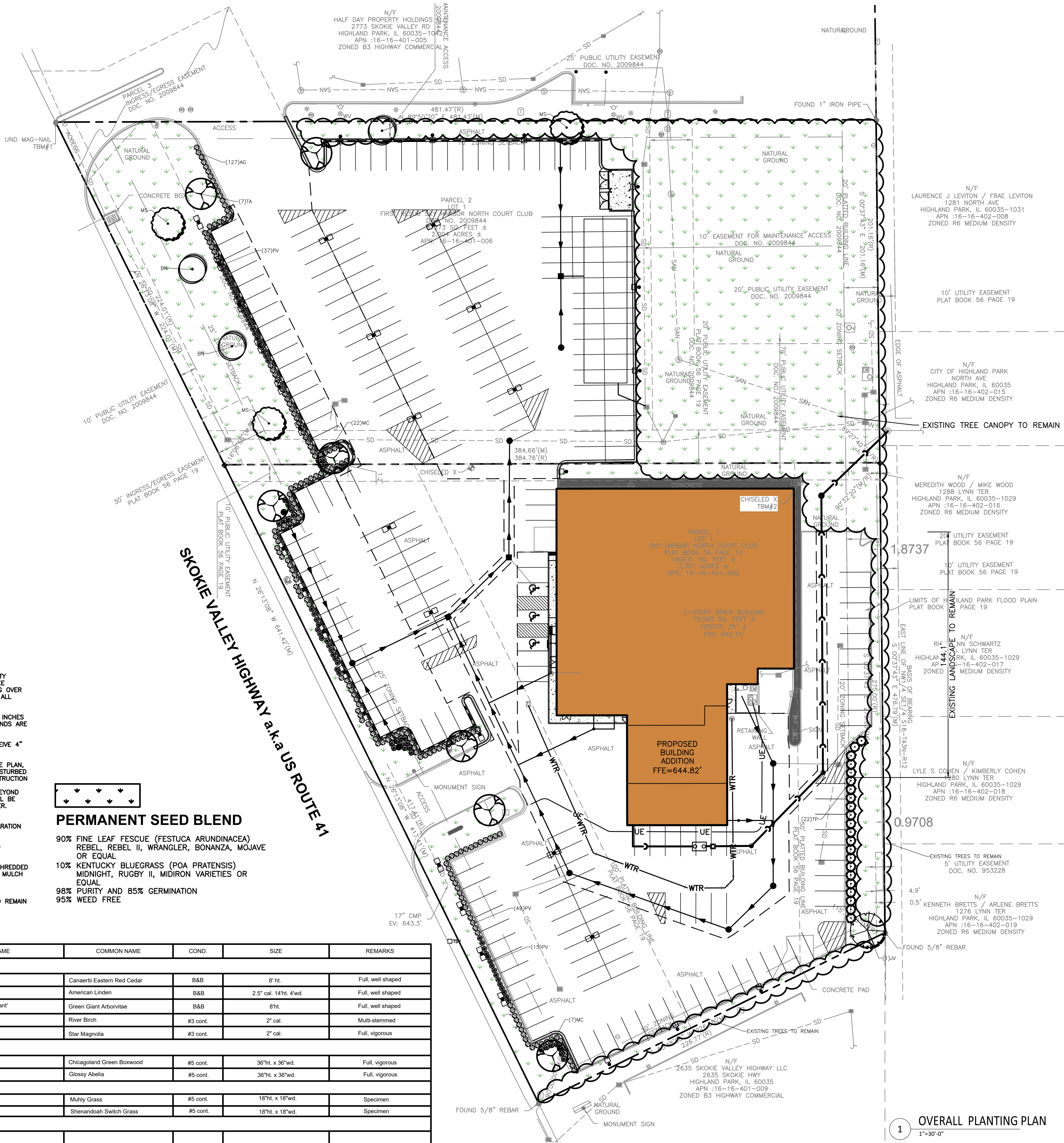
90% FINE LEAF FESCUE (FESTUCA ARUNDINACEA)
REBEL, REBEL II, WRANGLER, BONANZA, MOJAVE
OR EQUAL

10% KENTUCKY BLUEGRASS (POA PRATENSIS)
MIDNIGHT, RUGBY II, MIDIRON VARIETIES OR
EQUAL

98% PURITY AND 85% GERMINATION
95% WEED FREE

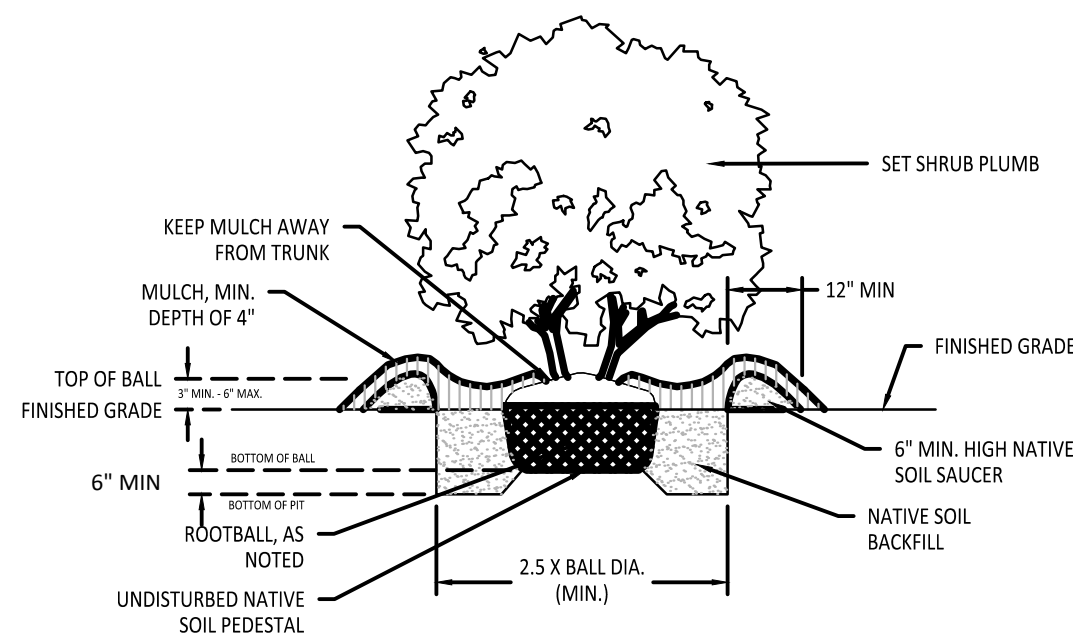
SYM	TAG	QTY	SCIENTIFIC NAME	COMMON NAME	COND.	SIZE	REMARKS
TREES							
	JV	1	Juniperus virginiana 'Canaertii'	Canaertii Eastern Red Cedar	B&B	8' ht.	Full, well shaped
	TA	7	Tilia Americana 'Redmond'	American Linden	B&B	2.5" cal. 14"ht. 4'wd	Full, well shaped
	TP	22	Thuja standishii x plicata 'Green Giant'	Green Giant Arborvitae	B&B	8'ht.	Full, well shaped
	BN	3	Betula nigra 'dura heat'	River Birch	#3 cont.	2" cal.	Multi-stemmed
	MS	3	Magnolia stellata	Star Magnolia	#3 cont.	2" cal.	Full, vigorous
EVERGREEN SHRUBS							
	BU	11	Buxus x 'Glencoe'	Chicagoland Green Boxwood	#5 cont.	36"ht. x 36"wd.	Full, vigorous
	AG	176	Abelia x grandiflora	Glossy Abelia	#5 cont.	36"ht. x 36"wd.	Full, vigorous
ORNAMENTAL GRASSES							
	MC	29	Muhlenbergia capillaris	Muhly Grass	#5 cont.	18"ht. x 18"wd.	Specimen
	PV	64	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	#5 cont.	18"ht. x 18"wd.	Specimen
SEED/SOD							
	SEED						

*QUANTITIES PROVIDED FOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL QUANTITIES OF PLANTS ON LANDSCAPE PLAN



SHADE AND UNDERSTORY TREE PLANTING

SCALE: N.T.S.



SHRUB PLANTING

SCALE: N.T.S

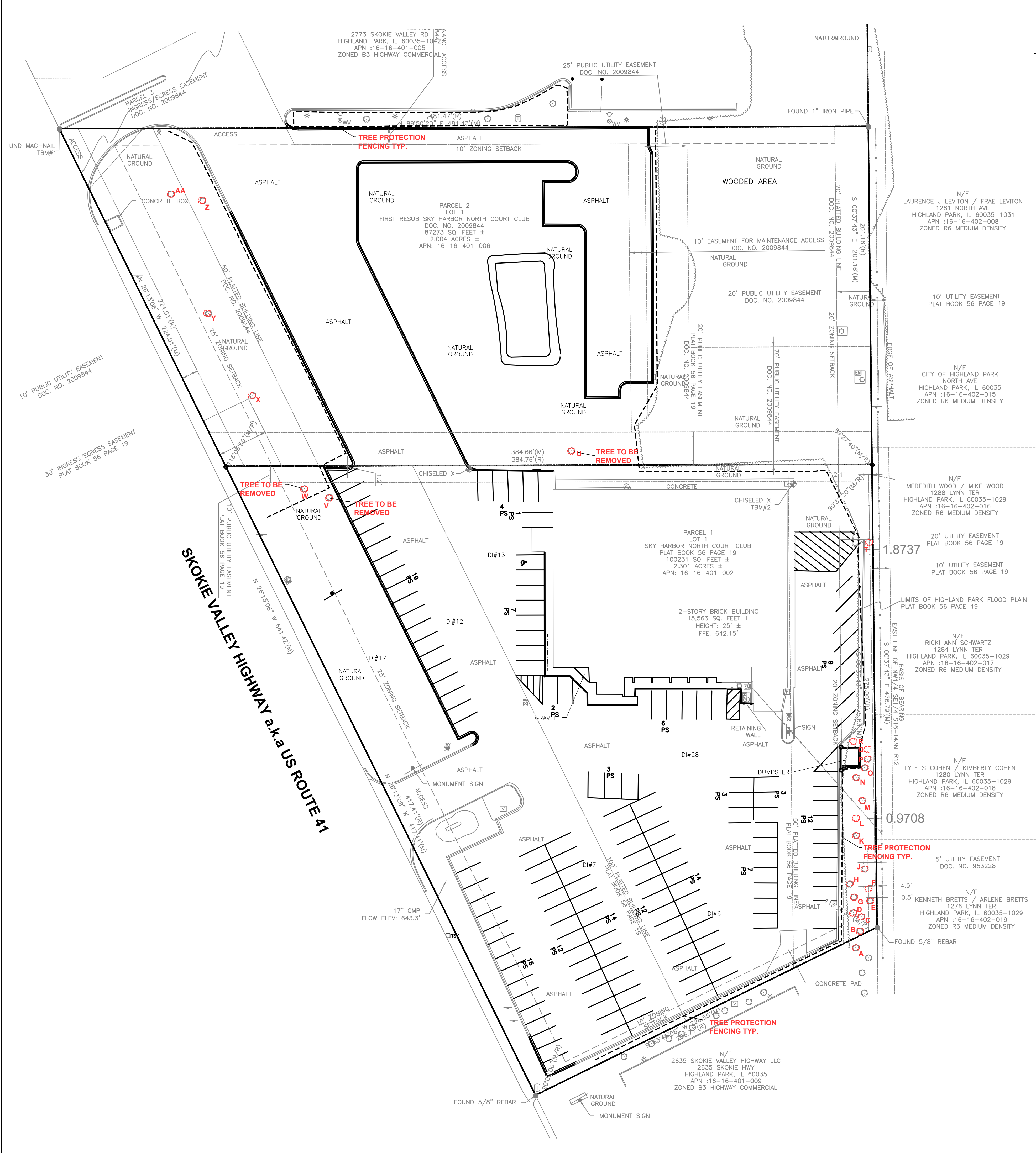
BENCHMARK:
THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

<u>BENCHMARK #1</u>	<u>BENCHMARK #2</u>
TYPE: MAG-NAIL	TYPE: CHISELED X
NORTHING: 2016818.50	NORTHING: 2016607.30
EASTING: 1119475.87	EASTING: 1119912.56
ELEVATION: 649.22'	ELEVATION: 646.30'

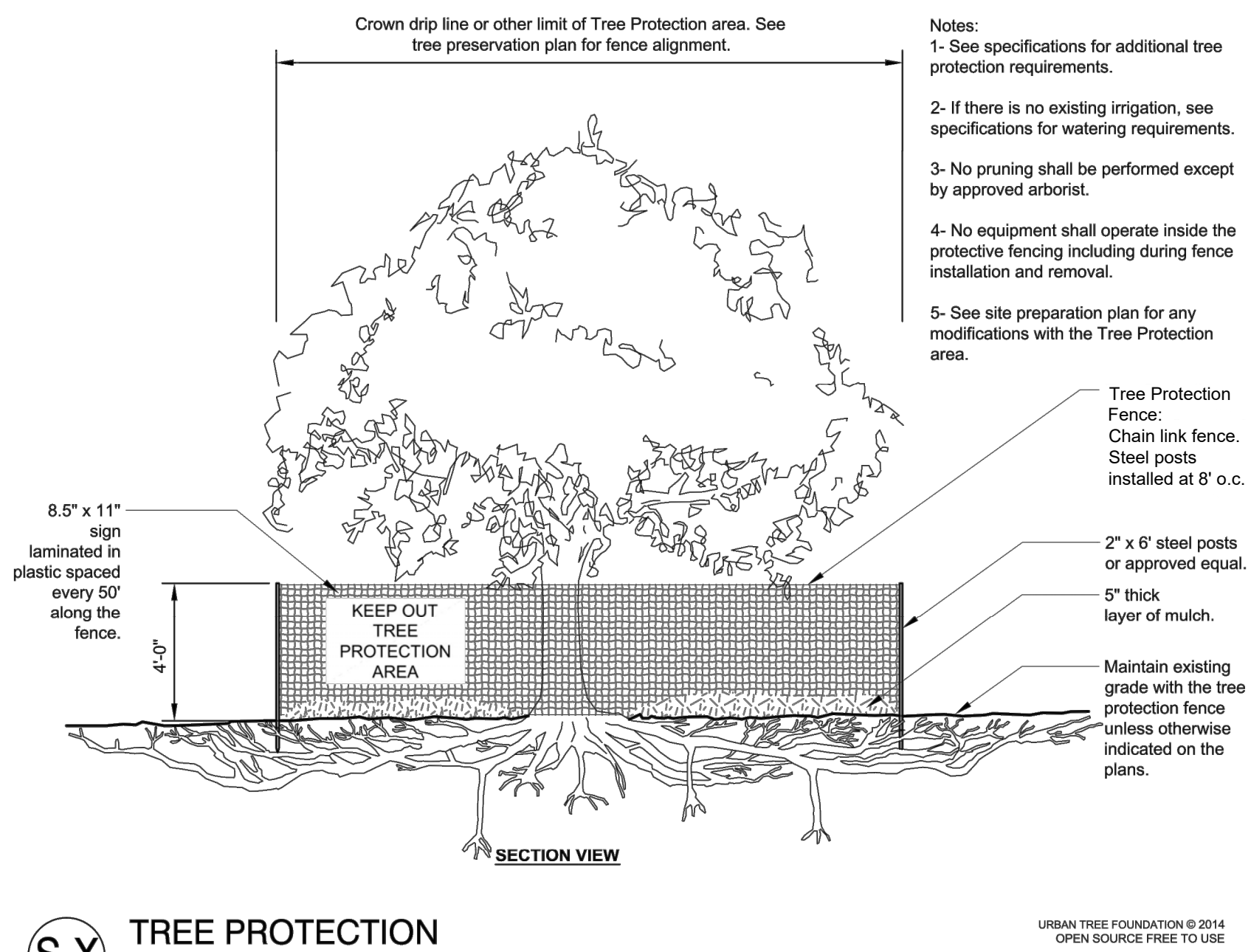
BENCHMARK #2
TYPE: CHISELED X
NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'





LEGEND
----- TREE PROTECTION FENCING (SEE DETAIL THIS SHEET)

Label	Scientific Name	Common Name	DBH Dia. (in)	Health	TBR/Tree to Remain	2nd Trunk Circum.	3rd Trunk Circum.
A	Fraxinus pennsylvanica	Green Ash	8	Fair/Bark damage/inevitable decline due to emerald ash borer	Tree to Remain		
B	Fraxinus pennsylvanica	Green Ash	8	Eventual decline to disease	Tree to Remain		
C	N/A-under caliper		5		Tree to Remain		
D	N/A-under caliper		5		Tree to Remain		
E	N/A-under caliper		5		Tree to Remain		
F	N/A-under caliper		5		Tree to Remain		
G	Quercus palustris	Pin Oak	8	Double trunk/weak juncture/wrapped and many sucker sprouts. Not a good specimen	Tree to Remain		
H	Quercus palustris	Pin Oak	20	Good	Tree to Remain		
I	Not used						
J	Quercus palustris	Pin Oak	8	Good	Tree to Remain		
K	Quercus palustris	Pin Oak	8	Poor/many witches brooms, shoots, girdling roots	Tree to Remain	0.8	too tiny
L	Quercus palustris	Pin Oak	8	Fair condition	Tree to Remain		
M	Quercus palustris	Pin Oak	8	Poor/dead trunk	Tree to Remain	1.8	1.8
N	Quercus palustris	Pin Oak	10	Fair to poor/Root flare covered	Tree to Remain		
O	Quercus rubra	Red Oak	17	Fair/No dominant leader/leaning	Tree to Remain		
P	N/A-under caliper		3		Tree to Remain	0.8	
Q	Quercus rubra	Red Oak	16	Fair/Root flare damage	Tree to Remain		
R	Quercus palustris	Pin Oak	10	Good/heavy trash dumped on root zone	Tree to Remain		
S	Juniperus chinensis	Columnar Juniper	25	Hedge/Some death	Tree to Remain		
T	Acer rubrum	Red Maple	10	Good but too close to fence	Tree to Remain		
U	Quercus rubra	Red Oak	21	Fair/poor limb connections	TBR and mitigated		
V	Malus sp.	Crab Apple	10	Good	TBR and mitigated		
W	Malus sp.	Crab Apple	8	Good	TBR and mitigated		
X	Ulmus	Elm	15	Poor/trunk damage-bark stripped/rot/limb loss/two leaders in conflict	Tree to Remain	4	
Y	Quercus rubra	Red Oak	19	Fair/swollen trunk indicating decay/tri-leader which means poor connection and eventual split	Tree to Remain	4.4	4
Z	Quercus palustris	Pin Oak	19	Fair/poor limb connections	Tree to Remain		
AA	Quercus rubra	Red Oak	31	Fair/poor limb connections	Tree to Remain		
Total caliper inches removed			39				
Total caliper inches remaining			270				



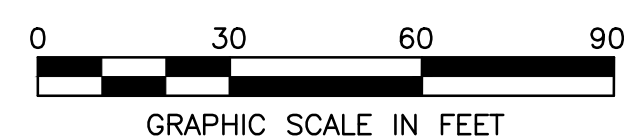
S-X TREE PROTECTION

CAROLYN GAIDIS ISA
CERT ID: MW-4979A

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ELEVATION: 646.30'



REVISION

No.	DATE	COMMENTS
01	02/12/24	JC
02	02/12/24	JC
03	02/12/24	JC
04	02/12/24	RG

PROJECT No: 10018490.03
DATE 02/12/24
DES. JC
DR. JC
CKD. RG

3333 Warrenton Road
Suite 200
Liste, IL 60532
WOOLPERT
ARCHITECTURAL ENGINEERING & CONSULTING

**SITE IMPROVEMENT PLANS
ACURA - HIGHLAND PARK**
2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

TREE PRESERVATION PLAN AND SURVEY

SHEET NO. **C501**

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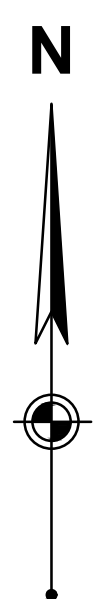
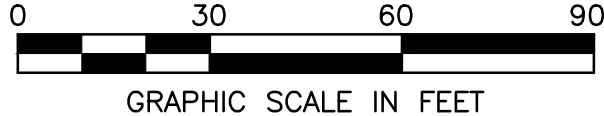


- LEGEND**
- EXISTING BUILDING
 - PROPOSED BUILDING ADDITION
 - EXISTING PAVEMENT AREAS TO BE RESURFACED
 - PROPOSED NEW PAVEMENT AREAS
 - GREEN SPACE/LANDSCAPING AREA
 - PROPOSED LIGHTPOLE LOCATIONS
 - PROPOSED TREES & SHRUBS
 - EXISTING TREE LOCATIONS

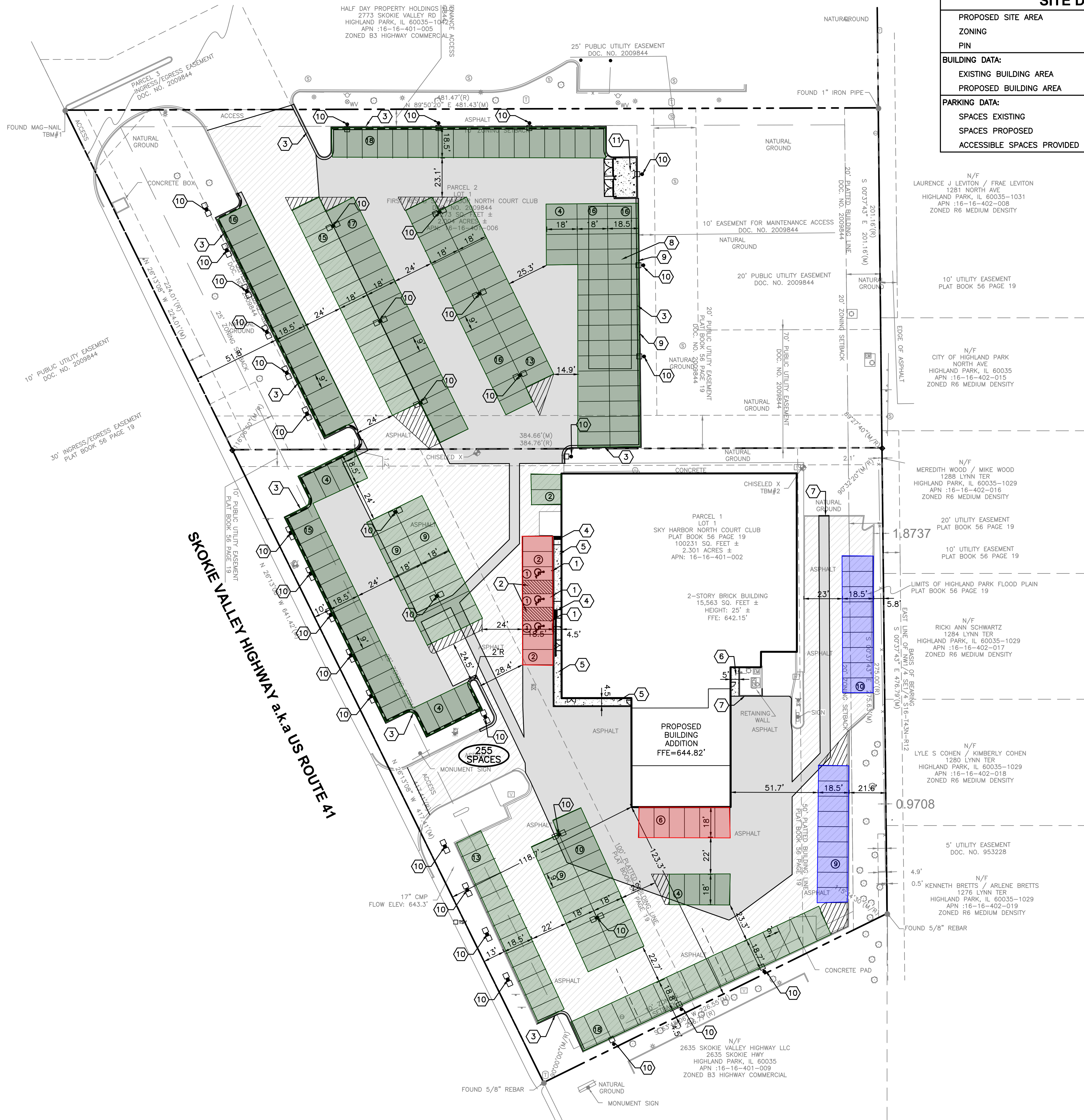
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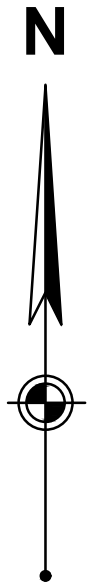
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3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045		3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045		3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045		3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045		3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045		3333 Warrenville Road Suite 200 Liste, IL 60532 800.414.1045	
SHEET NO.		SHEET NO.		SHEET NO.		SHEET NO.		SHEET NO.		SHEET NO.	
SITE EX1		SITE EX1		SITE EX1		SITE EX1		SITE EX1		SITE EX1	
COLOR SITE PLAN EXHIBIT		COLOR SITE PLAN EXHIBIT		COLOR SITE PLAN EXHIBIT		COLOR SITE PLAN EXHIBIT		COLOR SITE PLAN EXHIBIT		COLOR SITE PLAN EXHIBIT	
ACURA - HIGHLAND PARK		ACURA - HIGHLAND PARK		ACURA - HIGHLAND PARK		ACURA - HIGHLAND PARK		ACURA - HIGHLAND PARK		ACURA - HIGHLAND PARK	
2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)		2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)		2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)		2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)		2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)		2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)	
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035		HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035	
REVISION		REVISION		REVISION		REVISION		REVISION		REVISION	
No.		No.		No.		No.		No.		No.	
DATE		DATE		DATE		DATE		DATE		DATE	
05/06/24		05/06/24		05/06/24		05/06/24		05/06/24		05/06/24	
REVISED PER CITY COMMENTS		REVISED PER CITY COMMENTS		REVISED PER CITY COMMENTS		REVISED PER CITY COMMENTS		REVISED PER CITY COMMENTS		REVISED PER CITY COMMENTS	



SITE DATA	
PROPOSED SITE AREA	4.305 ACRES
ZONING	B-3 HIGHWAY COMMERCIAL
PIN	1616401002 & 1616401006
BUILDING DATA:	
EXISTING BUILDING AREA	15,563 SQ. FT.
PROPOSED BUILDING AREA	21,390 SQ. FT.
PARKING DATA:	
SPACES EXISTING	144
SPACES PROPOSED	260
ACCESSIBLE SPACES PROVIDED	3

LEGEND

	CUSTOMER PARKING (13 STALLS)
	EMPLOYEE PARKING (19 STALLS)
	STORAGE PARKING (228 STALLS)



SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

PARKING EXHIBIT


WOOLPERT
ARCHITECTURE | ENGINEERING | CONSULTING

3333 Warrenville Road
 Suite 200
 Lisle, IL 60532
 800.414.1045

PROJECT No:	DATE	No.	REVISION
10018490.03	02/12/24		
DES.			
DR.	DH		
CKD.			

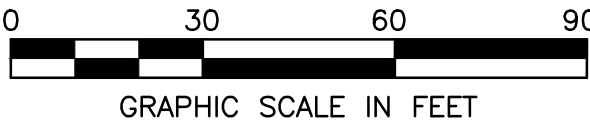

RICHARD F. GERDEMAN III
062-055714
5/28/24

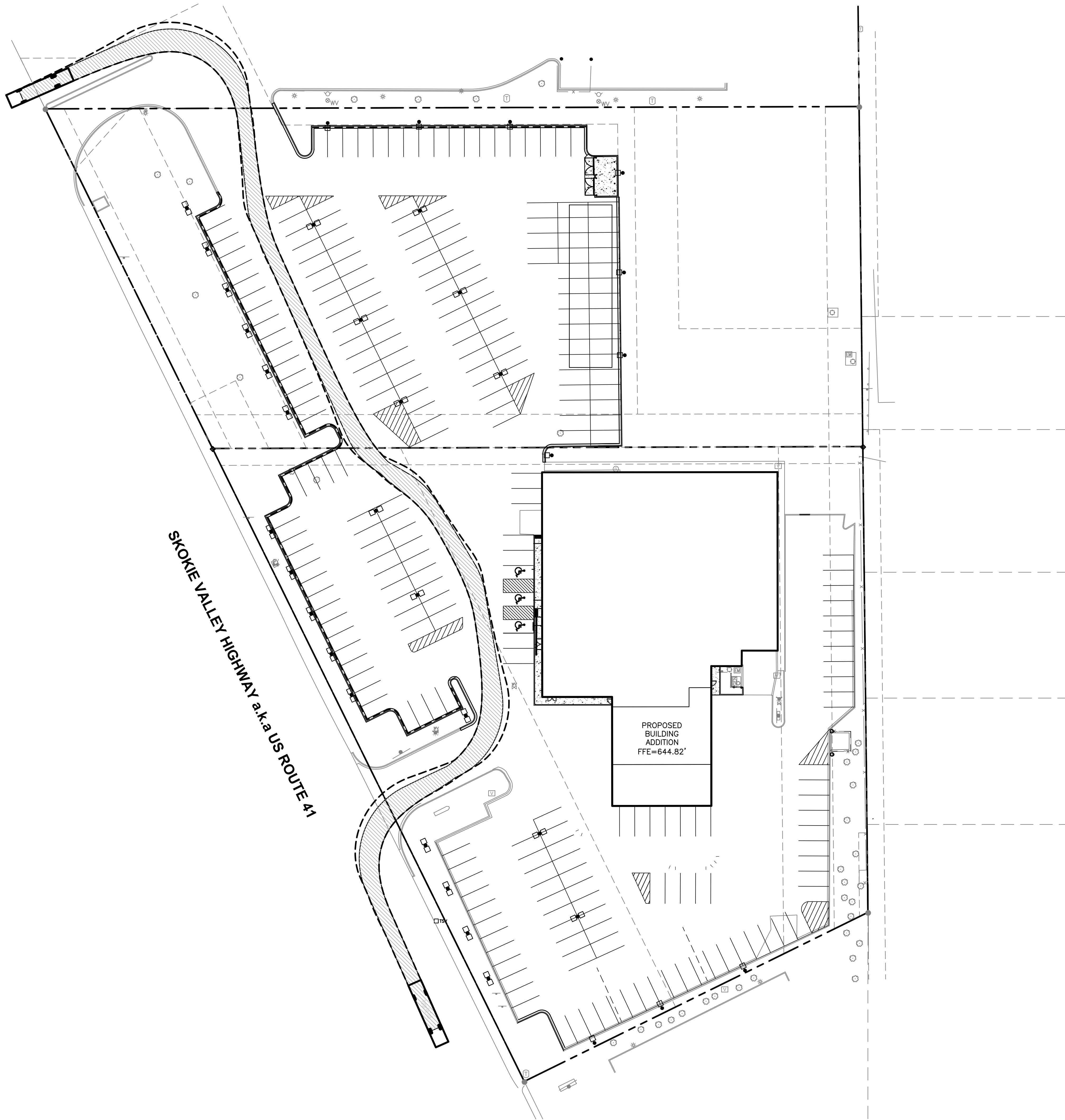
05/06/24

REVISED PER CITY COMMENTS

BENCHMARK:
THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1	BENCHMARK #2
TYPE: MAG-NAIL	TYPE: CHIELED X
NORTHING: 2016818.50	NORTHING: 2016618.50
EASTING: 1191475.87	EASTING: 1191912.50
ELEVATION: 649.22'	ELEVATION: 646.30'

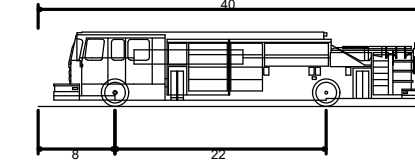




LEGEND

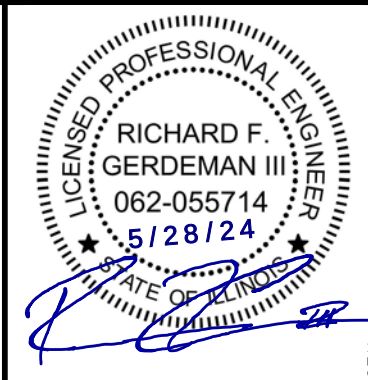
WHEEL PATH

BODY PATH



Pumper Fire Truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Max Wheel Angle

40.000ft
8.167ft
7.745ft
0.656ft
8.167ft
5.00s
45.00°



REVISION

No.	DATE
-----	------

PROJECT No:

10018490.03

DATE _____

DES.

DR. CKD

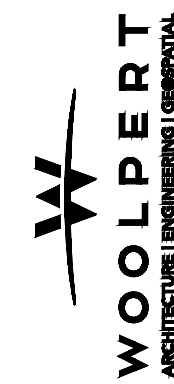
CND.

3333 Warrenville Road

Suite 200

Lisle, IL 60532
800 444 4045

800.414.1045



SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

99 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 4

PUMPER TRUCK TRACKING EX

SHEET NO.

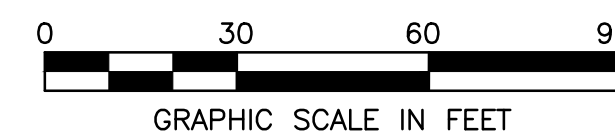
TR EX2

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

BENCHMARK #1
TYPE: MAG-NAIL
NORTHING: 2016818.50
EASTING: 1119475.87
ELEVATION: 649.22'

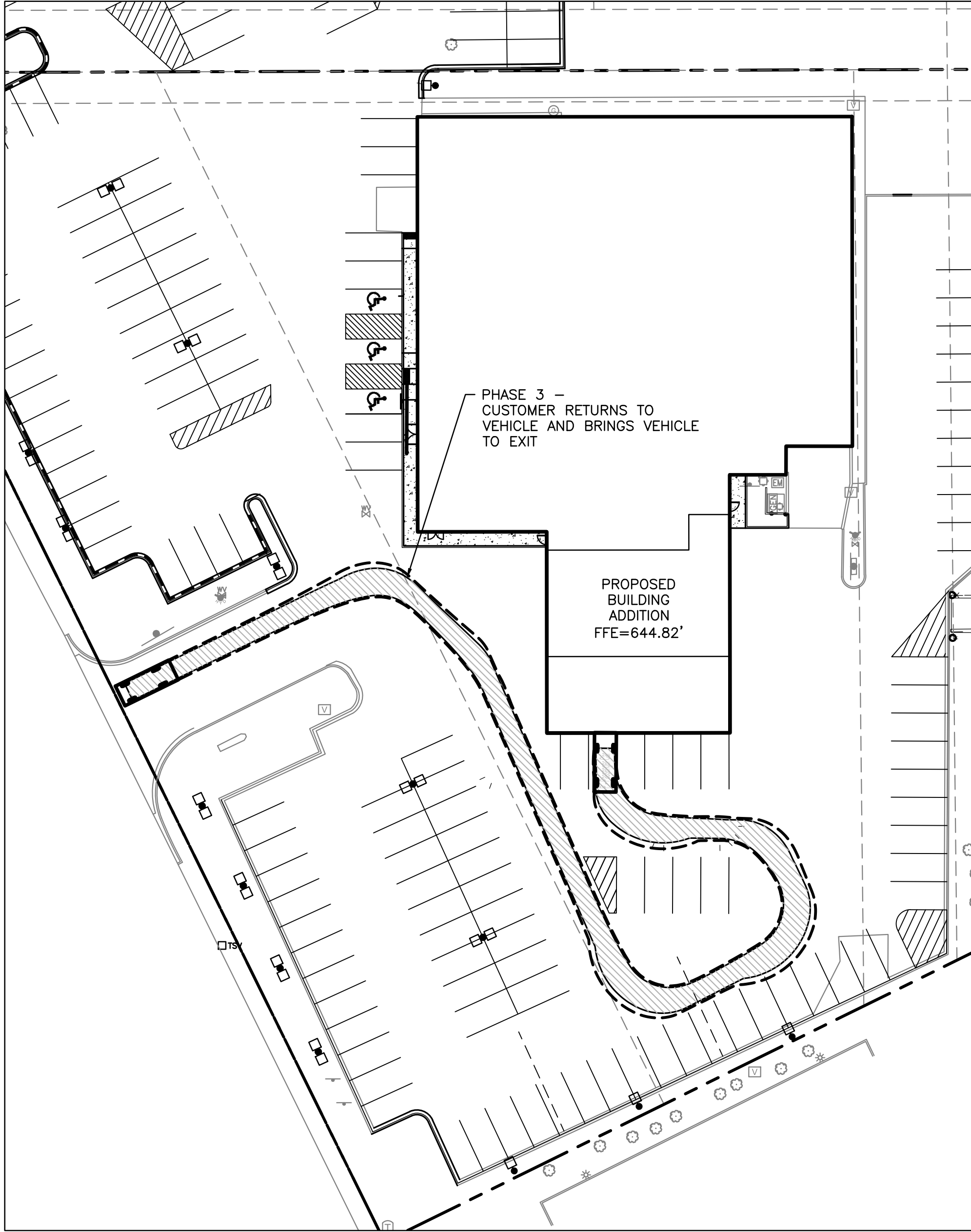
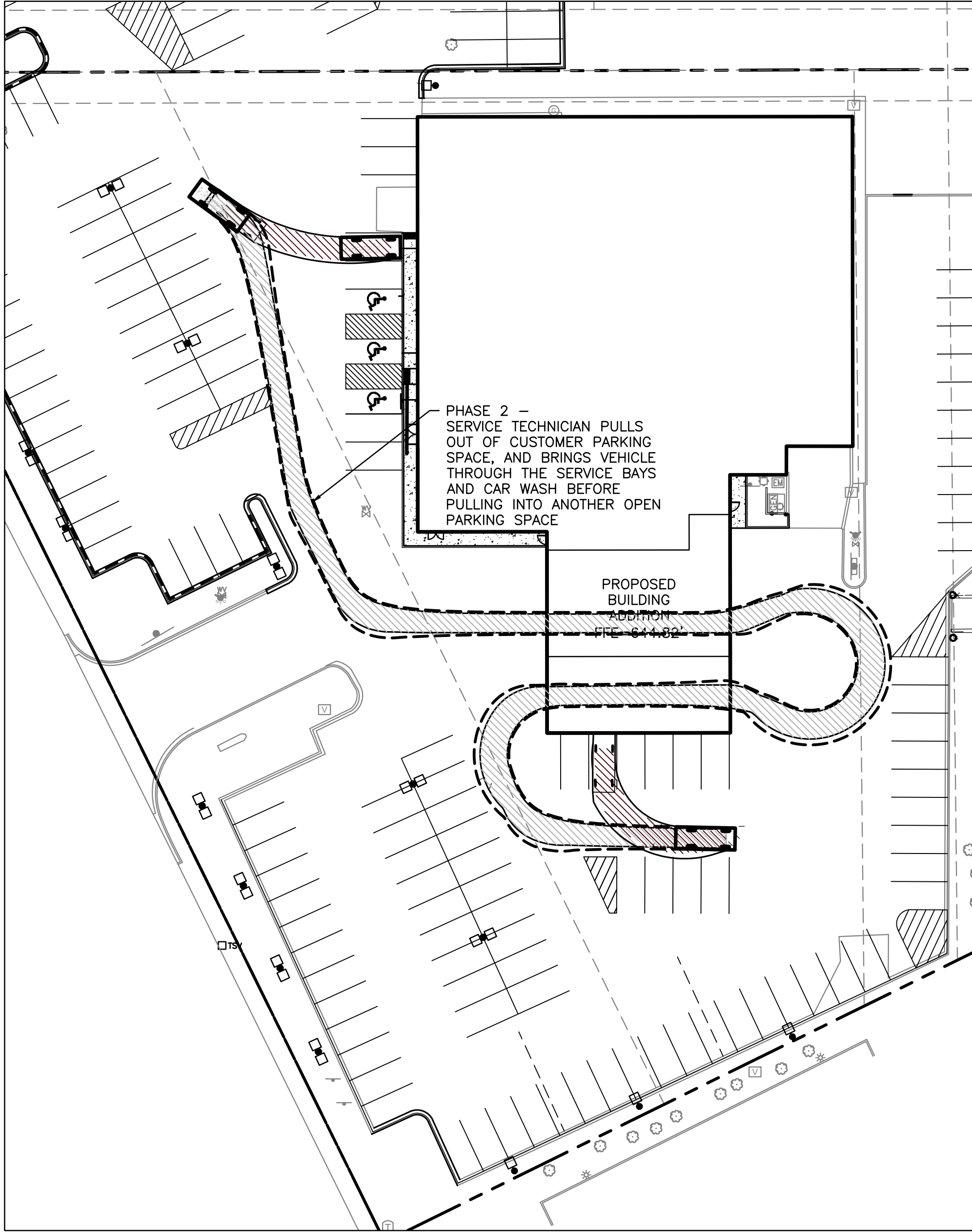
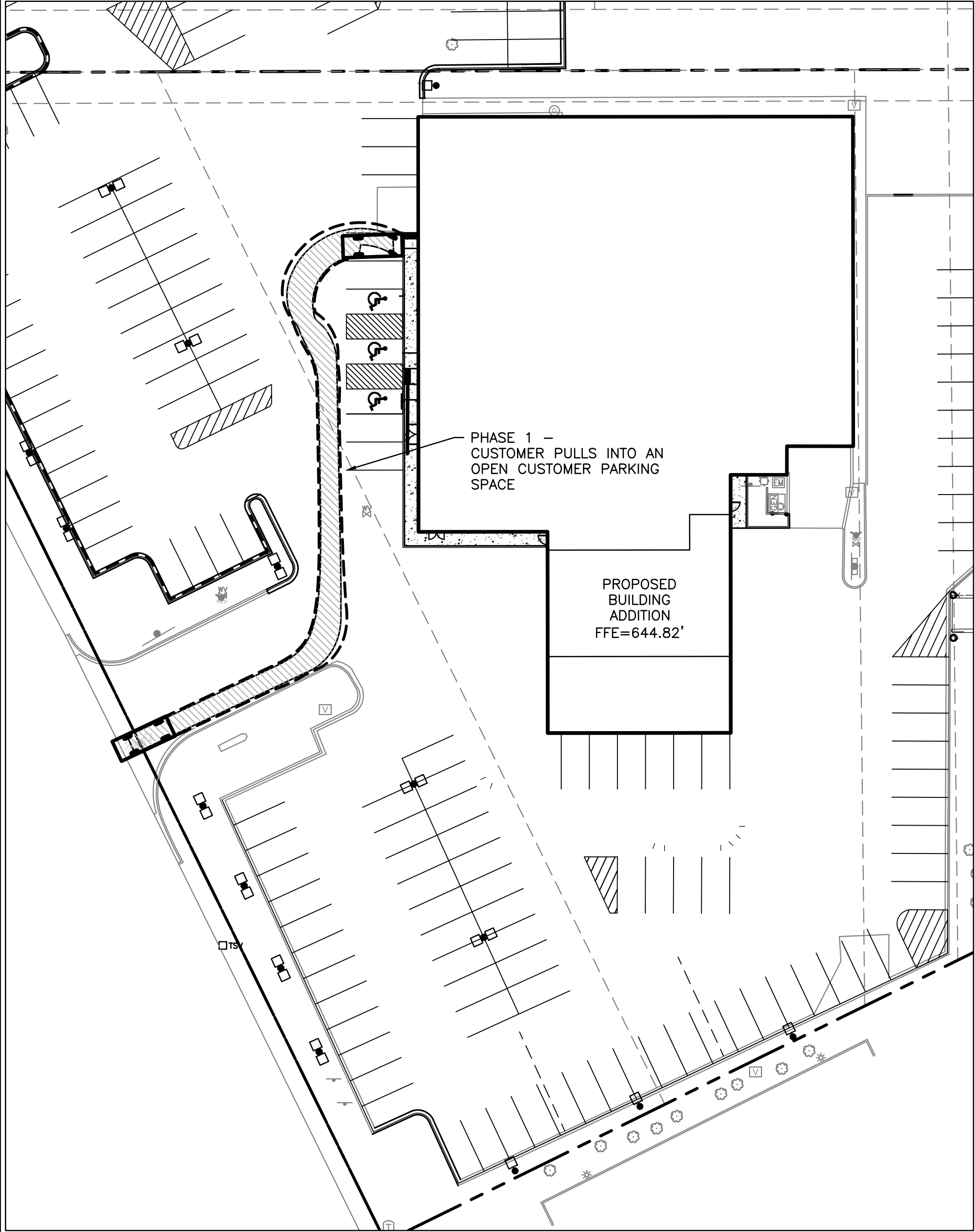
BENCHMARK #2
TYPE: CHISELED X
0 NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



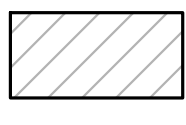
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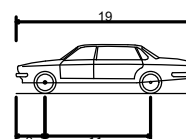


LEGEND



WHEEL PATH

BODY PATH



P - Passenger Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

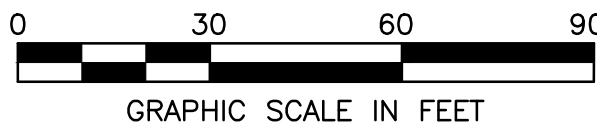
19.000ft
7.000ft
5.111ft
1.116ft
6.000ft
4.00s
24.000ft

BENCHMARK:

THE EXISTING CONDITIONS SHOWN ARE
BASED UPON A SURVEY PREPARED BY
BLEW & ASSOCIATES DATED 03/08/2023.

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EASTING: 1119475.87
ELEVATION: 649.22'

BENCHMARK #2
TYPE: CHISELED X
NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)

HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

CAR CIRCULATION EXHIBIT

SHEET NO.

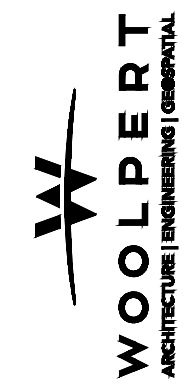
TR EX3

3333 Warrenville Road

Suite 200

Liste, IL 60532

800.414.1045



PROJECT No:
10018490.03

DATE 02/12/24

DES. JC

DR. DH

CKD. RG

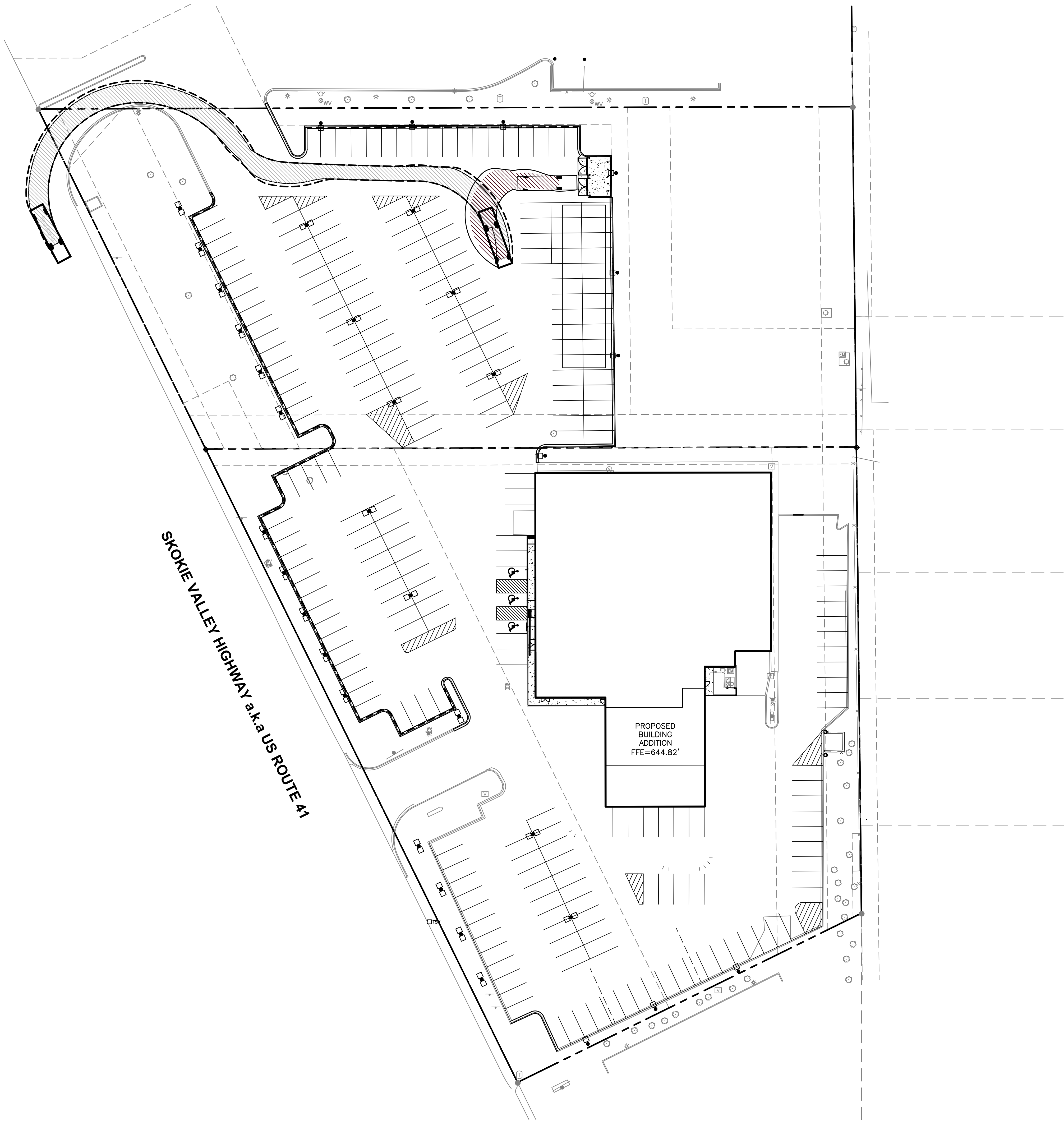
REVISION

No. DATE

05/06/24 REVISED PER CITY COMMENTS



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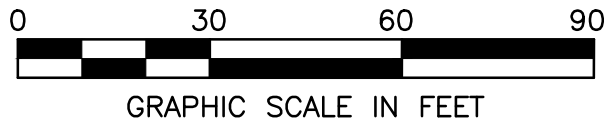


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TYPE: CHISELED X
NORTHING: 2016607.30
EASTING: 1119912.56
ELEVATION: 646.30'



SITE IMPROVEMENT PLANS

ACURA - HIGHLAND PARK

2699 AND 2745 SKOKIE VALLEY HIGHWAY (US HWY 41)

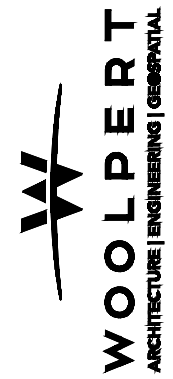
HIGHLAND PARK, LAKE COUNTY, ILLINOIS 60035

GARBAGE TRUCK TRACKING EXHIBIT

SHEET NO.

TR EX4

3333 Warrenville Road
Suite 200
Liste, IL 60532
800.414.1045



PROJECT No:
10018490.03
DATE 02/12/24
DES. JC
DR. DH
CKD. RG

REVISION

No. **DATE**

05/06/24 REVISED PER CITY COMMENTS



DRAFT FINDINGS OF FACT FOR PLAT OF CONSOLIDATION

FINDINGS OF FACT FOR PLAT OF CONSOLIDATION

The subject property contains two parcels, the parcel to the south (address of 2699 Skokie Valley Rd) contains the existing Acura dealership building and parking, and the parcel to the north (address of 2745 Skokie Valley Rd) comprises of the parking lot, and a heavily wooded area on the east, which is presently vacant.

The applicant is requesting to consolidate the two parcels to make this a motor vehicular salesroom, service, and repair, which is a permitted use in B3.

The proposed consolidated meets the Standards as shown in the table below.

Section 151.004 Minimum Design Standards			
Standard	Requirement	Proposed	Notes
lot shape	4 sides	4 sides	complies
lot depth	125'	greater than 226.77'	complies
zoning density	B3 - no density requirement	4.303 acres	complies
zoning width	B3 - no width requirement	Lots 1-8 ~20'	complies
creation of nonconformities	none allowed	none proposed	complies
tableland	20% or more	complies	complies
frontage on a public street	frontage required	frontage on Highway 41	complies
established property width average	NA for commercial district	not applicable	NA
streets and alleys and pedestrian ways	ROW dedication not required	no PW objections	complies
other public access use areas and facilities	no comments from PW	no PW objections	complies
utility and drainage easements	new lots proposed	easements proposed	complies
lot-in-depth standards	not applicable	not applicable	complies

The Plat of Consolidation requests the same variations approved on July 29, 2024, being the following:

- (a) From Sec. 151.004(A)(1) to allow for the creation of a lot with lot lines intersecting at angles other than right angles, and
- (b) Sec.151.008(B)(7) to waive the requirement to bury underground all utility distribution lines located on the public rights-of-way adjacent to the subject property.

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Karl Burhop, Senior Planner
Department: Community Development Department

Title: Consideration of a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development and Design Review with Modifications from City Code (250 Skokie Valley Rd.)

Recommendation:

Consider a Plan and Design Commission (“Commission”) recommendation to approve a Planned Development (“PUD”) to expand an existing dealership building at 250 Skokie Valley Rd. (“Property”).

If appropriate, the City Council should direct approval documents for final consideration at a future Council meeting^[1].

^[1] The Applicant has requested staff draft an Ordinance for a future Council meeting.

Policy Consideration:

Project Summary.

Simon Design Group (the “Applicant”), acting as an agent for McGrath Properties LLC, proposes an addition at the 2.4 acre (104,530 Sq. Ft) site. The Applicant proposes the following:

- Addition of Showroom and Sales Offices of 7,158 sf.
- Addition of Service Reception and shop 3,887 sf.
- Removal of 34 parking or storage spaces for the additions.
- A request for a variation to Article 22 of Chapter 150 of the City's Zoning Code, which pertains to foundation &

Project Description:	Addition onto existing dealership
Applicant	Simon Design Group
Property Owner:	McGrath Properties LLC
Site Location:	250 Skokie Valley Rd.
Site Area:	Total site: ~2.4 acres
Zoning:	B3 Highway Commercial
Public Hearings	Sept. 2 & 16, 2025

vehicular use area landscaping

- Will return for separate project for a new sign on the roofline of the newly renovated facade (with associated modifications from sign code).

The site fronts Skokie Valley Rd., and is located just east of ComEd & railroad right-of-way. The site is an existing Motor Vehicle Salesroom (commonly referred to as a dealership) with accessory outdoor motor vehicle inventory/storage and accessory repair services. No change to the use is proposed.

The Applicant describes their project in their narrative in Attachment 1, Attachment 2 is the plat of survey of existing conditions. The civil plans are included in Attachment 3, the floor plans and elevations (with renderings) in Attachment 4, and the site plan with landscaping is in Attachment 6. Attachment 5 is the traffic study conducted by Spaceco. Attachment 7 has the roof screening information and wall-mounted lighting details.

Commission Consideration.

The Commission considered PUD and Design Review for the project at two of its meetings; [Sept. 2](#) and [Sept. 16](#), 2025 (hyperlinks are to the packet, minutes, and video).

- Sept 2. The Commission indicated that more plantings needed to be provided, to reduce the landscaping relief request, as well as provide additional information on rooftop mechanical units/screening, and exterior lighting. The Commission directed findings of fact to be drafted for its next meeting.
- Sept 16. The Applicant provided additional planting, rooftop mech. unit, and ext. lighting info. The Commission adopted findings of fact recommending approval (6-0) (Attachment 8), noting no approval was granted for signage and recommending two conditions of approval:
 - Exterior lighting shall be 3000 Kelvin Color Correlated Temperature
 - Deliveries or shipments of motor vehicles shall occur only onsite and no loading or unloading shall occur in the right-of-way.

Public Comment.

No written comments have been submitted. Other than the Applicant and their team no members of the public provided testimony at either hearing date.

Neighborhood Context.

- North: B3 - Highway Commercial District and commercial uses.
- West: ComEd & Railroad ROW. Approximately 220' to the R6 single family neighborhood.
- South: B3 - Highway Commercial District and Commercial uses.
- East: Skokie Valley Road ROW and B3 zoning and commercial uses.

Zoning & Code Analysis:

See Attachment 10 for Zoning & Code Analysis.

Standards of Approval.

The applicant has submitted a (1) Preliminary Planned Development (Preliminary concurrent) and (2) Design Review. The following provide the standard of review for this consideration. The Commission must consider all the standards and all standards must be met, as appropriate and indicated in the below sections of City Code.

- Sec. 150.520. - Site Planning Constraints and Design Standards for PUDs.
- Sec. 150.1404. - Standards for SUPs.
- Chapter 176, ARTICLE II. - DESIGN REVIEW STANDARDS

City Department Comments.

The following provides summary comments from City staff.

- Public Works - Forestry Unit: None, as no landscaping plan provided
- Public Works - Engineering Division: No objections. See Attachment 6 for all comments
- Fire Department and Building Division: Permit required.

Core Priorities:

Economic Development

- Development brings tax base, jobs and contributes to vibrancy by attracting people to the City and providing services to residents.

Attachments:

1. Attachment 1 - Narrative
2. Attachment 2 - Plat of Survey
3. Attachment 3 - Civil Plans
4. Attachment 4 - Floor Plans & Elevations & Materials
5. Attachment 5 - Traffic Report
6. Attachment 6 - Site Plan w Landscaping
7. Attachment 7- Roof Screen & Ext. Lighting Details
8. Attachment 8 - Adopted PUD Findings of Fact
9. Attachment 9 - City Public Works Comments
10. Attachment 10 - Zoning & Code Analysis

Aug 18, 2025 (rev)

Karl Burhop
Department of Community Development
Planning Division
1150 Half Day Road
Highland Park, Illinois 60035

Regarding : PUD Revision for 250 Skokie Vally Road, McGrath Kia

Karl:

We are writing to submit our request for PUD revision.

The PUD is triggered by the building exceeding the area of 25,000 square feet, and an addition of more than 1,250 square feet. Additionally, we would like to request Landscape Relief for the foundation landscape and for the Parking area. The new condition continues existing condition and previous PUD, and are necessary for the nature of the automotive retail business.

The following is a summary of the project:

- Existing Building is L1 - 18,250 sf, and L2 – 3,420 sf
 - o The existing showroom will be demolished. The remaining offices will be renovated. Portions of the existing Vehicle Shop will be renovated. Level 2 will not be renovated.
- Addition of Showroom and Sales Offices of 7,158 sf.
- Addition of Service Reception and shop 3,887 sf.
- Total facility will be L1 - 25,578 and L2 – 3,420 sf.
- Landscape Relief is being sought to request no foundation landscaping around the building and also for no landscaping in the parking area. Both requests reflect the current state and are necessary to expand the showroom and maintain inventory according to Kia's standards.

Thank you for your consideration.

Respectfully and Cordially Submitted,

Simon Yu AIA, NCARB, LEED AP



AREA SUMMARY
(TO HEAVY LINES)
101,473 SQUARE FEET
OR
2.375 ACRES
(BASED ON MEASURED VALUES)



_____ LIMITS OF LAND PER
 _____ LEGAL DESCRIPTION
 _____ ADJACENT LAND
 _____ PARCEL LINE
 _____ EASEMENT LINE
 _____ BENEFIT LINE
 _____ DIVISIONS SEARCH LINE
 _____ SECTION LINE

McGRATH KIA EXPANSION

PROJECT NO: 13836

McGRATH KIA OF HIGHLAND PARK
250 SKOKIE VALLEY ROAD
HIGHLAND PARK, IL 60035
PHONE: (847) 545-0202

SIMON DESIGN GROUP
807 WAUKEGAN ROAD, SUITE 150
DEERFIELD, IL 60015
PHONE: (847) 571-3814

COUNTY LAKE COUNTY
CITY, TOWNSHIP HIGHLAND PARK, T43N
SEC. & 1/4 SEC. NO. SEC. 35, R12E

DESCRIPTION: SEE SHEET ET FOR BENCHMARK INFORMATION

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



ORIGINAL PLAN DATE: MAY 28, 2025

 _____ ENGINEER MICHAEL MONDUS, P.E. ILLINOIS REGISTRATION NO.: 062-052057 EXPIRATION DATE: 11/30/2025	05/28/25 DATE	
PROFESSIONAL DESIGN FIRM NO.: 184-001157 EXPIRATION DATE: 04/30/2027		
THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER		

[illegible]

LOCATION MAP

LOCATION MAP

The map illustrates the project location within the Northbrook area. Key features include:

- Project Location:** A black rectangle on Skokie Valley Road, north of Skokie Highway.
- Major Roads:** Skokie Highway (US 41), Skokie Valley Road, Clavey Road, Old Bruar Road, Sunnyside Road, Acorn Lane, Ridge Road, and Lake Cook Road.
- Landmarks:** Crossroads Shopping Center, a school (star icon), and a park (green area with a house icon).
- Other Labels:** "PROJECT LOCATION", "US 41", "Northbrook", and "Niles".
- Orientation:** A north arrow is located in the bottom right corner.

GENERAL NOTES

1. REFERENCED CODES

A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ISSRC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS; ADOPTED JANUARY 1, 2022 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERE TO; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.

B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAINS, 8TH EDITION IN ILLINOIS, 8TH EDITION REPAIRED 2020; AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY, EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.

C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.

D. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

2. UTILITY LOCATIONS

A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.I.E. AT 800-892-0123 AND THE MUNICIPALITY, FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL HAVE ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.

C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

3. UTILITY COORDINATION

A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.

B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION WHICH COORDINATES WITH UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.

C. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COORDINATION WITH OTHERS. AT&T SHALL BE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.

4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION" PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AND/OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

6. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.

7. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.

8. CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

9. COMMENCING CONSTRUCTION

A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNERS, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.

B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.

10. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.

11. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.

12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL, SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

13. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.

14. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.

16. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

17. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.

18. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (ISSRBC) ARTICLE 201.05.

19. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

20. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.

21. ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

22. GENERAL EXCAVATION/UNDERGROUND NOTES

A. SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.

B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.

C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER DEWATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.

D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.

23. FINAL ACCEPTANCE

A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.

B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.

D. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

24. UNDERGROUND NOTES

A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS, FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.

C. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DEWATERING. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING IDOT CA-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (ISSRC) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.

E. THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4" ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.

F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.

G. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.

H. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADES.)

I. SLEEVES FOR UTILITY (COMED, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 8" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.

J. THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.

25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OF OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS, "SAFE", MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.

TYPICAL ASPHALT PAVEMENT SECTION

N.T.S.

1

1.5" HMA SURFACE COURSE, MIX "C", N50

2

2.25" HMA BINDER COURSE, IL 19.0, N50

3

10" AGGREGATE BASE COURSE, TYPE B

4

COMPACTED AND STABLE SUBGRADE

TYPICAL SIDEWALK SECTION

N.T.S.

5" PORTLAND CEMENT CONCRETE

4" AGGREGATE BASE COURSE, TYPE B

COMPACTED AND STABLE SUBGRADE

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	WATER MAIN (WITH SIZE)	
	PIPE TRENCH BACKFILL	
	GAS MAIN	
	TELEPHONE LINES	
	ELECTRIC LINE	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
	CONTOUR	
	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	
	SPOT ELEVATION	
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

ABBREVIATIONS

M = STORM MANHOLE

S = SANITARY MANHOLE

CB = CATCH BASIN

LP = LIGHT POLE

VV = VALVE VAULT

E = END SECTION

FH = FIRE HYDRANT

GR = GRADE RING (HYDRANT)

I = INVERT OR INLET

TF = TOP OF FOUNDATION

GF = GARAGE FLOOR

TC = TOP OF CURB

TD = TOP OF DEPRESSED CURB

TW = TOP OF RETAINING WALL

BW = BOTTOM OF RETAINING WALL

OP = OUTLET OF PIPE

T/P = TOP OF PIPE

B/P = BOTTOM OF PIPE

WM = WATERMAIN

SAN = SANITARY SEWER

STM = STORM SEWER

LO = LOOK OUT

PLO = PARTIAL LOOK OUT

PERMITS

DESCRIPTION	LOG NO.	PERMIT NO.	DATE ISSUED
IDNR	XXXXXXXX		XX/XX/XX
IHPA			
CITY OF HIGHLAND PARK			
NSWRD			

CONTACT INFORMATION

VILLAGE ENGINEER

ENGINEERING & PUBLIC WORKS
1150 HALF DAY ROAD
HIGHLAND PARK, ILLINOIS 60035
(847) 432-0807

COMCAST

688 INDUSTRIAL DRIVE
ELMHURST, ILLINOIS 60126
(830) 600-6352

LAKE COUNTY SMC

STORMWATER MANAGEMENT COMMISSION
500 W. WINCHESTER ROAD, SUITE 201
LIBERTYVILLE, ILLINOIS 60048
(847) 377-7700

NSWRD

14770 W. WM. KOEPEL DRIVE
GURNEE, IL 60031
(847) 623-6060

GENERAL NOTES & TYPICAL SECTIONS

McGRATH KIA EXPANSION
250 SKOKIE VALLEY ROAD
HIGHLAND PARK, ILLINOIS

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13836GN.DGN

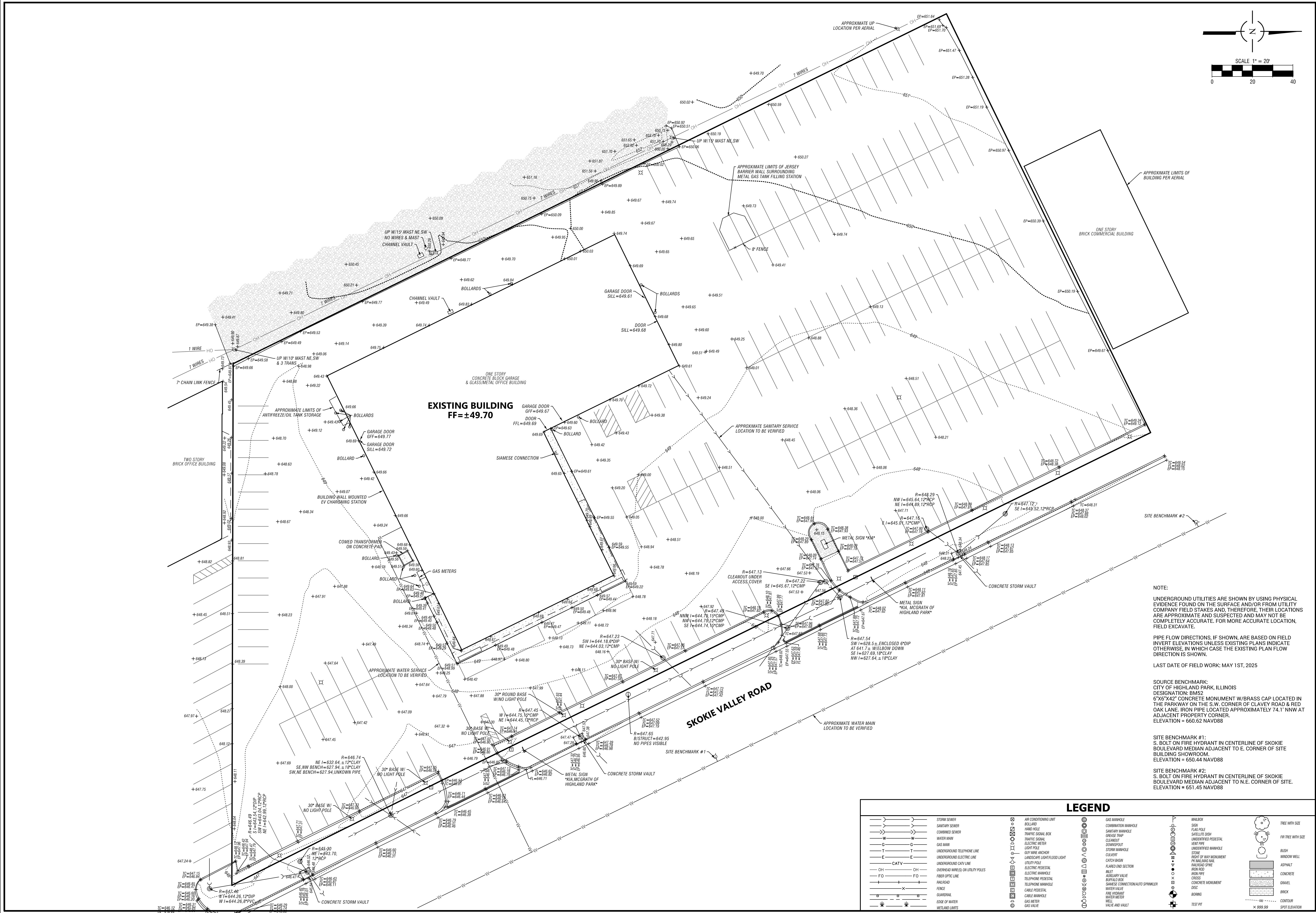
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NOTE:
UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

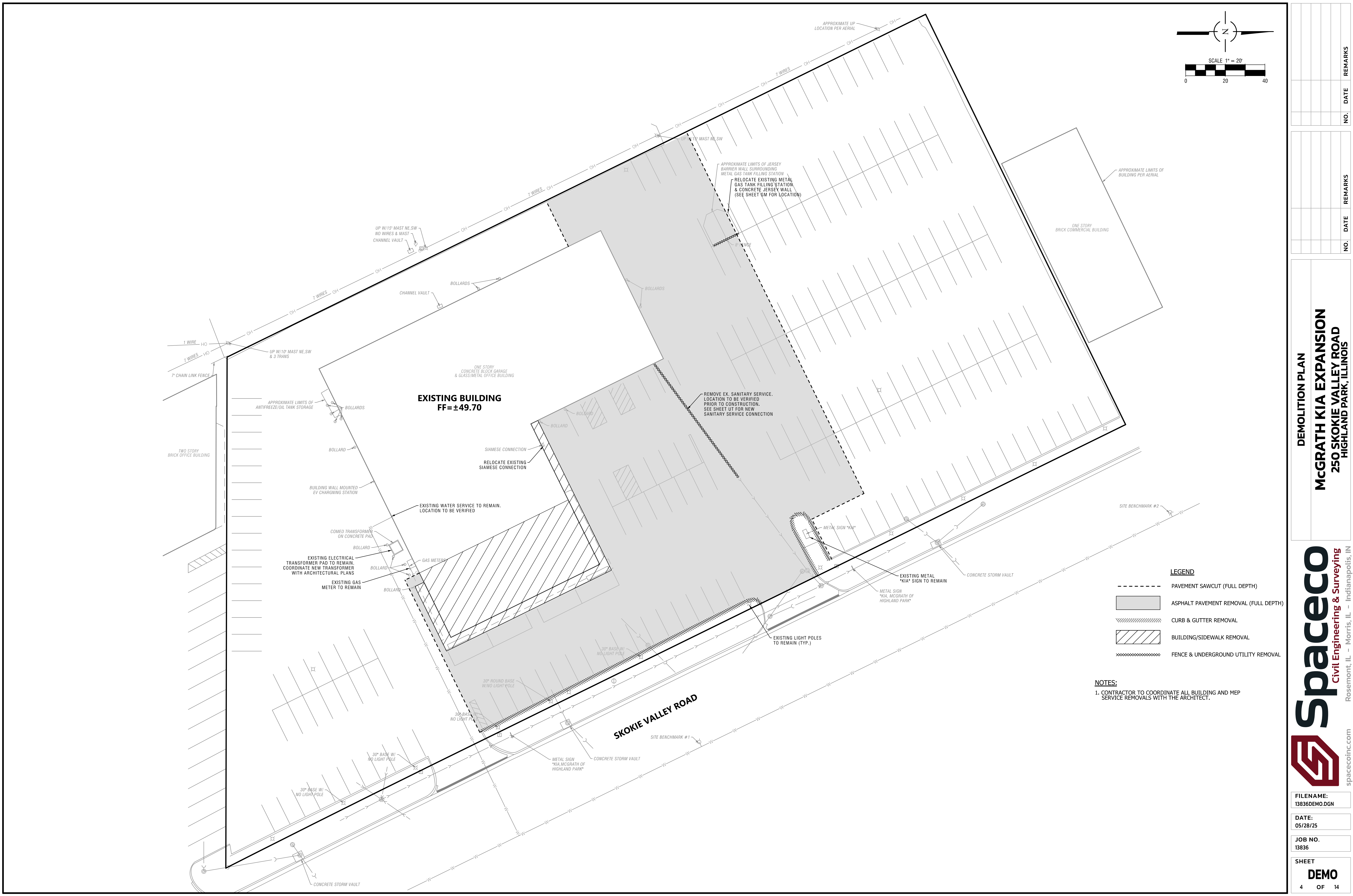
LAST DATE OF FIELD WORK: MAY 1ST, 2025

SOURCE BENCHMARK:
CITY OF HIGHLAND PARK, ILLINOIS
DESIGNATION: BMS2
6"X6"X42" CONCRETE MONUMENT W/BRASS CAP LOCATED IN THE PARKWAY ON THE S.W. CORNER OF CLAVEY ROAD & RED OAK LANE. IRON PIPE LOCATED APPROXIMATELY 74.1' NNW AT ADJACENT PROPERTY CORNER.
ELEVATION = 660.62 NAVD88

SITE BENCHMARK #1:
S. BOLT ON FIRE HYDRANT IN CENTERLINE OF SKOKIE BOULEVARD MEDIAN ADJACENT TO E. CORNER OF SITE BUILDING SHOWROOM.
ELEVATION = 650.44 NAVD88

SITE BENCHMARK #2:
S. BOLT ON FIRE HYDRANT IN CENTERLINE OF SKOKIE BOULEVARD MEDIAN ADJACENT TO N.E. CORNER OF SITE.
ELEVATION = 651.45 NAVD88

LEGEND									
	STORM SEWER		AIR CONDITIONING UNIT		GAS MANHOLE		MAILBOX		TREE WITH SIZE
	SANITARY SEWER		HAND HOLE		SANITARY MANHOLE		SIGN		FIRE TREE WITH SIZE
	COMBINED SEWER		TRAFFIC SIGNAL BOX		GAS VALVE		SATELLITE DISH		BUSH
	WATER MAIN		TRAFFIC SIGNAL		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	GAS MAIN		CLEANOUT		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	ELECTRIC METER		DOWNSPOUT		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	CATV		STORM MANHOLE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		CATCH BASIN		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		INLET		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		AUXILIARY VALVE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		BURIED BOX		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		SIAMESE CONNECTION		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		ELECTRIC MANHOLE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		TELEPHONE MANHOLE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		FIRE HYDRANT		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		CABLE PEDESTAL		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		GAS MANHOLE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	OH		GAS METER		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
	FO		GAS VALVE		GAS VALVE		UNIDENTIFIED PEDESTAL		WINDOW WELL
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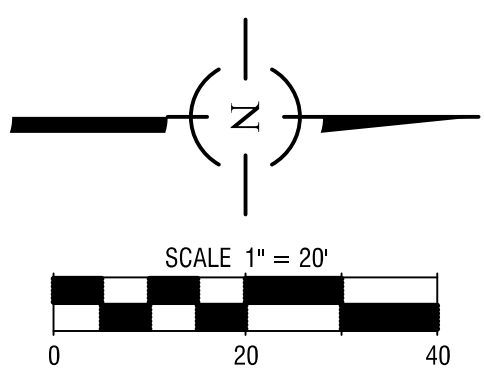


DEMOLITION PLAN
McGRATH KIA EXPANSION
250 SKOKIE VALLEY ROAD
HIGHLAND PARK, ILLINOIS

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

FILENAME:	13836DEMO.DGN
DATE:	05/28/25
JOB NO.	13836
SHEET	DEMO
4	OF 14



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GRADING PLAN

McGRATH KIA EXPANSION
250 SKOKIE VALLEY ROAD
HIGHLAND PARK, ILLINOIS

paceco
Civil Engineering & Surveying



FILENAME:
13836GR.DGN

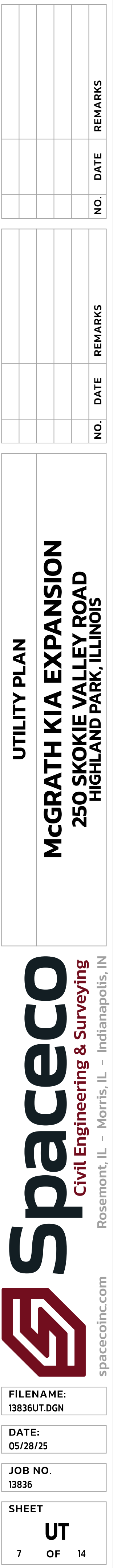
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This Soil Erosion & Sediment Control (SESC) Plan has been prepared to fulfill one of the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit No. ILR10-01A. The SESC Plan should be maintained on site as an integral component of the Storm Water Pollution Prevention Plan (SWPPP). The SWPPP, including the SESC Plan, should be amended whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for the discharge of pollutants to the Waters of the State and which has not otherwise been addressed in the SWPPP. The SWPPP shall also be amended if it proves to be ineffective in eliminating or significantly minimizing pollutants, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity. In addition, the SWPPP shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the SWPPP.

All storm water pollution prevention plans and all completed inspection forms/reports required under the General NPDES Permit No. ILR10 are considered reports that shall be available to the public within 30 days upon request. If a storm water pollution prevention report or inspection form/report cannot be provided, the permittee shall respond to the request within 30 days with a statement that explains why the document cannot be provided. However, the permittee may claim any portion of a storm water pollution prevention plan as confidential in accordance with 40 CFR Part 2.

1. SITE DESCRIPTION

A. The following is a description of the nature of the construction activity: **EXPANSION OF AN EXISTING CAR DEALERSHIP BUILDING WITH PARKING LOT AND STORM SEWER IMPROVEMENTS**

B. The following is a description of the intended sequence of construction activities which will disturb soils for major portions of the construction site:

Describe proposed construction sequence, sample follows:

1) Install perimeter sediment control measures

a) Selective vegetation removal for silt fence installation

b) Silt fence installation

c) Construction fencing around areas not to be disturbed

d) Stabilized construction entrance

2) Clear and grub (as necessary)

3) Grade site

4) Install storm sewer and associated inlet protection

5) Install pavement

6) Install building

7) Permanently stabilize lots

8) Remove all temporary soil erosion and sediment control measures after the site is stabilized with vegetation

C. The site has a total acreage of approximately **2.376** acres. Construction activity will disturb approximately **1.728** acres of the site.

D. 1) An estimated runoff coefficient of the site after construction activities are completed is **0.40**.

2) Existing data describing the soil or quality of any discharge from the site is included in **Phase 1 Environmental Site Assessment Report**.

E. Refer to Sheets **ET-08-SES** for a site plan indicating:

1) drainage patterns;

2) approximate slopes anticipated before and after major grading activities;

3) locations where vehicles enter or exit the site and controls to minimize off-site sediment tracking;

4) areas of soil disturbance;

5) the location of major structural and nonstructural controls;

6) the location of areas where stabilization practices are expected to occur;

7) surface waters (including wetlands); and,

8) locations where storm water is discharged to a surface water.

F. 1) The name of the receiving water(s) is (are): **City of Highland Park Storm Sewer**.

2) The name of the ultimate receiving water is: **Skokie River**.

3) The extent of wetland acreage at the site is **0.00 acres**.

G. Potential sources of pollution associated with this construction activity may include:

- sediment from disturbed soils
- portable sanitary stations
- fuel tanks
- staging areas
- waste containers
- chemical storage areas
- oil or other petroleum products
- adhesives
- tar
- solvents
- detergents
- fertilizers
- raw materials (e.g., bagged portland cement)
- construction debris
- landscape waste
- concrete and concrete trucks
- litter

2. CONTROLS

This section of the SESC Plan addresses the various controls that should be implemented for each of the major construction activities described in the "Site Description" section. For each measure identified in the SWPPP, the contractor(s) or subcontractor(s) that will implement the measure should be identified. All contractors and subcontractors that are identified should be required to sign a copy of the certification statement from Part VI.G. of ILR10 in accordance with Part VI.G. - Signatory Requirements, of the ILR10 Permit). All signed certification statements should be maintained in the SWPPP.

A. Approved State or Local Plans

The management practices, controls and other provisions contained in the SWPPP should be at least as protective as the requirements contained in the Illinois Environmental Protection Agency's (IEPA) and the United States Department of Agriculture's Natural Resource Conservation Service Illinois Urban Manual, 2012. Requirements specified in sediment and erosion control site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of a Notice of Intent (NOI) to be authorized to discharge under the ILR10 permit, incorporated by reference and are enforceable under the ILR10 permit even if they are not specifically included in a SWPPP required under the ILR10 permit. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued for the construction site.

The soil erosion and sediment control measures for this site should meet the requirements of the following agencies:

- Highland Park
- Lake County
- IEPA

B. Control Implementation Schedule

Best Management Practices will be implemented on an as-needed basis to protect water quality. Perimeter controls of the site should be installed prior to soil disturbance (excluding soil disturbance necessary to install the controls). Including demolition activities. Perimeter controls, including the silt fence, should be actively maintained until final stabilization of those portions of the site upward of the perimeter control. Stabilized construction entrances and sediment traps should be installed as described in the intended sequence of construction activities. The contractor is responsible for the adequate protection (including sediment control) of existing sewers and sewer structures during construction operations. As necessary, the appropriate sediment control measure should be installed prior to land disturbing activities.

Stabilization measures should be initiated where construction activities have temporarily or permanently ceased, in accordance with Local and State requirements, as described below. Once construction activity in an area has permanently ceased, that area should be permanently stabilized. Temporary perimeter controls should be removed after final stabilization of those portions of the site upward of the perimeter control.

C. Erosion and Sediment Controls

The appropriate soil erosion and sediment controls should be implemented on site and should be modified to reflect the current phase of construction. All temporary sediment and erosion control measures should be repaired or replaced as soon as practicable to maintain NPDES compliance. Permittee or an authorized agent is responsible for inspecting all sediment and erosion control measures at a minimum of every 7 calendar days and within 24 hours, or one working day, of the end of a 0.5-inch (or greater) rain event.

Unless otherwise indicated, all vegetative and structural erosion and sediment control practices should be installed to the Standard Practice. The contractor is responsible for the installation of any additional erosion and sediment control measures necessary to minimize erosion and sedimentation as determined by the Engineer or Primary Contact.

1) Stabilization Practices - Areas that will not be paved or covered with non-erodible material should be stabilized using procedures in substantial conformance with the Illinois Urban Manual. This SESC Plan includes site-specific soil erosion and sediment control measures. Additional erosion controls should be implemented as necessary, as determined by the Engineer or Primary Contact.

The following temporary and permanent stabilization practices, at a minimum, are proposed:

- permanent seeding
- erosion control blanket
- other measures

Site-specific scheduling of the implementation of these practices is included in the Soil Protection Chart. A record of the dates when major grading activities occur, when construction activities cease on a portion of the site, and when stabilization measures are initiated should be included in the SWPPP.

Stabilization of disturbed areas must be initiated within 1 working day of permanent or temporary cessation of earth activities and shall be completed as soon as possible but not later than 14 days from the initiation of stabilization work in an area. Exceptions to these time frames are specified below.

a. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.

b. On areas where construction activity has temporarily ceased and will resume after 14 days, a temporary stabilization method can be used. Temporary stabilization techniques and materials shall conform to the SWPPP.

2) Structural Practices - Provided below is a description of structural practices that should be implemented, to the degree attainable to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Structural practices should be placed on upland soils to the degree practicable. The installation of the following devices may be subject to Section 404 of the Clean Water Act.

- stabilized construction entrance
- silt fence
- other measures

The following requirements apply to protecting storm drain inlets:

- Clean, or remove and replace, the protection measures as sediment accumulates, the filter becomes clogged, and/or performance is compromised. Where there is evidence of sediment accumulation adjacent to the inlet protection measure, remove the deposited sediment by the end of the same business day in which it is found or by the end of the following business day if removed by the same business day is not feasible.

D. Storm Water Management

Provided below is a description of measures that will be installed during the construction process to control the pollutants in storm water discharges that will occur after the construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

1) The practices selected for implementation were determined on the basis of technical guidance contained in IEPA's Illinois Urban Manual, Federal, State, and/or Local Requirements. The storm water management measures include:

- storm sewers
- other measures

2) Velocity dissipation devices, such as rip-rap aprons at flared end sections or level spreaders, shall be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a watercourse so that the natural, physical, and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

3) For any site which discharges directly to an impaired water listed for suspended solids, turbidity, or siltation, the SWPPP must be designed for a storm event equal to or greater than a 25-year/24-hour rainfall event. If required by federal regulations or the Illinois Urban Manual, the SWPPP must adhere to a more restrictive design criterion.

E. Waste Management

Solid waste materials including trash, construction debris, excess construction materials, machinery, tools and other items will be collected and disposed of off site by the contractor. The contractor is responsible to acquire the permit required for such disposal. Burning on site will not be permitted. No solid materials, including building materials, shall be discharged to Waters of the State, except as authorized by a Section 404 permit. All waste materials should be collected and stored in approved receptacles. No wastes should be placed in any location other than in the approved containers appropriate for the materials being discarded. There should be no liquid wastes deposited into dumpsters or other containers which may leak. Receptacles with deficiencies should be replaced as soon as possible and the appropriate clean-up procedure should take place, if necessary. Construction waste material is not to be buried on site. Waste disposal should comply with all Local, State, and Federal regulations.

On-site hazardous material storage should be minimized and stored in labeled, separate receptacles from non-hazardous waste. All hazardous waste should be disposed of in the manner specified by Local or State regulation or by the manufacturer.

F. Concrete Waste Management

Concrete waste or washout should not be allowed in the street or allowed to reach a storm water drainage system or watercourse. When practicable, a sign should be posted at each location to identify the washout. To the extent practicable, concrete washout areas should be located a reasonable distance from a storm water drainage inlet or watercourse, and should be located at least 10 feet behind the curb, if the washout area is adjacent to a paved road. A stabilized entrance that meets Illinois Urban Manual standards should be installed at each washout area.

The treatment facilities should be of sufficient volume to completely contain all liquid and concrete waste materials including enough capacity for anticipated levels of rainwater. The dried concrete waste material should be picked up and disposed of properly when 60% capacity is reached. Hardened concrete can be properly recycled and used again on site (as approved by the Engineer) or hauled off site to an appropriate landfill.

If equipment and vehicles are washed on-site, the wash water must be treated in a sediment basin or alternative control providing equivalent or better treatment prior to discharge. If there are chemicals and/or petroleum products stored on-site in containers with a storage of 55 gallons or more, the containers must be stored a minimum of 50 feet from the receiving waters, constructed or natural site drainage features, and storm drain inlets. If this is infeasible due to site constraints, the containers must be stored as far away as allowed and the SWPPP must document the reason why the 50-foot setback is infeasible and how the containers will be stored.

G. Concrete Cutting

Concrete waste management should be implemented to contain and dispose of saw-cutting slurries. Concrete cutting should not take place during or immediately after a rainfall event. Waste generated from concrete cutting should be cleaned-up and disposed into the concrete washout facility as described above.

H. Vehicle Storage and Maintenance

When not in use, construction vehicles should be stored in a designated area(s) outside of the regulatory floodplain, away from any natural or created watercourse, pond, drainage-way or storm drain. Controls should be installed to minimize the potential of runoff from the storage areas) from reaching storm drains or water courses. Vehicle maintenance (including both routine maintenance as well as on-site repairs) should be made within a designated area(s) to prevent the migration of mechanical fluids (oil, antifreeze, etc.) into watercourses, wetlands or storm drains. Drip pans or absorbent pads should be used for use for all vehicle and equipment maintenance activities that involve grease, oil, solvents, or other vehicle fluids. Construction vehicles should be inspected frequently to identify any leaks; leaks should be repaired immediately or the vehicle should be removed from site. Dispose of all used oil, antifreeze, solvents and other vehicle-related chemicals in accordance with United States Environmental Protection Agency (USEPA) and IEPA regulations and per Material Safety Data Sheet (MSDS) and/or manufacturer instructions. Contractors should immediately report spills to the Primary Contact.

I. Material Storage and Good Housekeeping

Materials and/or contaminants should be stored in a manner that minimizes the potential to discharge into storm drains or watercourses. An on-site area should be designated for material delivery and storage. All materials kept at site should be stored in their original containers with legible labels, and if possible, under a roof or other enclosure. Labels should be replaced if damaged or difficult to read. Berm-ed off storage areas are an acceptable control measure to prevent contamination of storm water. MSDS should be available for referencing clean-up procedures. Any release of chemicals/contaminants should be immediately cleaned up and disposed of properly. Contractors should immediately report all spills to the Primary Contact, who should notify the appropriate agencies, if needed.

To reduce the risks associated with hazardous materials on site, hazardous products should be kept in original containers unless they are not re-sealable. The original labels and MSDS should be retained on site at all times. Hazardous materials and all other material on site should be stored in accordance with manufacturer or MSDS specifications. When disposing of hazardous materials, follow manufacturer or Local and State recommended methods.

The following good housekeeping practices should be followed on site during the construction project:

- An effort should be made to store only enough product required to do the job.
- All materials stored on site should be stored in a neat, orderly manner in their appropriate containers and adequately protected from the environment.
- Products should be kept in their original containers with the original manufacturer's label.
- Substances should not be mixed with one another unless recommended by the manufacturer.
- Operations should be observed as necessary to ensure proper use and disposal of materials on site.
- Whenever possible, all of a product should be used up before disposing of the container.
- Manufacturer's recommendations for proper use and disposal should be followed.

J. Management of Portable Sanitary Stations

To the extent practicable, portable sanitary stations should be located in an area that does not drain to any protected natural areas. Waters of the State, or storm water structures to be should be anchored to the ground to prevent sanitary stations from tipping over. Portable sanitary stations located on a surface should be placed on top of a secondary containment device, or be surrounded by a control device (e.g., gravel-bag berm). The contractor should not create or allow unsanitary conditions. Sanitary waste should be disposed of in accordance with applicable State and/or Local regulations.

K. Spill Prevention and Clean-Up Procedures

The manufacturer's recommended methods for spill clean-up should be available and site personnel should be made aware of the procedures and the location of the information and clean-up supplies. Materials and equipment necessary for spill clean-up should be kept in the material storage area site. Equipment and materials should include, but are not limited to: brooms, dust pans, rags, gloves, goggles, kitty litter, sand, sawdust and plastic and/or metal trash containers specifically for this purpose.

Discharges of a hazardous substance or oil caused by a spill (e.g., a spill of oil into a separate storm sewer or Waters of the State) are not authorized by the ILR10 permit. If a spill occurs, notify the Primary Contact immediately. The construction site should have the capacity to control, contain, and remove spills. If they occur, Spills should be cleaned up immediately (after discovery) in accordance with MSDS and should not be buried on site or washed into storm sewer drainage inlets, drains or Waters of the State.

Spills in excess of Federal Reportable Quantities (as established under 40 CFR Parts 110, 117, or 302), should be reported to the National Response Center by calling (800) 424-6802. MSDS often include information on Federal Reportable Quantities for materials. Spills of toxic or hazardous materials should be reported to the appropriate State or Local government agency, as required. When cleaning up a spill, the area should be kept well ventilated and appropriate personal protective equipment should be used to minimize injury from contact with a hazardous substance.

In addition to the good housekeeping and other management practices discussed in the previous sections of these Notes, the following minimum practices should be followed to reduce the risk of spills:

- On-site vehicles should be monitored for leaks and should receive regular preventative maintenance to reduce the chance of leakage.
- Petroleum products should be stored in tightly sealed and clearly labeled containers.
- Contractors should follow the manufacturer's recommendations for proper use, storage, and disposal of materials. Excess materials should be disposed of according to the manufacturer's instructions or State and Local regulations, and should not be discharged to the storm sewer or waterbody.
- Any chemical container with a storage of 55 gallons or more must be stored a minimum of 50 feet from any receiving waters, constructed or natural site drainage features, and storm drain inlets.

L. De-Watering Operations

During de-watering/pumping operations, only uncontaminated water should be allowed to discharge to protected natural areas. Waters of the State, or to a storm sewer system (in accordance with Local permits). Haul hoses should be placed in a stabilized sump pit or floater at the surface of the water in order to limit the amount of sediment bag. Pumping operations may be discharged to a stabilized area that consists of an energy dissipating device (e.g., stone), sediment filter bag, or both. Adequate erosion controls should be used during de-watering operations as necessary. Stabilized conveyance channels should be installed to direct water to the desired location as applicable. Additional control measures may be installed at the outlet area at the discretion of the Primary Contact or Engineer.

M. Off-Site Vehicle Tracking

The site should have one or more stabilized construction entrances in conformance with the Plan details. Stabilized construction entrance(s) should be installed to help reduce vehicle tracking of sediments. Streets should be swept as needed to reduce excess sediment, dirt, or stone tracked from the site. Maintenance may include top dressing the stabilized entrance with additional stone and removing top layers of stone and sediment, as needed. Vehicles hauling erodible material to or from the construction site should be covered with a tarp.

N. Topsoil Stockpile Management

If topsoil is to be stockpiled at the site, select a location so that it will not erode, block drainage, or interfere with work on site. Topsoil stockpiles should not be located in the 100-year floodplain or designated buffer protecting Waters of the State. During construction of the project, soil stockpiles should be stabilized or protected with sediment trapping measures. Perimeter controls, such as silt fence, should be placed around the stockpile immediately. Stabilization of the stockpile should be completed if the stockpile is to remain undisturbed for longer than fourteen days.

O. Dust Control

Dust control should be implemented on site as necessary. Repetitive treatment should be applied as needed to accomplish control when temporary dust control measures are used. A water truck should be present on site (or available) for sprinkling/irrigation to limit the amount of dust leaving the site. Watering should be applied daily (or more frequently) to be effective. Caution should be used not to overwater, as that may cause erosion.

If field observations indicate that additional protection from wind erosion (in addition to, or in place of watering) is necessary, alternative dust suppressant controls should be implemented at the discretion and approval of the Engineer and/or Primary Contact.

Street cleaning should also be used as necessary to control dust. Paved areas that have soil on them from the construction site should be cleaned as needed, utilizing a street sweeper or bucket-type endloader or scraper at the direction of the Engineer and/or Primary Contact.

W. Wash Water Control

Wash water control should be implemented on site as necessary. Minimize the discharge of pollutants from equipment and vehicle washing, wheel wash water, and other wash waters. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge.

3. MAINTENANCE

Maintenance of the controls incorporated into this project should be performed as needed to assure their continued effectiveness. This includes prompt and effective repair and/or replacement of deficient control measures. The following is a description of procedures that should be used to maintain, in good and effective operating condition, erosion and sediment control measures and other protective measures identified in the SESC Plan and Standard Specifications.

Dust control: When temporary dust control measures are used, repetitive treatment should be applied as needed to accomplish control.

Sediment filter bags: Sediment filter bags should be installed on pump outlet hoses that discharge off site or to sensitive on-site areas, and should be placed in an area that allows for the bag to be removed without producing a sediment discharge. The bags should be inspected frequently and repaired or replaced as needed.

Silt fence: Silt fences should be inspected regularly for undercutting where the fence meets the ground, overtopping, and tears along the length of the fence. Deficiencies should be repaired immediately. Remove accumulated sediments from the fence base when the sediment reaches one-half the fence height. During final stabilization, properly dispose of any sediment that has accumulated on the silt fence. Alternative sediment control measures should be considered for areas where silt fence continually fails.

Stabilized construction entrance: The stabilized construction entrances should be maintained to prevent tracking of sediment onto public streets. Maintenance includes top dressing with additional stone and removing top layers of stone and sediment. The sediment tracked onto the public right-of-way should be removed immediately.

Temporary sediment traps: Temporary sediment traps should be inspected after each period of significant rainfall. Remove sediment and restore the trap to its original dimensions when the sediment has accumulated to one-half the design depth of the permanent pool. Place the sediment mat's removed in a designated disposal area. Check the structure for damage from erosion or piping. After all sediment-producing areas have been permanently stabilized, remove the structure and all unstable sediment. Grade the area to blend with the adjoining areas and stabilize properly.

4. INSPECTIONS

The Permittee (or their authorized representative) will be responsible for conducting site inspections in compliance with the ILR10 NPDES Permit. After each inspection, a report should be filed by the qualified personnel who performed the inspection. The inspection report should be maintained on site as part of the SWPPP.

Inspections should be conducted at least once every seven calendar days and within 24 hours or by the end of the following work day, of the end of a storm event that is 0.5 inches or greater, or equivalent snowfall.

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections will commence when construction activities are conducted, or if there is 0.5 inches or greater rain event, or a discharge due to snowmelt occurs.

Inspections must observe the structural control measures, in addition to the other locations mentioned in the SWPPP. Areas that are inaccessible during inspections due to flooding or other unsafe conditions must be inspected within 72 hours of becoming accessible.

Each inspection should include the following components:

A. All areas where stormwater typically flows within the site must be inspected for evidence of, or the potential for, pollutants entering the drainage system. All locations where stabilization efforts have been implemented must be observed to ensure that they are still stabilized.

B. Disturbed areas and areas used for the storage of materials that are exposed to precipitation should be inspected for evidence of, or the potential for, pollutants entering the drainage system. The erosion and sediment control measures identified in the SWPPP should be observed to ensure that they have been installed and are operating correctly. Where discharge points are accessible they should be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to the receiving waters. Locations where vehicles enter or exit the site should be inspected for off-site sediment tracking. All pumping operations and other potential non-storm water discharges sources should also be inspected.

C. For sites discharging dewatering water, you must conduct an inspection during the discharge, once per day on which the discharge occurs and record the following in a report within 24 hours of completing the inspection:

- The inspection date
- The names and titles of personnel performing the inspection
- Approximate times that the dewatering discharge began and ended on the day of inspection
- Estimates of the rate (in gallons per day) of discharge on the day of inspection

- Whether or not any of the following indications of pollutant discharge were observed at the point of discharge: a sediment plume, suspended solids, odor, presence of odor, decreased clarity, or presence of foam; and/or a visible sheen on the water surface or visible oily deposits on the bottom or shoreline of the receiving water.

D. Based on the results of the inspection, the description of potential pollutant sources identified, and the pollution prevention measures described in the SWPPP, Permittee should, as soon as practicable after the inspection, make the modifications, if any, shall provide for timely implementation of any changes to the SWPPP within 7 calendar days following the inspection.

E. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the SWPPP, and actions taken in accordance with paragraph B. above should be made and retained as part of the SWPPP for at least 3 years from the date that permit coverage expires or is terminated. The report should be signed (and dated) by the Permittee or a representative of the ILR10 NPDES Permit. Any flooding or other unsafe conditions that delay inspections must be documented in the inspection report.

F. The Permittee shall notify the appropriate agency field operations section office by e-mail at atcpa.swmoncomp@illinois.gov, telephone or fax within 24 hours of any incidence of non-compliance for any violation of the storm water pollution prevention plan observed during any inspection conducted or violation of any condition of this permit. The Permittee should complete and submit within 5 days an Incidence of Non-Compliance (INCP) report for any violation of the SWPPP observed during an inspection. The INCP report should not be required by the SWPPP. Submission should be on forms provided by IEPA and include specific information on the cause of non-compliance, actions which were taken to prevent any further causes of non-compliance, and a statement detailing any environmental impact, which may have resulted from the non-compliance.

G. All reports of non-compliance shall be signed by a responsible authority as defined in Part VI.G. (Signatory Requirements), of the ILR10 NPDES Permit.

H. After the initial contact has been made within the appropriate agency field operations section office, all reports of non-compliance shall be mailed to IEPA at the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

5. CORRECTIVE ACTIONS

You must take corrective action to address any of the following conditions identified at your site:

- A storm water control needs repair or replacement
- A storm water control necessary to comply with the requirements of this permit was never installed, or was installed incorrectly
- Your discharges are causing an exceedance of applicable water quality standards
- A prohibited discharge has occurred.

Corrective Actions shall be completed as soon as possible and documented within 7 days in an Inspection Report or report of noncompliance. If it is infeasible to complete the installation or repair within 7 calendar days, you must document in your records why it is infeasible to complete the installation or repair within the 7-day timeframe and document your schedule for installing the storm water controls(s) and making it operational as soon as feasible after the 7-day timeframe.

In the event that maintenance is required for the same storm water control at the same location 3 or more times, the control shall be repaired in a manner that prevents continued failure to the extent feasible, and you must document the condition and how it was repaired in your records. Alternatively, you must document in your records why the specific recurrence of this same issue should continue to be addressed as a routine maintenance fix.

6. NON-STORM WATER DISCHARGES

Except for flows from fire fighting activities, possible sources of non-storm water that may be combined with storm water discharges associated with the proposed activity, are described below:

- Fire fighting activities
- Fire hydrant flushings
- Water used to wash vehicles where detergents are not used
- Water used to control dust
- Potable water sources including uncontaminated wastewater flushings
- Landscape irrigation drainages
- Routine external building washdown which does not use detergents
- Pavement wash waters where spills or leaks of toxic or hazardous materials have not occurred (unless spilled materials have been removed) and where detergents have not been used.
- Uncontaminated air conditioning condensate
- Springs
- Irrigation ditches
- Uncontaminated ground water
- Foundation or footing drains where flows are not contaminated with process materials such as solvents

7. PROHIBITED NON-STORM WATER DISCHARGES

- Concrete and wastewater from washout of concrete (unless managed by an appropriate control)
- Drywall compound
- Wastewater from washout and cleanup of stucco, paint
- Form release oils
- Curing compounds and other construction materials
- Fuels, oils, or other pollutants used in vehicle or equipment operation and maintenance
- Soaps, solvents, or detergents
- Toxic or hazardous substances from a spill or other release
- Any other pollutant that could cause or tend to cause water pollution

Pollution prevention measures should be implemented for non-storm water components of the discharge.

8. RETENTION OF RECORDS

A. The permittee shall retain copies of storm water pollution prevention plans and all reports and notices required by this permit, records of all data used to complete the Notice of Intent to be covered by this permit and the Agency Notice of Permit Coverage letter for a period of at least 3 years from the date that the permit coverage expires or is terminated. This period may be extended by request of the Agency at any time.

B. The permittee shall retain a copy of the storm water pollution prevention plan and any revisions to said plan required by this permit at the construction site from the date of project initiation to the date of final stabilization. Any manuals or other documents referenced in the SWPPP shall also be retained at the construction site.

C. The SWPPP must include a record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated.

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F											

A

KENTUCKY BLUEGRASS 90 LBS/ACRE
MIXED WITH PERENNIAL RYEGRASS
30 LBS/ACRE.

C

SPRING OATS 100 LBS/ACRE

D

WHEAT OR CEREAL RYE
150 LBS/ACRE.

E

SOD

F

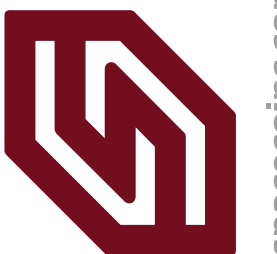
STRAW MULCH 2 TONS/ACRE.

* IRRIGATION NEEDED DURING JUNE AND JULY.
** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

SOIL PROTECTION CHART

SOIL EROSION & SEDIMENT CONTROL PLAN - 1
McGRATH KIA EXPANSION
250 SKOKIE VALLEY ROAD
HIGHLAND PARK, ILLINOIS

spaceco
Civil Engineering & Surveying
Rosemont, IL - Morris, IL - Indianapolis, IN



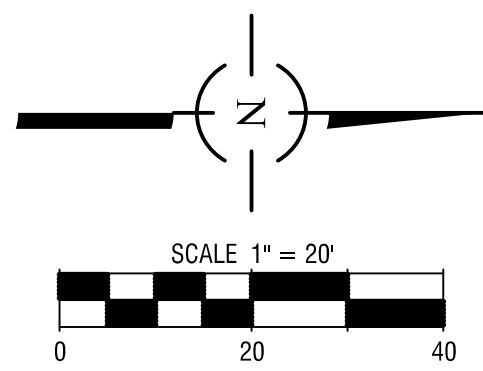
FILENAME:
13836SE1.DGN

DATE:
05/28/25

JOB NO.
13836

SHEET
SE1

8 OF 14

[illegible]

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

FILENAME:
13836L1.DGN

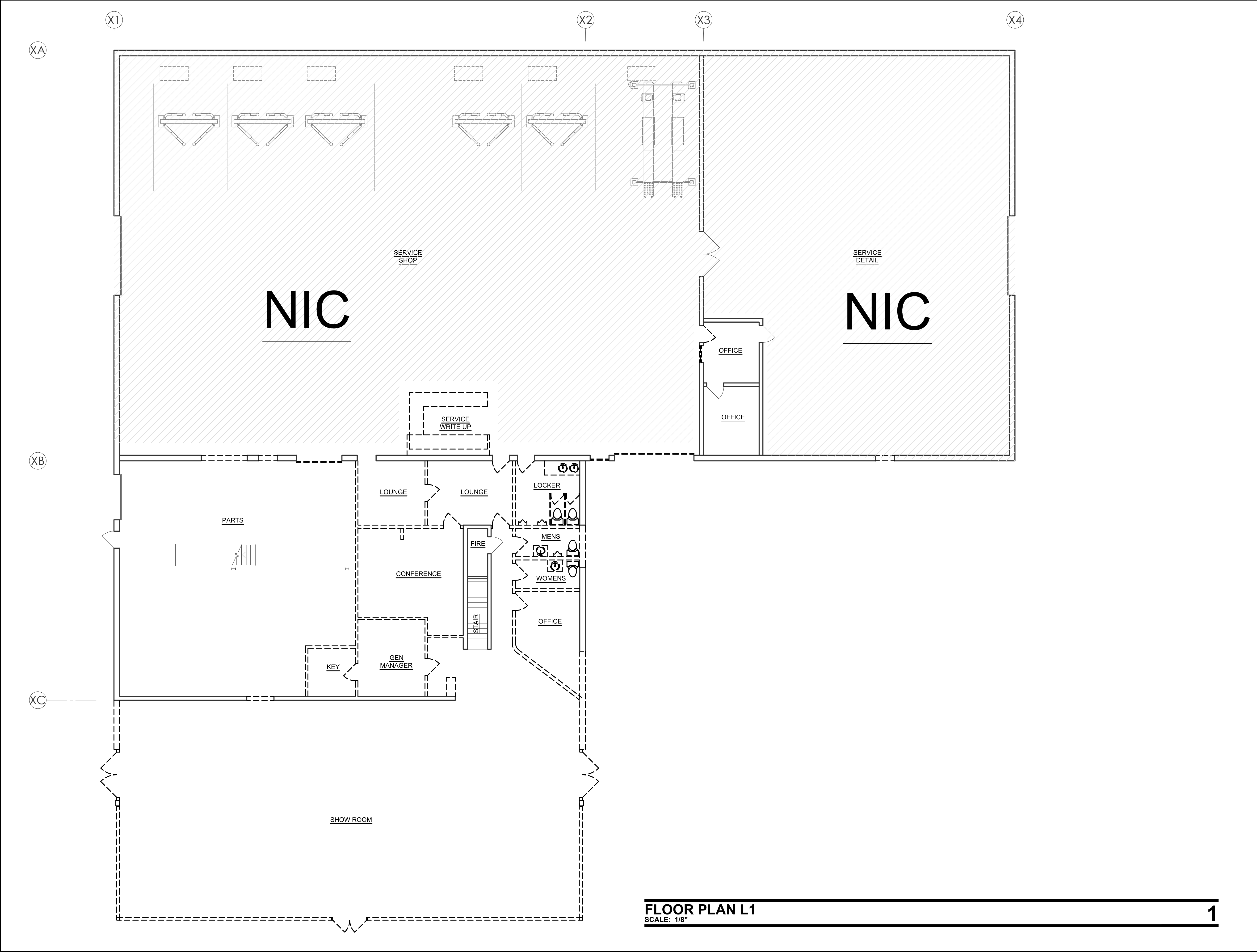
DATE:
05/28/25

JOB NO.
13836

SHEET

L1

14 OF 14



FLOOR PLAN L1
SCALE: 1/8" **1**

PROJECT:

KIA
Movement that inspires

McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:

SIMON
DESIGN GROUP, LLC
planning • retail • automotive

807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGINEER:

MECH / PLUMB ENGINEER:

ELEC ENGINEER:

MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW

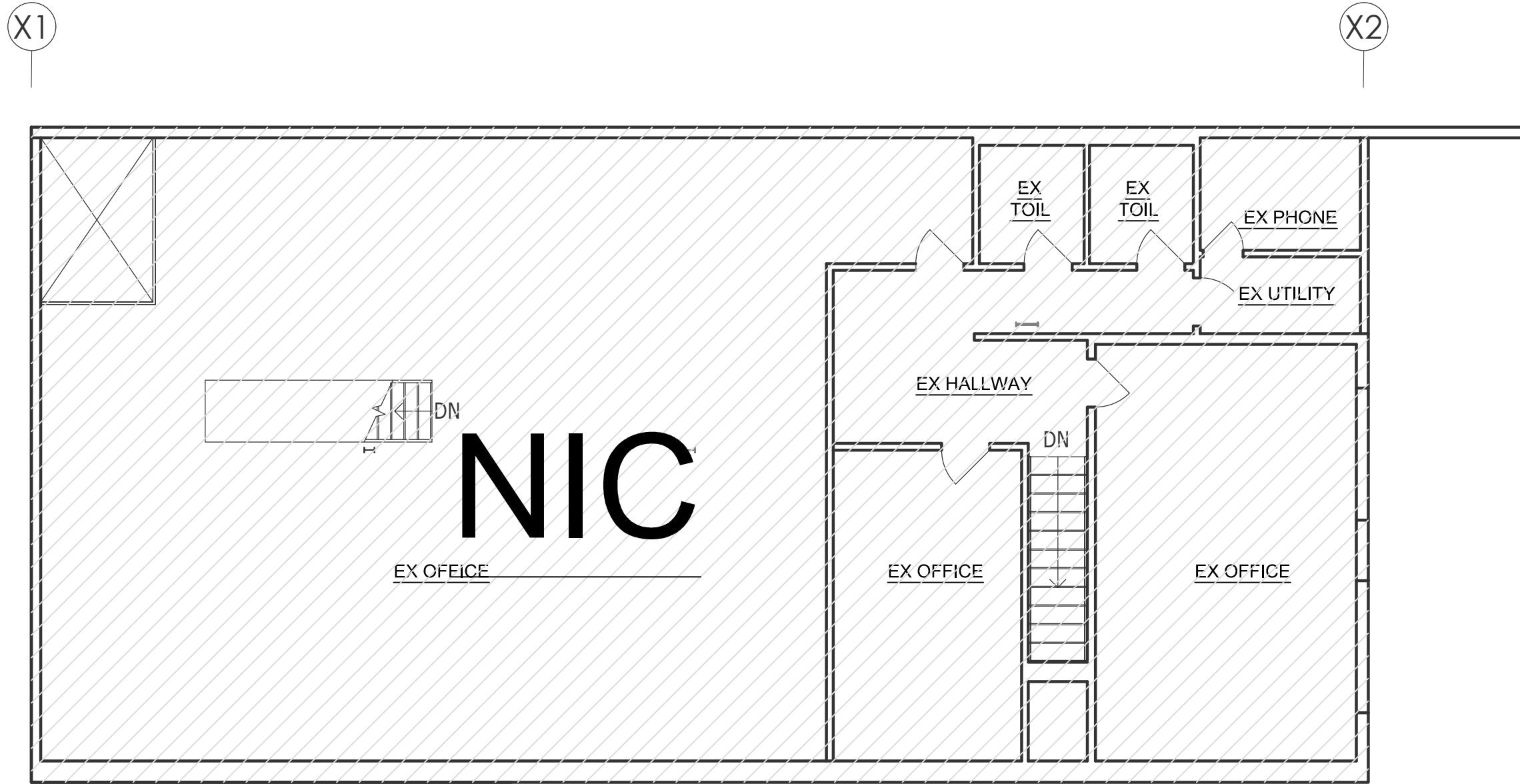
DEMO
FLOOR PLAN - L1

A1.01

XA

XB

XC



PROJECT:



Movement that inspires

McGrath Kia of Highland Park

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Highland Park, IL

ARCHITECT:



planning • retail • automotive

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MAY 07, 2024 – DESIGN REVIEW

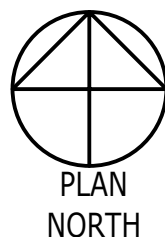
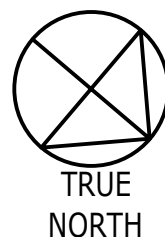
DEC 20, 2024 – DESIGN REVIEW

DEMO
FLOOR PLAN - L2

A1.02



FLOOR PLAN - LEVEL 1
SCALE: 1/8"

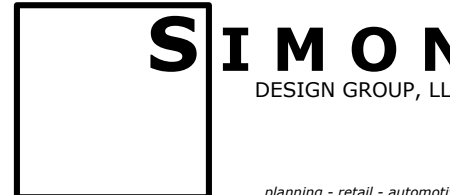


PROJECT:



McGrath Kia of Highland Park
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Highland Park, IL

ARCHITECT:



807 Waukegan Rd, Suite 150
Deerfield, IL 60015
Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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FLOOR PLAN
LEVEL 1

A2.01

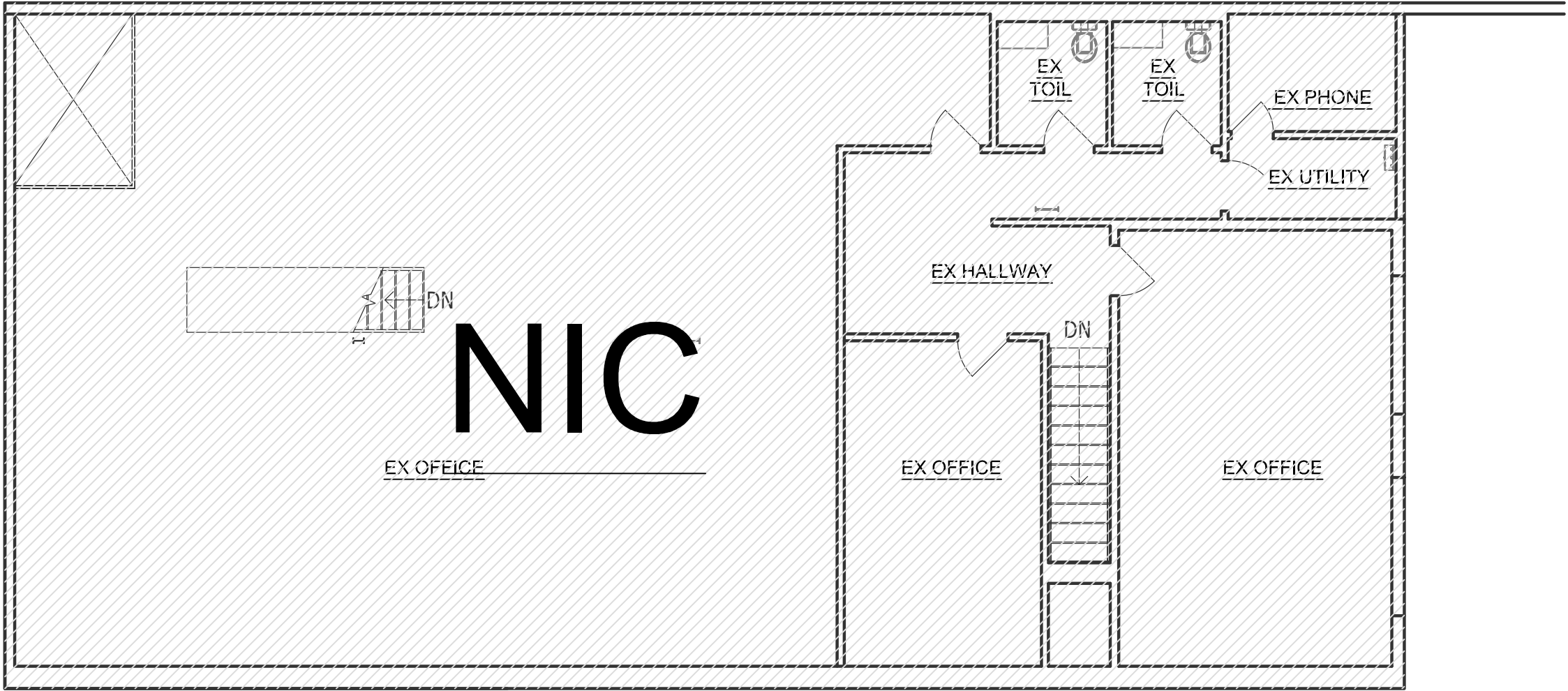
XA

XB

XC

X1

X2



FLOOR PLAN - LEVEL 2
SCALE: 1/8"



PROJECT:



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Highland Park, IL

ARCHITECT:



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Deerfield, IL 60015
Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGIN:

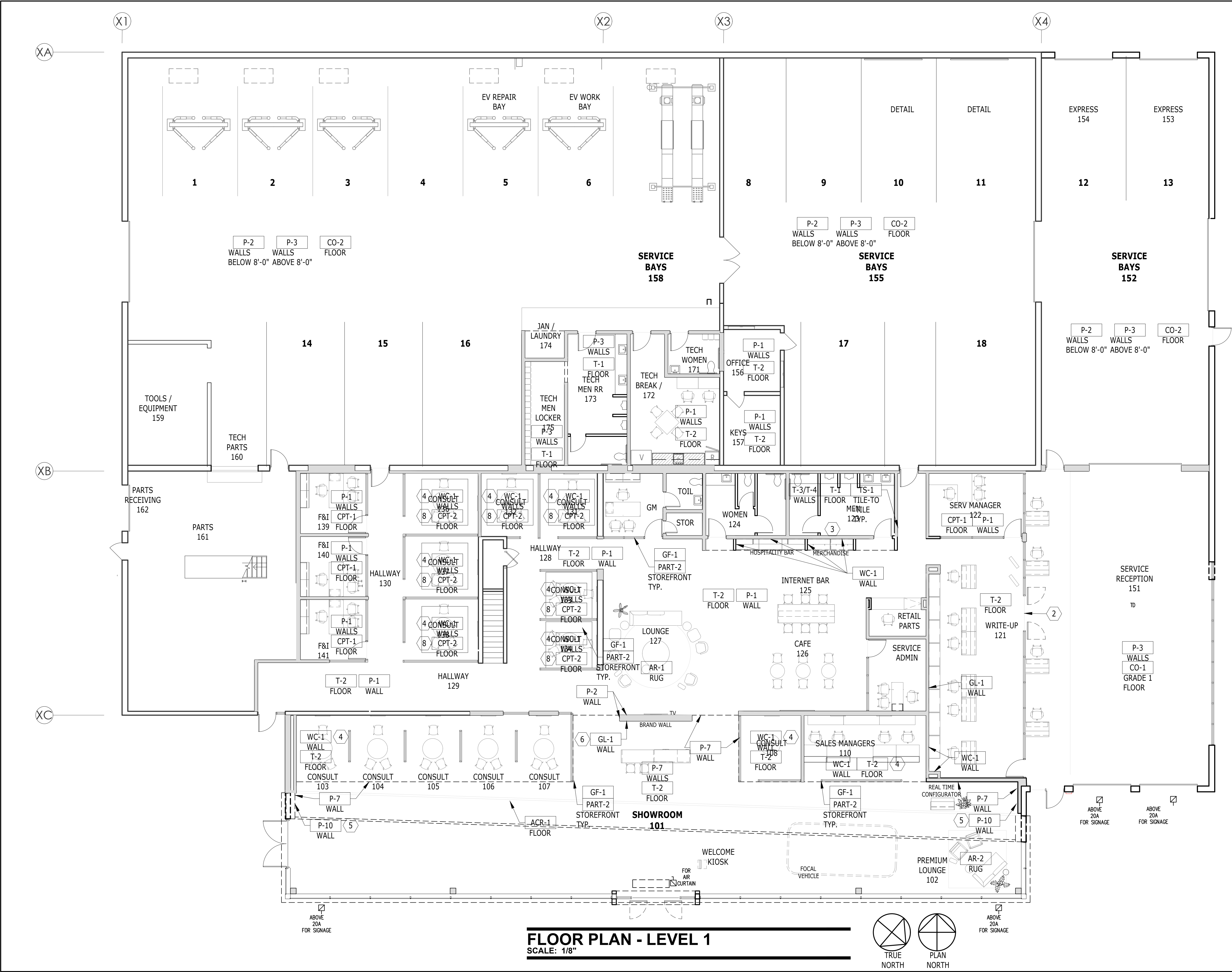
MECH / PLUMB ENGIN:

ELEC ENGIN:

MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW

FLOOR PLAN
LEVEL 2

A2.02

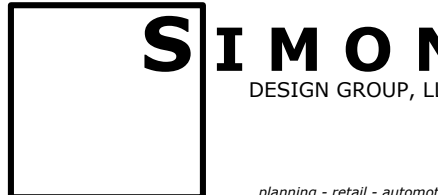


PROJECT:



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CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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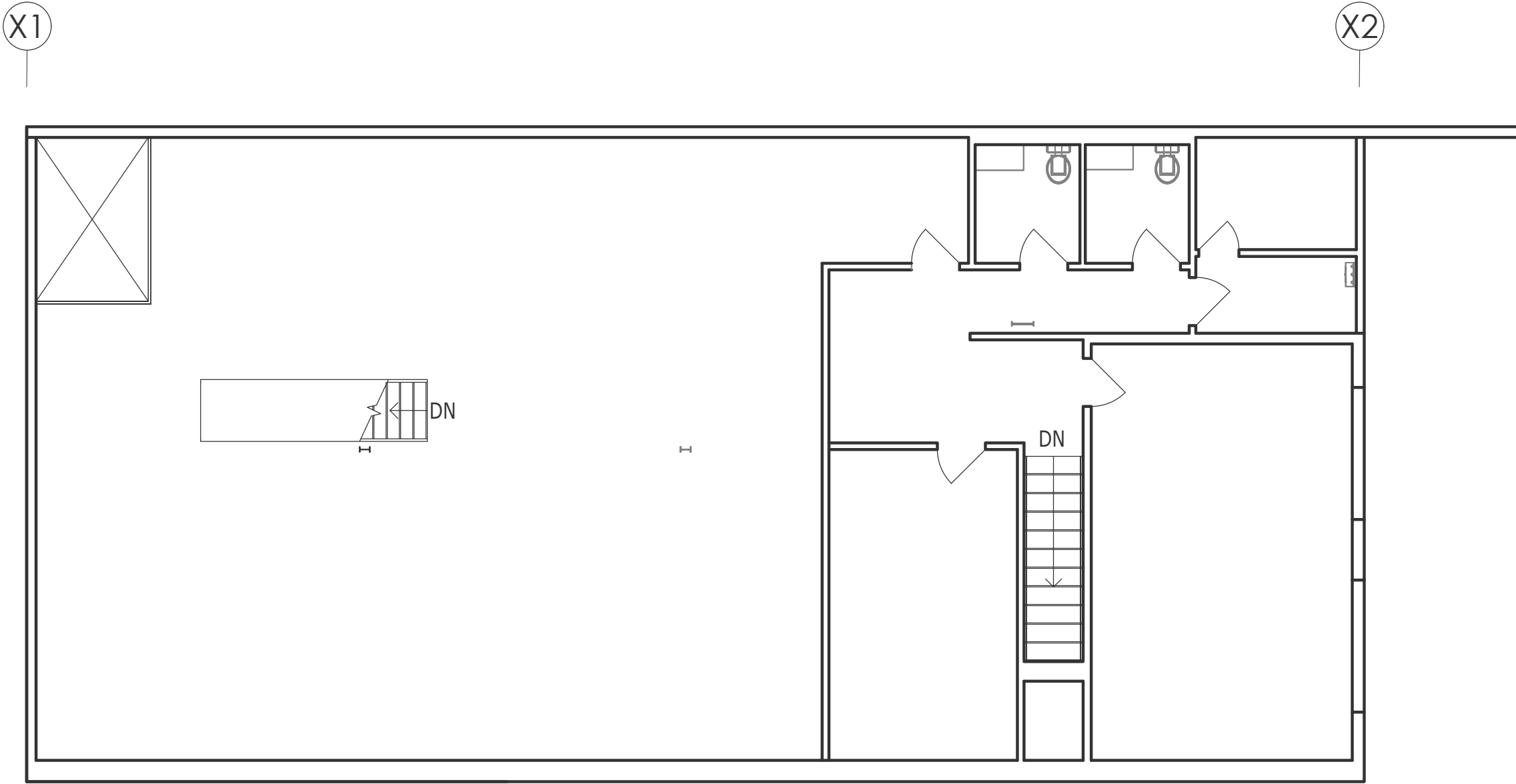
FINISH PLAN
LEVEL 1

A2.21

XA

XB

XC



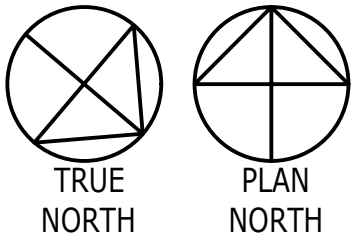
GENERAL NOTES

- A. SEE FLOOR TRANSITION DETAILS, THIS SHEET.
- B. ALL INTERIOR SERVICE DOORS AND FRAMES
- C. PAINT EXPOSED COLUMNS IN SHOWROOM P-3 U.O.N.
- D. REFER TO SHEET A2.23 FOR FINISH INFORMATION. REFER TO A3.01-02 FOR CEILING FINISHES.
- E. ALL INTERIOR GYP. BD. CEILINGS TO BE P-1 U.O.N.
- F. ALL SHOWROOM GYP. BD. SOFFITS TO BE P-2 U.O.N.
- G. ALL INTERIOR GYP. BD. WALLS TO BE P-1 WITH SEMI-GLOSS SHEEN FOR HIGH TRAFFIC AREA USE U.O.N.
- H. ALL INTERIOR SERVICE RECEPTION WALLS TO BE P-1 WITH LOW-SHEEN U.O.N. ALL INTERIOR SERVICE SHOP WALLS FROM 4'-0" AND ABOVE, PAINT P-3, BELOW 4'-0" PAINT P-X, U.O.N.
- I. FOR OTHER WALL FINISHES ON ELEVATIONS, REFER TO A8.01-A8.04
- 4. PROVIDE THRESHOLDS AT ALL EXTERIOR MAN DOORS.
- 6. SYSTEM AND/OR CASEWORK FURNITURE TO BE INSTALLED AFTER FLOORING WITH PENETRATION FOR INFEED POWER.

DRAWING NOTES

- 1. DOOR THRESHOLD.
- 2. FLOORING TRANSITION REQUIRED.
- 3. SEE ENLARGED PLAN FOR FINISHES AND SHEET A8.01-05 FOR ELEVATIONS.
- 4. 4" TILE BASE TO MATCH FLOOR TILE WITH SCHLUTER SCHIENE CAP.
- 5. 1' WALL FURRING TO INFINITY LOOP. PAINT FACE OF FURRING P-10, INSET INFINITY LOOP INTO EDGE, TRANSITION TO WALL PAINT COLOR.
- 6. FOR BRAND WALL DETAILS, SEE SHEET A7.01, DETAILS 8 AND 9.
- 7. INFINITY LOOP INLAID FLOOR TRANSITION. SEE DETAIL 2/A7.01
- 8. CPT-2 TO BE INSET. PROVIDE FLOORING TRANSITION AS REQUIRED.

FLOOR PLAN - LEVEL 2
SCALE: 1/8"

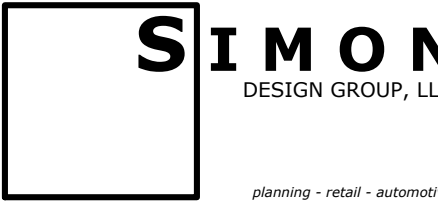


PROJECT:



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ARCHITECT:



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CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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FINISH PLAN
LEVEL 2

A2.22

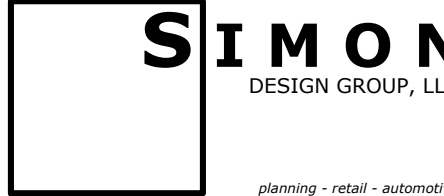
KIA 2024 GALLERY INTERIOR MATERIALS AND FINISHES SCHEDULE									
CODE	MATERIAL	NOTES	LOCATION	MANUFACTURER	PRODUCT	FINISH/COLOR	DIMENSION	WEBSITE	MANUFACTURER REPRESENTATIVE CONTACT INFORMATION
ACT-1	ACOUSTICAL CEILING TILES	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	SEE RCP	ARMSTRONG	LYRA PB CONCEALED ITEM 8433PB	COLOR: WHITE (WH) EDGE: BEVELED CONCEALED 15/16 SUSPENSION SYSTEM: WHITE	24" W X 48" L	https://www.armstrongceilings.com/commercial/en/commercial-ceilings-walls/lyra-concealed-ceiling-tiles.html?query=LYRA	COMPANY: ARMSTRONG WORLD INDUSTRIES NAME: DEBORAH L. PICKENS P: 480-495-9053 E: DL.PICKENS@ARMSTRONGCEILINGS.COM WWW.ARMSTRONGCEILINGS.COM
ACT-2	ACOUSTICAL CEILING TILES	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	SEE RCP	ARMSTRONG	ACOUSTIBUILT SEAMLESS ACOUSTICAL CEILING SYSTEM ITEM 2604	COLOR: FINE WHITE TEXTURE FINISH (FW) EDGE: EDGE: TAPERED ACOUSTIBUILT PANELS MUST BE SPRAY APPLIED WITH ARMSTRONG FINE-TEXTURE FINISH PAINT.DO NOT USE PAINT OF ANY OTHER KIND. REFER TO MANUFACTURE INSTRUCTIONS.	48" W X 72" L	https://www.armstrongceilings.com/commercial/en/commercial-ceilings-walls/acoustibuilt-ceiling-panels.html	COMPANY: ARMSTRONG WORLD INDUSTRIES NAME: DEBORAH L. PICKENS P: 480-495-9053 E: DL.PICKENS@ARMSTRONGCEILINGS.COM WWW.ARMSTRONGCEILINGS.COM
ACR-1	NON-ILLUMINATED INFINITY LOOP	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	SEE FLOOR PLAN AND RCP	3 FORM	VARIA	COLOR: SD-572792.01 / LUD-1065373 CLEAR SURFACE FINISH: STUCCO COLORED SURFACE FINISH: STUCCO	THICKNESS: 3/2"	https://3-form.com/materials/varia	COMPANY: 3FORM NAME: SUSAN STUDER P: 859-453-4069 E: SUSAN.STUDER@3FORM.COM WWW.3-FORM.COM/
AR-1	AREA RUG	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	LOUNGE	SHAW CONTRACT	STYLE: INHERIT 5A229 CONSTRUCTION: MULTI-LEVEL PATTERN CUT/LOOP WEIGHT: 32 OZ. BACKING: NON-SKID RUBBER BACKING EDGE: RUBBER REDUCER, COLOR: 00114 LUNAR DUST	COLOR: GREY SLATE 64535 STYLE: R873A-12" ROUND	12' DIAMETER / 10' DIAMETER / 8' DIAMETER	https://www.shawcontract.com/en-us/products/5A229/	COMPANY: SHAW CONTRACT NAME: THERESA SCHNEIDER P: 513-581-0321 E: THERESA.SCHNEIDER@SHAWCONTRACT.COM WWW.SHAWCONTRACT.COM
AR-2	SQUARE RUG	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	LOUNGE	SHAW CONTRACT	STYLE: INHERIT 5A229 CONSTRUCTION: MULTI-LEVEL PATTERN CUT/LOOP WEIGHT: 32 OZ. BACKING: NON-SKID RUBBER BACKING EDGE: RUBBER REDUCER, COLOR: 00114 LUNAR DUST	COLOR: GREY SLATE 64535 STYLE: R031B	10' X 10' SQUARE	https://www.shawcontract.com/en-us/products/5A229/	COMPANY: SHAW CONTRACT NAME: THERESA SCHNEIDER P: 513-581-0321 E: THERESA.SCHNEIDER@SHAWCONTRACT.COM WWW.SHAWCONTRACT.COM
CO-1	CONCRETE DYE	FINISHING GRADE 1 = EXPOSES THE SAND PARTICLES IN THE CONCRETE. THE GRADE 1 FINISH SHOULD RESULT IN A "CREAMY LOOKING" SURFACE AND HAS THE MOST CONSISTENT APPEARANCE. FINISH CLASS 2: (SPECIFIED AS 800 GRIT) RESULTS IN A SURFACE THAT EXHIBITS A MODERATE LEVEL OF SPECTULAR REFLECTIVITY. THIS FLOOR WITHH BE REFLECTIVE, BUT WILL NOT BE "MIRROR-LIKE"	SHOWROOM, SERVICE RECEPTION, VEHICLE DELIVERY (VDC) / PHOTO BOOTH	SIKA	SCOFIELD FORMULA ONE LIQUID DYE FINISHING GRADE: GRADE 1 FINISHING CLASS: 2	COLOR: G388 SOFT GRAY	REFERENCE CONSTRUCTION DOCUMENTS	https://usa.sika.com/en/construction/concrete/decorative-concrete/stains-dyes/scofield-formulaoneliquiddyconcentrate.html	COMPANY: SIKA NAME: CUSTOMER SERVICE P: 201-933-8800 WWW.USA.SIKA.COM
CO-2	CONCRETE	CONTRACTOR TO PREP SUBSTRATE AS RECOMMENDED BY THE MANUFACTURER	PARTS, TOOLS, RECEIVING	TO BE DETERMINED BY CONTRACTOR	CONTRACTOR TO SEAL CONCRETE SLAB WITH INDUSTRIAL SEALER THAT CAN WITHSTAND WATER AND HARSH CHEMICALS	COLOR: CLEAR	REFERENCE CONSTRUCTION DOCUMENTS	N/A	N/A
CPT-1	CARPET TILE	CONTRACTOR TO PREP SUBSTRATE AS RECOMMENDED BY THE MANUFACTURER INSTALLATION: ASHLAR PATTERN	OFFICES, SEE FINISH PLAN	SHAW CONTRACT	COLLECTION: COLLECTIVE STYLE: 5T438 COLLECTIVE I TILE CONSTRUCTION: MULTI-LEVEL PATTERN LOOP FIBER: 100% SOLUTION DYED ECO SOLUTION Q NYLON BACKING: ECOWORX TILE	COLOR: BLACK 38505	9" W X 36" L	https://www.shawcontract.com/en-us/product/details/5T438/colors/38505	COMPANY: SHAW CONTRACT NAME: THERESA SCHNEIDER P: 513-581-0321 E: THERESA.SCHNEIDER@SHAWCONTRACT.COM WWW.SHAWCONTRACT.COM
CPT-2	CARPET TILE	CONTRACTOR TO PREP SUBSTRATE AS RECOMMENDED BY THE MANUFACTURER INSTALLATION: ASHLAR PATTERN	CARPET INSET AT SEMI-ENCLOSED CONSULTATION OFFICES	SHAW CONTRACT	COLLECTION: WEST ELM + SHAW CONTRACT STYLE: 5T489 SPARK TILE CONSTRUCTION: MULTI-LEVEL PATTERN CUT/LOOP FIBER: 100% SOLUTION DYED ECO SOLUTION Q NYLON BACKING: ECOWORX TILE	COLOR: BRIO-COLOR 87485	24" W X 24" L	https://www.shawcontract.com/en-us/products/5T489/colors/87485	COMPANY: SHAW CONTRACT NAME: THERESA SCHNEIDER P: 513-581-0321 E: THERESA.SCHNEIDER@SHAWCONTRACT.COM WWW.SHAWCONTRACT.COM
EPOXY-1	EPOXY	REFERENCE MANUFACTURERS GUIDELINES FOR SURFACE PREP AND INSTALLATION	SERVICE FLOOR	FLOROCK	FLUID-APPLIED FLOORING TYPE FAF-4: EPOXY FLOOR, FOLLOWED BY CHEMICAL RESISTANT HIGH WEAR URETHANE. 1: PRIMER COAT: TWO-COMPONENT EPOXY. APPLY AT 10-12 MILS. A: PRODUCT: FLOROCK FLORPOXY 4700 2: OVERLAY: EPOXY AND SAND AGGREGATE MIXTURE TROWELED IN PLACE, APPLIED AT 1/4" THICKNESS. A: PRODUCT: FLOROCK FLORPOXY 4865 B: COLOR: BLACK 3: GROUT COAT: HIGH-PERFORMANCE EPOXY RESIN. APPLY AT 16 MILS. A: PRODUCT: FLOROCK FLORPOXY 4865 B: COLOR: BLACK 4: GROUT COAT: HIGH-PERFORMANCE EPOXY RESIN. APPLY AT 16 MILS A: PRODUCT: FLOROCK FLORPOXY 4805 B: COLOR: BLACK 5: TOPCOAT - URETHANE TOP COAT: FLOROTHAN MC HT A: COLOR: BLACK B: SLIP RESISTANCE AS REQUIRED	COLOR: BLACK FINISH: GLOSS TEXTURE: SAND	REFERENCE CONSTRUCTION DOCUMENTS	https://www.florock.net/	COMPANY: FLOROCK NAME: RICK OLENIK P: 616-915-4840 E: RICK.OLENIK@FLOROCK.NET WWW.FLOROCK.NET
EPOXY-2	EPOXY	REFERENCE MANUFACTURERS GUIDELINES FOR SURFACE PREP AND INSTALLATION	SERVICE FLOOR	FLOROCK	FLUID-APPLIED FLOORING TYPE FAF-4: EPOXY FLOOR, FOLLOWED BY CHEMICAL RESISTANT HIGH WEAR URETHANE. 1: PRIMER COAT: TWO-COMPONENT EPOXY. APPLY AT 10-12 MILS. A: PRODUCT: FLOROCK FLORPOXY 4700 2: OVERLAY: EPOXY AND SAND AGGREGATE MIXTURE TROWELED IN PLACE, APPLIED AT 1/4" THICKNESS. A: PRODUCT: FLOROCK FLORPOXY 4865 B: COLOR: LIGHT GREY 3: GROUT COAT: HIGH-PERFORMANCE EPOXY RESIN. APPLY AT 16 MILS. A: PRODUCT: FLOROCK FLORPOXY 4865 B: COLOR: LIGHT GREY 4: GROUT COAT: HIGH-PERFORMANCE EPOXY RESIN. APPLY AT 16 MILS A: PRODUCT: FLOROCK FLORPOXY 4805 B: COLOR: LIGHT GREY 5: TOPCOAT - URETHANE TOP COAT: FLOROTHAN MC HT A: COLOR: LIGHT GREY B: SLIP RESISTANCE AS REQUIRED	COLOR: LIGHT GREY FINSH: GLOSS TEXTURE: SAND	REFERENCE CONSTRUCTION DOCUMENTS	https://www.florock.net/	COMPANY: FLOROCK NAME: RICK OLENIK P: 616-915-4840 E: RICK.OLENIK@FLOROCK.NET WWW.FLOROCK.NET
GF-1	GLASS FILM	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	ALL SHOWROOM AND LOUNGE AREA GLASS	DECORATIVE FILMS	SOLYX GLASS FINISHES	COLOR: SXJ-0548 DUAL FEATHER GRADIENT	60" WIDE ROLL	https://www.decorativefilm.com/sxj-0548-dual-feather-gradient	COMPANY: DECORATIVE FILM NAME: IBAKYNA MANINAT P: 888-657-5224 F: 240-363-4818 E: N/A WWW.DECORATIVEFILM.COM
GL-1	GLASS	CONTRACTOR RESPONSIBLE TO COORDINATE GRAPH EXTRUSION SYSTEM WITH MANUFACTURER	BRAND WALL, SERVICE BACK WRITER WALL	SKYLINE GLASS	VITRACOLOR BACK-PAINTED LOW-IRON TEMPERED SAFETY GLASS	COLOR: CUSTOM TO MATCH PMS 7547 C	MAX PANEL SIZE: 46" X 144" 1/4" THICKNESS	TO BE SOURCED FROM FRY REGLET INCLUSIVE WITH GRAPH SYSTEM	COMPANY: FRY REGLET NAME: PATRICK SULLIVAN P: 470-763-8075 E: PATRICKSULLIVAN@FRYREGLET.COM WWW.FRYREGLET.COM
LVT-1	LUXURY VINYL TILE	ALTERNATE TO T-2 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	LOUNGE AREAS, CONSULT AREAS, CORRIDORS	SHAW CONTRACT	GRAIN DIRECT GLUE LVT STYLE NUMBER:0502V	COLOR: 64240 HONEY	7" W X 49" L	https://www.shawcontract.com/en-us/products/0502v/colors/64240/	COMPANY: SHAW CONTRACT NAME: THERESA SCHNEIDER P: 513-581-0321 E: THERESA.SCHNEIDER@SHAWCONTRACT.COM WWW.SHAWCONTRACT.COM
LVT-1 ALT	LUXURY VINYL TILE	ALTERNATE TO T-2 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	LOUNGE AREAS, CONSULT AREAS, CORRIDORS	MATTER SURFACES	WINEO PURLINE LVT, WOOD XL	COLOR: CRAFTED OAK	10" W X 59" L	https://mattersurfaces.com/purline-crafted-oak	COMPANY: MATS INC. NAME: MARK SADAIKAS P: 781-573-0216 M: 614-743-7146 E: MSADAIKAS@MATSINC.COM WWW.MATSINC.COM
P-1	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	WALLS UNLESS NOTED OTHERWISE	BENJAMIN MOORE	AURA WATERBORNE INTERIOR ACRYLIC LATEX PAINT	COLOR: OC-61 WHITE DIAMOND FINISH: FLAT FOR CEILINGS / SOFFITS FINISH: EGGSHELL FOR WALLS	N/A	https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS22 https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS24	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM
P-2	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	SHOWROOM SOFFIT, LOUNGE, VEHICLE DELIVERY (VDC)/PHOTO BOOTH WALLS	BENJAMIN MOORE	AURA WATERBORNE INTERIOR ACRYLIC LATEX PAINT	COLOR: 2129-10 MIDNIGHT DREAM FINISH: FLAT FOR SOFFITS FINISH: EGGSHELL FOR WALLS	N/A	https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS22 https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS24	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM
P-3	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	SERVICE DRIVE WALLS AND SHOWROOM COLUMNS	BENJAMIN MOORE	AURA WATERBORNE INTERIOR ACRYLIC LATEX PAINT	COLOR: HC-169 COVENTRY GRAY FINISH: EGGSHELL	N/A	https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS24	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM

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CIVIL:

STRUCTURAL ENGINE:

MECH / PLUMB ENGINE:

ELEC ENGINE:

MAY 07, 2024 – DESIGN REVIEW
DEC 20, 2024 – DESIGN REVIEW

FINISH SCHEDULE

A2.23

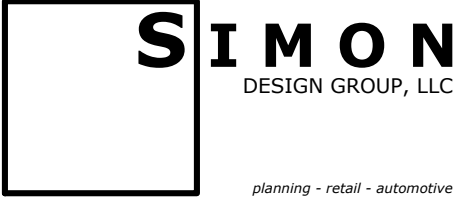
KIA 2024 GALLERY INTERIOR MATERIALS AND FINISHES SCHEDULE										
CODE	MATERIAL	NOTES	LOCATION	MANUFACTURER	PRODUCT	FINISH/COLOR	DIMENSION	WEBSITE	MANUFACTURER REPRESENTATIVE CONTACT INFORMATION	
P-4	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	DOORS	BENJAMIN MOORE	AURA WATERBORNE INTERIOR ACRYLIC LATEX PAINT	COLOR: HC-169 COVENTRY GRAY FINISH: EGGSHELL	N/A	https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS24	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM	
P-6	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	REFERENCE CONSTRUCTION DOCUMENTS	BENJAMIN MOORE	COROTECH COMMAND WATERBORNE ACRYLIC URETHANE	COLOR: 1117 GUESTHOUSE FINISH: EGGSHELL	N/A	https://www.benjaminmoore.com/en-ca/interior-exterior-paints-stains/product-catalog/cwe/corotech-waterborne-enamels	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM	
P-7	PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	SHOWROOM WALLS AS NOTED	BENJAMIN MOORE	AURA WATERBORNE INTERIOR ACRYLIC LATEX PAINT	COLOR: OC-10 WHITE SAND FINISH: EGGSHELL	N/A	https://store.benjaminmoore.com/storefront/us/en/coating/interior-paints/benjamin-moore/aura-waterborne-interior-paint/aura/p/NS24	COMPANY: BENJAMIN MOORE NAME: DOROTHY HAZINSKI P: 866-708-9181 M: 330-353-3850 E: DOROTHY.HAZINSKI@BENJAMINMOORE.COM WWW.BENJAMINMOORE.COM	
P-8	METALLIC PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	SHOWROOM SOFFIT	MODERN MASTERS	SATIN METALLIC PAINT	TECHNICAL DATA: MDM-15 COLOR: ME200 PALE GOLD	N/A	https://www.modernmasters.com/landing/homeowners/brands/mpc	COMPANY: MODERN MASTERS NAME: CUSTOMER SERVICE P: 1-800-942-3166 WWW.MODERNMASTERS.COM	
P-10	METALLIC PAINT	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	INFINITY LOOP	MODERN MASTERS	SATIN METALLIC PAINT	COLOR: ME792 BLACK SAPPHIRE	N/A	https://www.modernmasters.com/landing/homeowners/brands/mpc	COMPANY: MODERN MASTERS NAME: CUSTOMER SERVICE P: 1-800-942-3166 WWW.MODERNMASTERS.COM	
PC-1	INTERIOR POWDERCOAT	N/A	INFINITY LOOP	PRISMATIC POWDERS	INTERIOR GRADE POWDERCOAT	COLOR: RAL 3020 FINISH: GLOSS	REFERENCE CONSTRUCTION DOCUMENTS	https://www.prismaticpowders.com/shop/powder-coating-colors/RAL-3020/ral-3020	COMPANY: NIC INDUSTRIES NAME: JESSIE GRAHAM P: 541-630-6502 M: 541-326-5051 E: JESSIE@NICINDUSTRIES.COM WWW.PRISMATICPOWDERS.COM	
PC-2	INTERIOR POWDERCOAT	N/A	BRAND WALL BASE	TIGER DRYLAC	INTERIOR GRADE POWDERCOAT	COLOR: RAL 9005 49/82830 FINISH: MATTE	REFERENCE CONSTRUCTION DOCUMENTS	https://fs18.fromsite.com/jRcwcl/specifierTIGEROrderform/index.html	COMPANY: TIGER DRYLAC NAME: MITCH ANGELES P: 331-901-5783 M: 630-593-3532 E: MITCH.ANGELES@TIGER-COATINGS.COM WWW.TIGER-COATINGS.COM	
PC-3	INTERIOR POWDERCOAT	N/A	PART-1	PRISMATIC POWDERS	INTERIOR GRADE POWDERCOAT	COLLECTION: ARCHITECTURAL METALLICS COLOR: EMB-4448, TOMIC GOLD II FINISH: SATIN	REFERENCE CONSTRUCTION DOCUMENTS	https://www.prismaticpowders.com/shop/powder-coating-colors/EMB-4448/tomic-gold-ii	COMPANY: NIC INDUSTRIES NAME: JESSIE GRAHAM P: 541-630-6502 M: 541-326-5051 E: JESSIE@NICINDUSTRIES.COM WWW.PRISMATICPOWDERS.COM	
PL-1	PLASTIC LAMINATE	N/A	FIXTURES, CUSTOMER FACING CABINETS, CUSTOMER FACING DOORS	WILSONART	STANDARD HIGH PRESSURE LAMINATE	COLOR: 7996-38 NATURAL RECON FINISH: FINE VELVET	REFERENCE CONSTRUCTION AND FIXTURE DOCUMENTS	https://www.wilsonart.com/natural-recon-7996	COMPANY: WILSONART NAME: LIZ MCMILLAN P: 562-781-4057 E: MCMILLE@WILSONART.COM WWW.WILSONART.COM	
PL-3	PLASTIC LAMINATE	N/A	BATHROOM CABINETS	WILSONART	STANDARD HIGH PRESSURE LAMINATE	COLOR: BLACK #1595 FINISH: 60 MATTE	REFERENCE CONSTRUCTION AND FIXTURE DOCUMENTS	https://www.wilsonart.com/designer-white-d354	COMPANY: WILSONART NAME: LIZ MCMILLAN P: 562-781-4057 E: MCMILLE@WILSONART.COM WWW.WILSONART.COM	
PL-4	PLASTIC LAMINATE	N/A	BACK OF HOUSE CABINETS	WILSONART	STANDARD HIGH PRESSURE LAMINATE	COLOR: CARBON MESH 4880-38 FINISH: FINE VELVET	REFERENCE CONSTRUCTION AND FIXTURE DOCUMENTS	https://www.wilsonart.com/carbon-mesh-4880	COMPANY: WILSONART NAME: LIZ MCMILLAN P: 562-781-4057 E: MCMILLE@WILSONART.COM WWW.WILSONART.COM	
SS-1	SOLID SURFACE	N/A	FIXTURES, RESTROOMS, CUSTOMER FACING COUNTERS	LX HAUSYS	HI-MACS SOLID SURFACE	COLOR: KAMET L017	REFERENCE CONSTRUCTION AND FIXTURE DOCUMENTS	https://www.lxhausys.com/us/products.html#/hmacs/Kamet/2551	COMPANY: LX HAUSYS NAME: MICHELLE ALLEN P: 513-214-9939 E: MALLEN@LXHAUSYS.COM WWW.LXHAUSYS.COM	
SS-1 ALT	SOLID SURFACE	ALTERNATE TO SS-1	FIXTURES, RESTROOMS, CUSTOMER FACING COUNTERS	WILSONART	ACRYLIC RESIN BASED SOLID SURFACE	COLOR: WHITE STONE 9208CS	REFERENCE CONSTRUCTION AND FIXTURE DOCUMENTS	https://www.richelieu.com/us/en/category/surfaces-panels-and-edgebanding/solid-surfaces-wilsonart/wilsonart-solid-surfaces-particulate-colors/white-stone-9208cs-sheet/1201983/sku-W9208CS5130	COMPANY: WILSONART NAME: LIZ MCMILLAN P: 562-781-4057 E: MCMILLE@WILSONART.COM WWW.WILSONART.COM	
T-1	TILE	ALTERNATE TO CO-1 TO BE USED WHEN NEW CONCRETE CANNOT BE POURED INSTALL STACKBOND	ALTERNATE TO CO-1, RESTROOMS	AUTOSTONE	CERAMIC TILE	COLLECTION: CONCRETE COLOR: SMOKE FINISH: NATURAL, HONED GROUT COLOR: MAPEI 27 SILVER	32" W X 32" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: K1A@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-1 ALT	TILE	ALTERNATE TO CO-1 TO BE USED WHEN NEW CONCRETE CANNOT BE POURED INSTALL STACKBOND	ALTERNATE TO CO-1, RESTROOMS	DALTILE	CERAMIC TILE	COLLECTION: ANDERS COLOR: SHADOW AN13 FINISH: MATTE GROUT COLOR: MAPEI 27 SILVER	32" W X 32" L	https://www.daltile.com/products/Concrete-Look/Anders/Shadow	COMPANY: DALTILE NAME: DAVID SANTIBANEZ M: 562-644-4360 E: DAVID.SANTIBANEZ@DALTILE.COM WWW.DALTILE.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-2	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	CUSTOMER SALES AREA, SALES AREA	CREATIVE MATERIALS CORP.	CERAMIC TILE	COLLECTION: INYO COLOR: GOLD FINISH: MATTE GROUT COLOR: MAPEI 05 CHAMOIS	8" W X 48" L	https://www.creativematerialscorp.com/product/inyo/	COMPANY: CREATIVE MATERIALS CORPORATION NAME: DOUG SALATINO P: 518-713-5371 C: 518-281-8264 E: DSALATINO@CREATIVEMATERIALSCORP.COM WWW.CREATIVEMATERIALSCORP.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-2 ALT1	TILE	ALTERNATE TO T-2 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	CUSTOMER SALES AREA, SALES AREA	AUTOSTONE	CERAMIC TILE	COLLECTION: AMBERWOOD PLAN COLOR: MAPLE HARVEST FINISH: NATURAL GROUT COLOR: MAPEI 05 CHAMOIS	8" W X 48" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: K1A@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-2 ALT2	TILE	ALTERNATE TO T-2 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	CUSTOMER SALES AREA, SALES AREA	DALTILE	CERAMIC TILE	COLLECTION: FOREST PARK COLOR: SUMMERTREE P999PS GROUT COLOR: MAPEI 05 CHAMOIS	9" W X 36" L	https://www.daltile.com/products/wood-look/forest-park	COMPANY: DALTILE NAME: DAVID SANTIBANEZ M: 562-644-4360 E: DAVID.SANTIBANEZ@DALTILE.COM WWW.DALTILE.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-3	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS. INSTALLED IN VERTICAL STACK BOND, 4'-0" TO UNDERSIDE OF CLG	RESTROOMS	CREATIVE MATERIALS CORP.	WALL TILE	COLLECTION: URBAN SUBWAY COLOR: WHITE FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	3" W X 10" L	https://www.creativematerialscorp.com/product/tune/	COMPANY: CREATIVE MATERIALS CORPORATION NAME: DOUG SALATINO P: 518-713-5371 C: 518-281-8264 E: DSALATINO@CREATIVEMATERIALSCORP.COM WWW.CREATIVEMATERIALSCORP.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-3 ALT1	TILE	ALTERNATE TO T-3 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN VERTICAL STACK BOND, 4'-0" TO UNDERSIDE OF CLG	RESTROOMS	AUTOSTONE	WALL TILE	COLLECTION: STATION AMERICAN-A COLOR: WHITE FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	4" W X 16" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: K1A@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-3 ALT2	TILE	ALTERNATE TO T-3 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN VERTICAL STACK BOND, 4'-0" TO UNDERSIDE OF CLG	RESTROOMS	DALTILE	WALL TILE	COLLECTION: STENCIL/FLAT FLOOR TILE COLOR: WHITE SC32 FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	4" W X 12" L	https://www.daltile.com/products/Monochromatic-Look/Stencil/White	COMPANY: DALTILE NAME: DAVID SANTIBANEZ M: 562-644-4360 E: DAVID.SANTIBANEZ@DALTILE.COM WWW.DALTILE.COM	COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM

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CIVIL:

STRUCTURAL ENGINE:

MECH / PLUMB ENGINE:

ELEC ENGINE:

MAY 07, 2024 – DESIGN REVIEW
DEC 20, 2024 – DESIGN REVIEW

FINISH SCHEDULE

A2.24

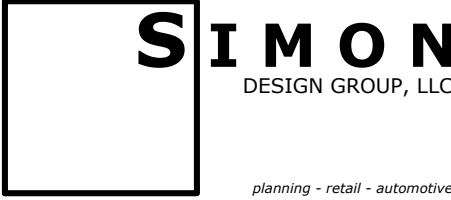
KIA 2024 GALLERY INTERIOR MATERIALS AND FINISHES SCHEDULE									
CODE	MATERIAL	NOTES	LOCATION	MANUFACTURER	PRODUCT	FINISH/COLOR	DIMENSION	WEBSITE	MANUFACTURER REPRESENTATIVE CONTACT INFORMATION
T-4	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN VERTICAL STACK BOND, FINISH FLOOR TO 4'-0"	RESTROOMS (WAINSCOT)	CREATIVE MATERIALS CORP.	WALL TILE	COLLECTION: URBAN SUBWAY COLOR: WHITE LINEAR DECO FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	3" W X 10" L	https://www.creativematerialscorp.com/product/tune/	COMPANY: CREATIVE MATERIALS CORPORATION NAME: DOUG SALATINO P: 518-713-5371 C: 518-281-8264 E: DSALATINO@CREATIVEMATERIALSCORP.COM WWW.CREATIVEMATERIALSCORP.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-4 ALT1	TILE	ALTERNATE TO T-4 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN VERTICAL STACK BOND, FINISH FLOOR TO 4'-0"	RESTROOMS (WAINSCOT)	AUTOSTONE	WALL TILE	COLLECTION: STATION AMERICA-B COLOR: WHITE FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	4" W X 16" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: KIA@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-4 ALT2	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN VERTICAL STACK BOND, FINISH FLOOR TO 4'-0"	RESTROOMS (WAINSCOT)	DALTILE	WALL TILE	COLLECTION: STENCIL LINEAR WALL TILE COLOR: WHITE SC32 FINISH: MATTE GROUT COLOR: MAPEI 77 FROST	4" W X 12" L	https://www.daltile.com/products/Monochromatic-Look/Stencil/White	COMPANY: DALTILE NAME: DAVID SANTIBANEZ M: 562-644-4360 E: DAVID.SANTIBANEZ@DALTILE.COM WWW.DALTILE.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-5	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN HORIZONTAL STACK BOND	TECH RESTROOMS	ROYAL MOSA	WALL TILE	COLOR: GLOBAL FINISH: MOUSE GRAY 16880 GROUT COLOR: MAPEI 27 SILVER	4" W X 12" L	https://www.mosa.com/en-us/products/collection/4x12	COMPANY: ROYAL MOSA NAME: NIAN MCCINNIS P: 513-703-5801 WWW.MOSA.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-5 ALT1	TILE	ALTERNATE TO T-5 PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN HORIZONTAL STACK BOND	TECH RESTROOMS	AUTOSTONE	CERAMIC TILE	COLLECTION: SHOP WALL COLOR: STORMY GREY FINISH: GLOSSY GROUT COLOR: MAPEI 27 SILVER	12" W X 24" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: KIA@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-6	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN HORIZONTAL STACK BOND	OPTIONAL NEW VEHICLE DELIVERY, SERVICE RECEPTION DRIVE LANES	AUTOSTONE	TILE	COLLECTION: DRIVE SERIES COLOR: ALLOY GREY SURFACE: R-12 TEXTURED GROUT COLOR: MAPEI 27 SILVER	8" W X 8" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: KIA@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
T-7	TILE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS INSTALLED IN HORIZONTAL STACK BOND	OPTIONAL SERVICE RECEPTION DRIVE LANES	AUTOSTONE	TILE	COLLECTION: DRIVE SERIES COLOR: CARBON BLACK SURFACE: R-12 TEXTURED GROUT COLOR: MAPEI 27 SILVER	8" W X 8" L	https://autostoneusa.com/kia/	COMPANY: AUTOSTONE USA NAME: BARRY WELLS P: 214-830-1206 E: KIA@AUTOSTONEUSA.COM WWW.AUTOSTONEUSA.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
TS-1	TRANSITION STRIP	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	WALL BASE RESTROOMS	SCHLUTER	DILEX-AHK	FINISH: SATIN ANODIZED	REFERENCE CONSTRUCTION DOCUMENTS	https://www.schluter.com/schluter-us/en_US/Profiles/Cove-shaped-Profiles/SchluterB-DILEX-AHK/p/DILEX_AHK?facets=false	COMPANY: SCHLUTER SYSTEM NAME: LANCE BEARMAN P: 888-472-4588 M: 502-264-1199 E: LBARMAN@SCHLUTER.COM WWW.SCHLUTER.COM
TS-2	TRANSITION STRIP	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	BETWEEN T-3 AND T-4 IN RESTROOMS	SCHLUTER	SCHIENE	FINISH: SATIN ANODIZED	REFERENCE CONSTRUCTION DOCUMENTS	https://www.schluter.com/schluter-us/en_US/Profiles/For-Floors/Same-height-Transitions/Schluter%C2%AE-SCHIENE/p/SCHIENE	COMPANY: SCHLUTER SYSTEM NAME: LANCE BEARMAN P: 888-472-4588 M: 502-264-1199 E: LBARMAN@SCHLUTER.COM WWW.SCHLUTER.COM
TS-3	TRANSITION STRIP	CONTRACTOR TO COORDINATE ALL ADDITIONAL PARTS AND SYSTEMS THAT ARE RECOMMENDED BY THE MANUFACTURER TO COMPLETE INSTALL	NVD	SCHLUTER	RENO-T	FINISH: SATIN ANODIZED	1"	https://www.schluter.com/schluter-us/en_US/Profiles/For-Floors/Same-height-Transitions/Schluter%C2%AE-RENO-T/p/RENO_T	COMPANY: SCHLUTER SYSTEM NAME: LANCE BEARMAN P: 888-472-4588 M: 502-264-1199 E: LBARMAN@SCHLUTER.COM WWW.SCHLUTER.COM
WB-1	WALL BASE	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS	ROOMS WITH T-2	CREATIVE MATERIALS CORP.	CERAMIC TILE - CUT TO 4" WITH SCHLUTER SCHIENE CAP (CLEAR ANODIZED)	COLLECTION: INVO COLOR: GOLD FINISH: MATTE GROUT COLOR: MAPEI 108 BAMBOO	4" H X 48" L	https://www.creativematerialscorp.com/product/invo/	COMPANY: CREATIVE MATERIALS CORPORATION NAME: DOUG SALATINO P: 518-713-5371 C: 518-281-8264 E: DSALATINO@CREATIVEMATERIALSCORP.COM WWW.CREATIVEMATERIALSCORP.COM COMPANY: MAPEI NAME: LISA FYKE P: 909-247-5324 E: LFYKE@MAPEI.COM WWW.MAPEI.COM
WB-2	WALL BASE	N/A	ROOMS WITH CO-1	TARKETT	TRADITIONAL VINYL 4-1/8" TOELESS (TYPE TV)	COLOR: TAS COLONIAL GRAY	0.125" D X 4" H X 48" L	https://commercial.tarkett.com/en_US/collection-C000494-traditional-vinyl-1-8-type-tv	COMPANY: TARKETT NAME: ERIN RINK P: 513-504-5734 E: ERIN.RINK@TARKETT.COM WWW.TARKETT.COM
WB-3	WALL BASE	N/A	ROOMS WITH CPT-1	TARKETT	TRADITIONAL VINYL 4-1/8" TOELESS (TYPE TV)	COLOR: 40 BLACK	0.125" D X 4" H X 48" L	https://commercial.tarkett.com/en_US/collection-C000494-traditional-vinyl-1-8-type-tv	COMPANY: TARKETT NAME: ERIN RINK P: 513-504-5734 E: ERIN.RINK@TARKETT.COM WWW.TARKETT.COM
WB-4	WALL BASE	SPECIFICATION INTENDED FOR DESIGN INTENT ONLY	ROOMS WITH LVT-1	HOME DEPOT	FINISHED ELEGANCE MDF MOULDING BOARD	P-6 U.N.O. SEE INTERIOR ELEVATIONS	1" D X 3" H X 96" L	N/A	COMPANY: THE HOME DEPOT NAME: CUSTOMER SERVICE P: 800-466-3337 WWW.HOMEDEPOT.COM
WC-1	WALLCOVERING	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS DRYWALL SUBSTRATE TO BE FINISHED IN A LEVEL 5 FINISH STRAIGHT HANG, RANDOM MATCH, VERTICAL GRAIN	SHOWROOM, VEHICLE DELIVERY (VOC) / PHOTO BOOTH	MOMENTUM	WOODS WALLCOVERING	COLOR: SWS-54 RED OAK SKU: NA-19-KIA54	36" W	https://www.momentumentextilesandwalls.com/09505525	COMPANY: MOMENTUM TEXTILES & WALLCOVERING NAME: AMBER GAINES P: 800-366-6839 x819 E: AGAINES@MOMTEX.COM WWW.MEMOSAMPLES.COM
WC-1 ALT1	WALLCOVERING	PREP AND PRIME SURFACES PER MANUFACTURER'S RECOMMENDATIONS DRYWALL SUBSTRATE TO BE FINISHED IN A LEVEL 5 FINISH REVERSE HANG, RANDOM MATCH, VERTICAL GRAIN	SHOWROOM, VEHICLE DELIVERY (VOC) / PHOTO BOOTH	MOMENTUM	ELOWEN WALLCOVERING	COLOR: A212-441 CEDAR SKU: NA-19-KIA41	54" W	https://www.momentumentextilesandwalls.com/095062650	COMPANY: MOMENTUM TEXTILES & WALLCOVERING NAME: AMBER GAINES P: 800-366-6839 x819 E: AGAINES@MOMTEX.COM WWW.MEMOSAMPLES.COM

PROJECT:



McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:



807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGINE:

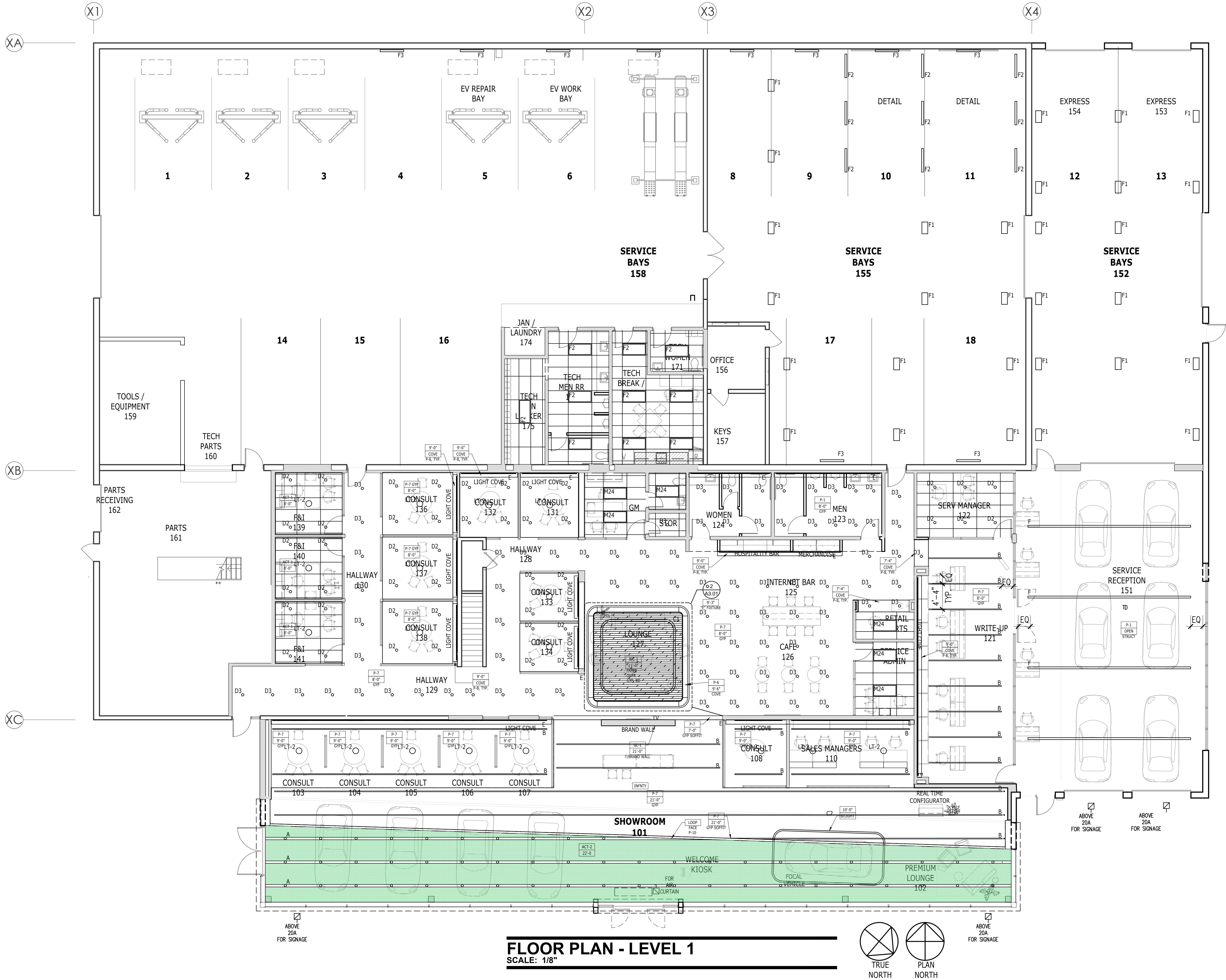
MECH / PLUMB ENGINE:

ELEC ENGINE:

MAY 07, 2024 – DESIGN REVIEW
DEC 20, 2024 – DESIGN REVIEW

FINISH SCHEDULE

A2.25



PROJECT:

KIA
Movement that inspires

McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:

SIMON
DESIGN GROUP, LLC
planning - retail - automotive

807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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CEILING PLAN
LEVEL 1

A3.01

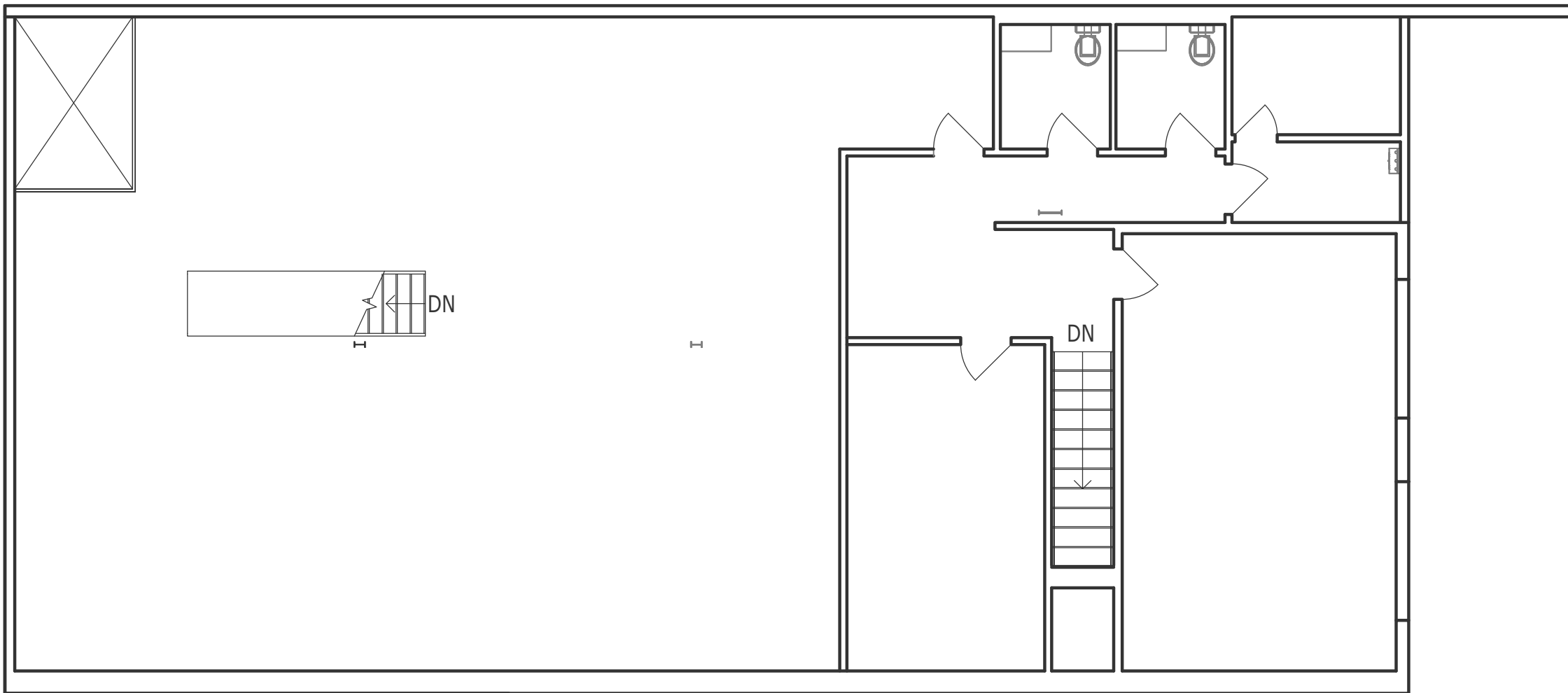
XA

XB

XC

X1

X2



FLOOR PLAN - LEVEL 2
SCALE: 1/8"



PROJECT:



McGrath Kia of Highland Park
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CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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CEILING PLAN
LEVEL 2

A3.02

CODE	MATERIAL	MANUFACTURER	DOOR SCHEDULE			LOCATION	ADDITIONAL INFORMATION
			PRODUCT	COLOR	DIMENSION		
D-1	CURTAIN WALL SYSTEM ENTRANCE	PITTCO ARCHITECTURAL METALS, INC. OR EQUAL	STANDARD NARROW STILE CENTER HUNG DOOR	#63 BLACK FINISH GLASS & ALUMINUM	PAIR 3070-MAIN ENTRY; PAIR 4080-VEHICLE ACCESS (8' OPENING)	SHOWROOM	CONTACT: PITTCO ARCHITECTURAL METALS (800) 992-7488
D-2	STORE FRONT SYSTEM ENTRANCE	PROVIDED BY ARCHITECT OF RECORD		#63 BLACK FINISH GLASS & ALUMINUM	7'-0" X 3'-0"	SERVICE RECEPTION, VEHICLE DELIVERY	
D-3	ALUM. ROLLING OVERHEAD DOOR (GLASS)	PROVIDED BY ARCHITECT OF RECORD		NO GLAZING PAINT: SEE EP-1		PARTS RECEIVING	
D-4	ALUM. ROLLING OVERHEAD DOOR (METAL)	PITTCO ARCHITECTURAL METALS, INC. OR EQUAL	STANDARD NARROW STILE CENTER HUNG DOOR	#63 BLACK FINISH GLASS & ALUMINUM	3070	SHOWROOM	CONTACT: PITTCO ARCHITECTURAL METALS (800) 992-7488
D-5	SOLID MAIN DOOR (NO GLASS, SERVICE)	PROVIDED BY ARCHITECT OF RECORD		PAINT: BENJAMIN MOORE, REGAL SELECT EXTERIOR LATEX PAINT, COLOR: COVENTRY GRAY, FINISH: FLAT - SEE P-4			
D-6	SOLID DOOR (NO GLASS)	PROVIDED BY ARCHITECT OF RECORD		PAINT: BENJAMIN MOORE, REGAL SELECT EXTERIOR LATEX PAINT		BREAKROOMS, RESTROOMS, LOCKER ROOM, FILES STORAGE	
D-7	STORE FRONT SYSTEM ENTRANCE (SLIDING)	PROVIDED BY ARCHITECT OF RECORD		#63 BLACK FINISH GLASS & ALUMINUM	7'-0" 'X 6'-0"		
D-8	SOLID DOOR	PROVIDED BY ARCHITECT OF RECORD		FINISH: PL-1 WILSONART, 38 NATURAL RECON BLACK POWDERCOAT FRAME		RESTROOMS	
D-9	SOLID DOOR	PROVIDED BY ARCHITECT OF RECORD		P-1 COLOR: BENJAMIN MOORE DC-61 WHITE DIAMOND			

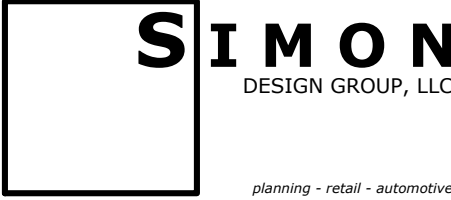
CODE	MATERIAL	MANUFACTURER	DOOR HARDWARE SCHEDULE			ADDITIONAL INFORMATION
			PRODUCT	COLOR	DIMENSION	
A	SATIN ALUMINUM, ANODIZED	STANDARD METAL HARDWARE	D352- STRAIGHT PULL W/ STANDARD POSTS - FLAT ENDS	CLEAR TO MATCH MULLION FRAMES	36"H	https://www.smhardware.com/product/straight-pull-w-standard-posts-flat-ends/
B	SATIN ALUMINUM, ANODIZED	STANDARD METAL HARDWARE	D352- STRAIGHT PULL W/ STANDARD POSTS - FLAT ENDS	CLEAR TO MATCH MULLION FRAMES	18" H	https://www.smhardware.com/product/straight-pull-w-standard-posts-flat-ends/
C	STANDARD METAL	PROVIDED BY HAWORTH	D-PULLS	CUSTOM POWDERCOATED (TO MATCH PC-3)	12" H RECTILINEAR	FOR HAWORTH ENCLOSE OFFICE SYSTEMS
D	STANDARD METAL	PROVIDED BY HAWORTH	D-PULLS	SATIN CHROME FINISH	12" H RECTILINEAR	FOR HAWORTH ENCLOSE OFFICE SYSTEMS
E	STANDARD METAL	STANDARD METAL HARDWARE	D352- STRAIGHT PULL W/ STANDARD POSTS - FLAT ENDS	FLAT BLACK POWDERCOAT	18" H	https://www.smhardware.com/product/straight-pull-w-standard-posts-flat-ends/
F	ALUMINUM, STANDARD DOOR HANDLE	FBS	LEVER HANDLE 1070			https://www.fsbna.com/us/products/range/mod.jsp?a=Ik0tsm0so03&m=na

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STRUCTURAL ENGINE:

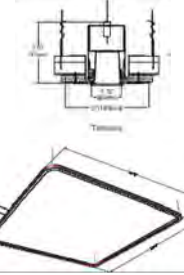
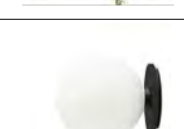
MECH / PLUMB ENGINE:

ELEC ENGINE:

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FINISH SCHEDULE

A2.26

TYPE	SYMBOL	DESCRIPTION	MOUNTING	MFG	SERIES	LOCATION	COLOR	FINISH	APPROX. SIZE	CAT. NO.	LAMPS			CONTACT INFO
											WATT	TYPE	NOTES	
A		SPOTLIGHT IN CHANNEL	RECESS	ALW	LPSR	SHOWROOM	BLACK	TB - TEXTURED MATTE BLACK POWDERCOAT	5" DIA.	LPSRMUD-DRY-S-NONE-DL2500/90/4000/40-W-TB	NA	2500 LU 92 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
B		LINEAR	SUSPENDED	LEDALITE	TRUGROOVE RECESSED MICRO	VARIOUS GYP CEILINGS	COOL	WHITE	1.75" X LENGTH PER PLAN	230 1 L 940 30 Q S 3 XX	10W/FT	750 LU/FT 90 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
C1		RECTANGLE	SUSPENDED	FORUM	ARC3	SHOWROOM LOUNGE	COOL	CUSTOM	12'-8" x 12'-8"	ARC3D 33 95 40 WOL H REC V C WITH ROUND CORNERS	9W/FT	950 LU/FT 90 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
C2		RECTANGLE	SUSPENDED	FORUM	ARC3	UPPER LOUNGE	COOL	CUSTOM	15'-5" x 8'-9"	ARC3D 33 95 40 WOL H REC V C WITH ROUND CORNERS	9W/FT	950 LU/FT 90 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
D2		TRIMLESS DOWNLIGHT	RECESSED	AMERLUX	EVOKE 4.75"	VARIOUS GYP CEILINGS	COOL	TRIMLESS	5" DIA.	E4.75R NC A17 T J6 VOLTS 0-10V SD FL 409	16W	1200 LU 90 CRI 4000K	4,7	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
D3		TRIMLESS DOWNLIGHT	RECESSED	AMERLUX	EVOKE 4.75"	VARIOUS GYP CEILINGS	COOL	TRIMLESS	5" DIA.	E4.75R NC A17 T J6 VOLTS 0-10V SD FL 409	29W	2100 LU 90 CRI 4000K	4,7	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
D4		DOWNLIGHT	RECESSED	AMERLUX	EVOKE 2.9"	RETAIL SHOP	COOL	CLEAR	3" DIA.	E2.9RD HP T J1 20 X 1-10V T CLC NF 40	11W	700 LU 80 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
E		STRIP LIGHTING	RECESSED (IN COVE)	TBD	TBD	LIGHT COVES THROUGHOUT	COOL	CLEAR	1.2" X 1.4" X LENGTH PER ISLAND	TBD	TBD	TBD	4,9	TBD
F		LINEAR	SUSPENDED/STEM	FORUM	ALUMINA	SERVICE RECEPTION	COOL	WHITE	4"X4"X LENGTH PER PLANS	SAD 44 95 40 WOL H 20" UNV WH	8.9W /FT	950 LU 80 CRI 4000K	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F1		HIGH BAY	SUSPENDED	LSI	ALLIANCE	SERVICE BAYS	WHITE	N/A	2' x 1'	LSI ALI2 2LEOSE 18L LL W UNV 40 HCH10	118W	18,060 LUMENS 4000K 80+ CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F1-ALT1		HIGH BAY	SUSPENDED	SIGNIFY	DAY-BRITE	SERVICE BAYS	WHITE	CLEAR	2' x 1'-2"	PHILIPS DAYBRITE FBX 16L L 40 UNV	124W	16,000 LUMENS 4000K 80+ CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F1-ALT2		HIGH BAY	SUSPENDED	MERCURY ARCHITECTURAL LIGHTING	LHBT SERIES	SERVICE BAYS	WHITE	N/A	2' x 1'-8"	MERCURY LHBT 4 20000 40K R UNI	142W	18,000 LUMENS 4000K 80+ CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F2		HIGH BAY	SUSPENDED	LSI	EG3	SERVICE BAYS	WHITE	N/A	4'	LSI EG3 4 LED 6L DA S UNV DIM 40 80 HCH10	32W	4,400 LUMENS 4000K 80 CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F2-ALT1		HIGH BAY	SUSPENDED	SIGNIFY	DAYBRITE	SERVICE BAYS	WHITE	CLEAR	4'	PHILIPS DAYBRITE DWA E 65L 840 4 UNV	65W	7,000 LUMENS 4000K 80 CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
F3		HIGH BAY	SUSPENDED	LSI	EG3	SERVICE BAYS	WHITE	N/A	4'	LSI EG3 4 LED 6L DA S UNV DIM 40 80 HCH10	32W	6,695 LUMENS 4000K 80 CRI	1,2,3,4,8	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
M4		RECESSED GRID LED LIGHT	LAY-IN	DAY BRITE	ARIOSO	VARIOUS PER PLAN	COOL	WHITE	2'-0" X 4'-0"	2 AVE G 43L 840 4 ACR UNV DIM	40W	4300 LU 80 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
M22		RECESSED GRID LED LIGHT	LAY-IN	DAY BRITE	ARIOSO	VARIOUS PER PLAN	COOL	WHITE	2'-0" X 2'-0"	2 AVE G 38L 840 2 ACR UNV DIM	40W	3800 LU 80 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
M24S		SURFACE MOUNT LED LIGHT	SURFACE	DAY BRITE	ARIOSO	VARIOUS PER PLAN	COOL	WHITE	2'-0" X 4'-0"	2 SAVC 2 28 PWM UNV	130W INPUT	3150 LU 80 CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
S		WRAPAROUND STRIP	SURFACE	DAY BRITE	FLUXSTREAM	VARIOUS	COOL	WHITE	4" X 48"	FSWEZ 4 40L 840 UNV	32W	4000 LU 80+ CRI 4000K	4	FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
LT-2		HANGING PENDANT	SUSPENDED	A+R	PABLO DESIGNS BOLA SPHERE	OFFICES	WARM	MATTE BLACK DOWNROD WHITE GLOBE	12"	PLO-BOLA-SPH-12-BLK	6W	1625 LU 95 CRI 2700K		FARREN FAUST, COMMERCIAL LIGHTING O: (888) CLJ-8964 C: (760) 831-9815
LT-3		NOT USED												
LT-4		NOT USED												
NOTES:			NOTES (CONTINUED):				GENERAL NOTES:							
1. PROVIDE CABLE SUSPENSION AS NEEDED.			5. PROVIDE EMERGENCY OPTION FOR NORMAL/EMERGENCY EGRESS LIGHTING AS REQUIRED.				A. PROVIDE 4100K HIGH CRI LAMPS, UNLESS NOTED OTHERWISE.							
2. ENCLOSED & GASKETED.			6. SEE CEILING PLANS FOR MOUNTING HEIGHT(S).				B. PROVIDE EXIT AND EGRESS LIGHTING TO COMPLY WITH NATIONAL AND LOCAL CODES. VOLTAGES ARE TO BE DETERMINED BY ELECTRICAL ENGINEER.							
3. LENGTH PER PLANS.			7. PROVIDE PLASTER RING FOR DRYWALL APPLICATION.				C. LAMP COMPATIBILITY TO BE VERIFIED BY ELECTRICAL ENGINEER.							
4. COORDINATE COLOR/FINISH WITH ARCHITECT.			8. FOR OPEN CEILINGS, PROVIDE SMK-CR24 SURFACE MOUNTING KIT FOR SUSPENDED INSTALLATION.				D. ALL LIGHTING AS SPECIFIED OR APPROVED EQUAL. ARCHITECT OF RECORD TO CONTACT CHANGEUP FOR LIGHT FIXTURE SUBSTITUTION APPROVAL AS REQUIRED.							
			9. INCLUDE ALL SYSTEM INTEGRATION ACCESSORIES (POWER SUPPLIES, FEED CABLES, MOUNTING HARDWARE, ETC.) AS NEEDED.											

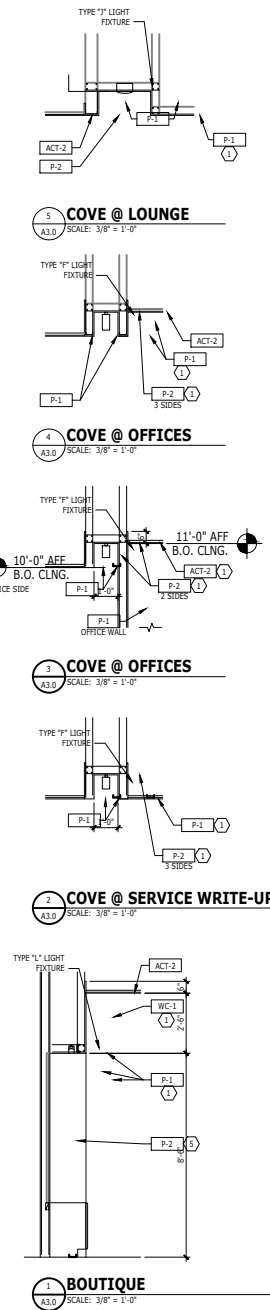
LIGHTING SCHEDULE
SCALE: NONE

GENERAL NOTES

1. PROVIDE 0-10V DIMMING CAPABILITY AND APPROPRIATE CONTROLS FOR ALL LUMINAIRES
2. PROVIDE HIGH CRI (80+) LEDS
3. INCLUDE ALL SYSTEM INTEGRATION ACCESSORIES (POWER SUPPLIES, FEED CABLES, MOUNTING HARDWARE, ETC.) AS NEEDED.
4. PROVIDE EXIT AND EGRESS LIGHTING TO COMPLY WITH NATIONAL AND LOCAL CODES
5. VOLTAGES ARE TO BE DETERMINED BY ELECTRICAL ENGINEER
6. ALL LIGHTING SHALL BE AS SPECIFIED OR APPROVED EQUAL. ARCHITECT OF RECORD TO CONTACT CHANGE UP FOR LIGHT FIXTURE SUBSTITUTION APPROVAL AS REQUIRED.

ALTERNATE LIGHTING VENDORS

1. COMPANY: KING LIGHTING, INC
NAME: MEGAN BLANEY
P: 513-519-1986
E: MEGAN.BLANEY@KING-LIGHTING.COMX
2. COMPANY: BR LIGHTING & CONTROLS
NAME: CLIFF BROOKS
P: 937-672-3064
E: CLIFF@BRLTG.COM



PROJECT:



McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:



807 Waukegan Rd, Suite 150
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Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGIN:

MECH / PLUMB ENGIN:

ELEC ENGIN:

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LIGHTING SCHEDULE

A3.03

LEGEND	
#	NOTE DESIGNATOR - REFER TO DRAWING NOTES ON THIS SHEET
EG-X	GRAPHICS DESIGNATOR - REFER TO SHEET G-X
?-#	FINISH DESIGNATOR - REFER TO EXTERIOR FINISH SCHEDULE

ALL SIGNAGE IS SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. ALL SIGNAGE PROVIDED BY PATTISON SIGN GROUP. SEE "A-XX" SERIES SHEETS FOR ADDITIONAL INFORMATION.

GENERAL NOTES

THE PURPOSE OF THESE DRAWINGS IS TO CONVEY THE DESIGN INTENT AND FINISH THE PURPOSE OF THESE DRAWINGS IS TO CONVEY THE DESIGN INTENT AND FINISH MATERIAL SPECIFICATIONS ONLY. THEY ARE NOT TO BE USED TO OBTAIN BUILDING PERMITS OR FOR ACTUAL CONSTRUCTION OF THE PROJECT. COMPLIANCE WITH LOCAL BUILDING ORDINANCES, FIRE REGULATIONS, ZONING CODES AND ADA REGULATIONS IS BEYOND THE SCOPE OF THESE DOCUMENTS.

A. ALL SIGNAGE IS SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. CONTACT ZONE MANAGER FOR INFORMATION ON SIGNAGE PROGRAM AND ONSITE SIGNAGE SURVEY, AND TO SCHEDULE SIGN SURVEY.

B. ALL GRAPHICS AND WALL PANELS MAY REQUIRE BLOCKING OR OTHER POSITIVE FORM OF ANCHORAGE. COORDINATE WITH THE GRAPHICS VENDOR PRIOR TO CLOSING ANY WALL CAVITIES. SELECT SIGNS ARE ELECTRIFIED. REVIEW GRAPHICS SECTION OF THIS BOOK TO IDENTIFY WHICH GRAPHICS REQUIRE POWER.

C. ELEVATIONS NOT SHOWN SHALL RECEIVE THE SAME OR COMPLEMENTARY FINISHES TO MATERIALS SHOWN.

D. SEE SHEETS A-XX FOR LIGHTING DESIGN CRITERIA AND LIGHT FIXTURE SCHEDULE.

E. EIFS SCORING AND JOINT LAYOUT PER MANUFACTURER REQUIREMENTS.

DRAWING NOTES

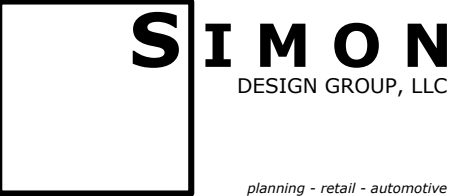
- METAL COPING
- EXTERIOR LIGHTING FIXTURE. SEE LIGHTING SCHEDULE FOR DESCRIPTION.
- BUILDING SIGNAGE. SEE GRAPHICS SHEETS.
- CENTERLINE OF MULLIONS CURTAIN WALL SYSTEM SHALL BE EQUAL FRAME SPACING AS ALLOWABLE.
- NOT USED.
- NOT USED.
- ENVIRONMENTAL IMPACT IMPROVEMENT FLEX: DEALER HAS OPTION TO PROVIDE BUILDING INTEGRATED PHOTOVOLTAICS (BIPV) EQUAL CLADDING VISUALLY TO ACM-1 ELEMENTS. X SOLETEX IS PREFERRED AOR TO COORDINATE APPROVED ELEVATION FOR FEATURED BIPV CLADDING SYSTEM.
- DEALER NAME TO BE ALL UPPERCASE, 2'-0" ALL LETTERS OR 1'-6" LETTER FOR LONGER NAMES.
- ACM PANEL JOINT, TYP.
- ENTRY PORTAL PROVIDED BY PATTISON SIGN GROUP. CONTACT BELOW FOR COORDINATION AND REQUIREMENTS.
CONTACT: STEVIE WEBB
swebb@pattisonsign.com
- ACM PANELS PROVIDED AND INSTALLED BY PATTISON SIGN GROUP. NO EXCEPTIONS.
CONTACT: STEVIE WEBB
swebb@pattisonsign.com

PROJECT:



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ARCHITECT:



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CIVIL:

STRUCTURAL ENGIN:

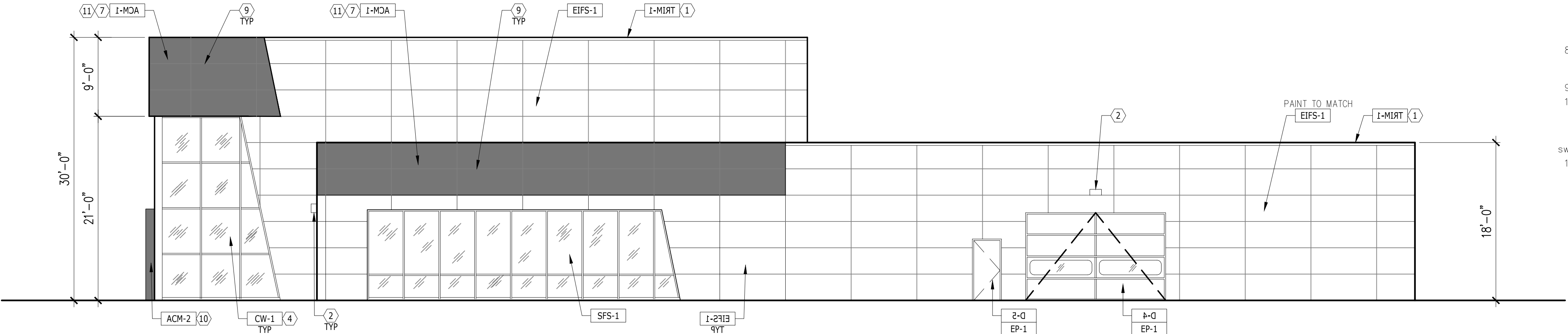
MECH / PLUMB ENGIN:

ELEC ENGIN:

MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW

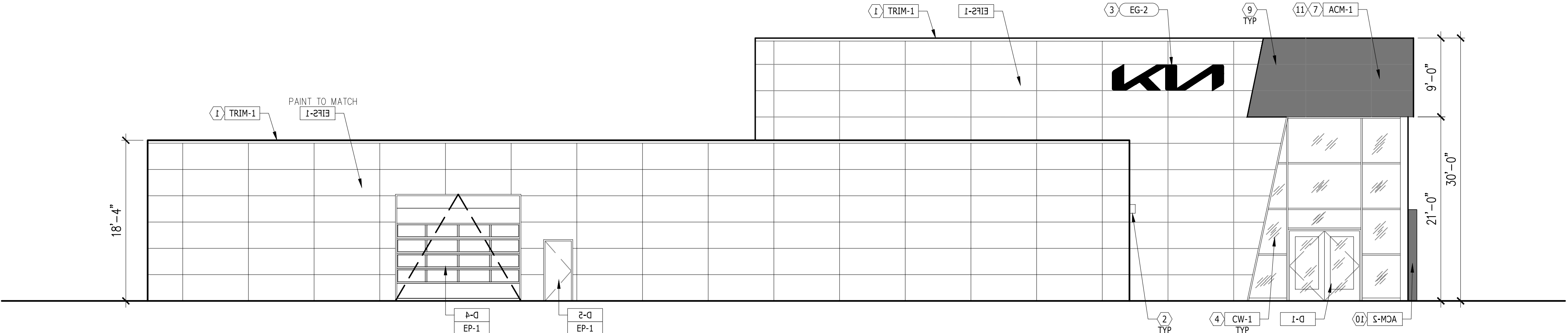
EXTERIOR ELEVATIONS

A4.01



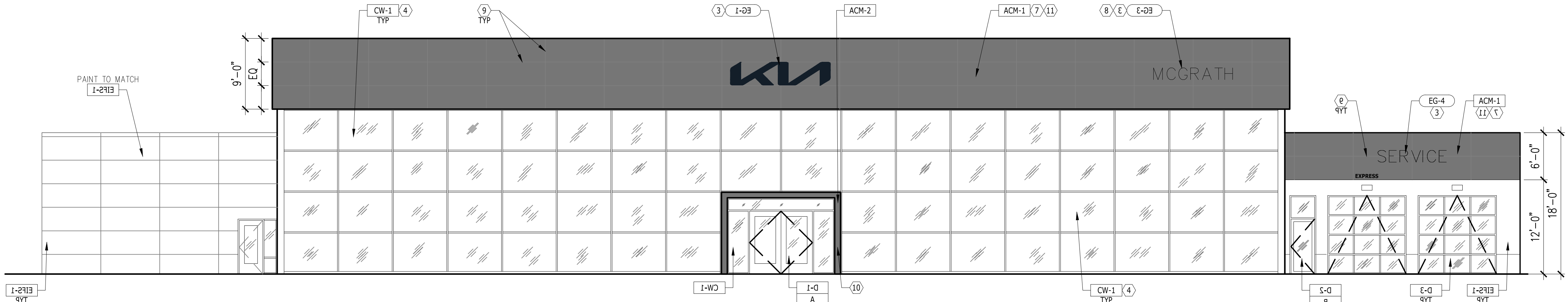
EXTERIOR ELEVATION - LEFT
SCALE: 1/8"

3



EXTERIOR ELEVATION - LEFT
SCALE: 1/8"

2



EXTERIOR ELEVATION - FRONT
SCALE: 1/8"

1



EXTERIOR RENDERING
SCALE: NTS

KIA EXTERIOR MATERIALS



ACM-1 ALUMINUM COMPOSITE MATERIAL



ACM-2 ALUMINUM COMPOSITE MATERIAL



EIFS-1 EXTERIOR INSULATION FINISH SYSTEM



EP-1 PAINT

EXTERIOR MATERIALS
SCALE: NTS

PROJECT:



McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:



807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGINEER:

MECH / PLUMB ENGINEER:

ELEC ENGINEER:

MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW

EXTERIOR MATERIALS

A4.02

Traffic Impact Study Kia Dealership Expansion

Highland Park, Illinois



Prepared For:



August 6, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of the McGrath Kia of Highland Park dealership located in Highland Park, Illinois. The existing 28,998 square-foot dealership is located on the west side of Skokie Valley Road south of Clavey Road. Access to the dealership is currently provided via two access drives located on the west side of Skokie Valley Road. As proposed, the existing dealership will be expanded to approximately 47,253 square feet. Access to the expanded dealership will continue to be provided via the two existing access drives on Skokie Valley Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed expansion will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed expansion.

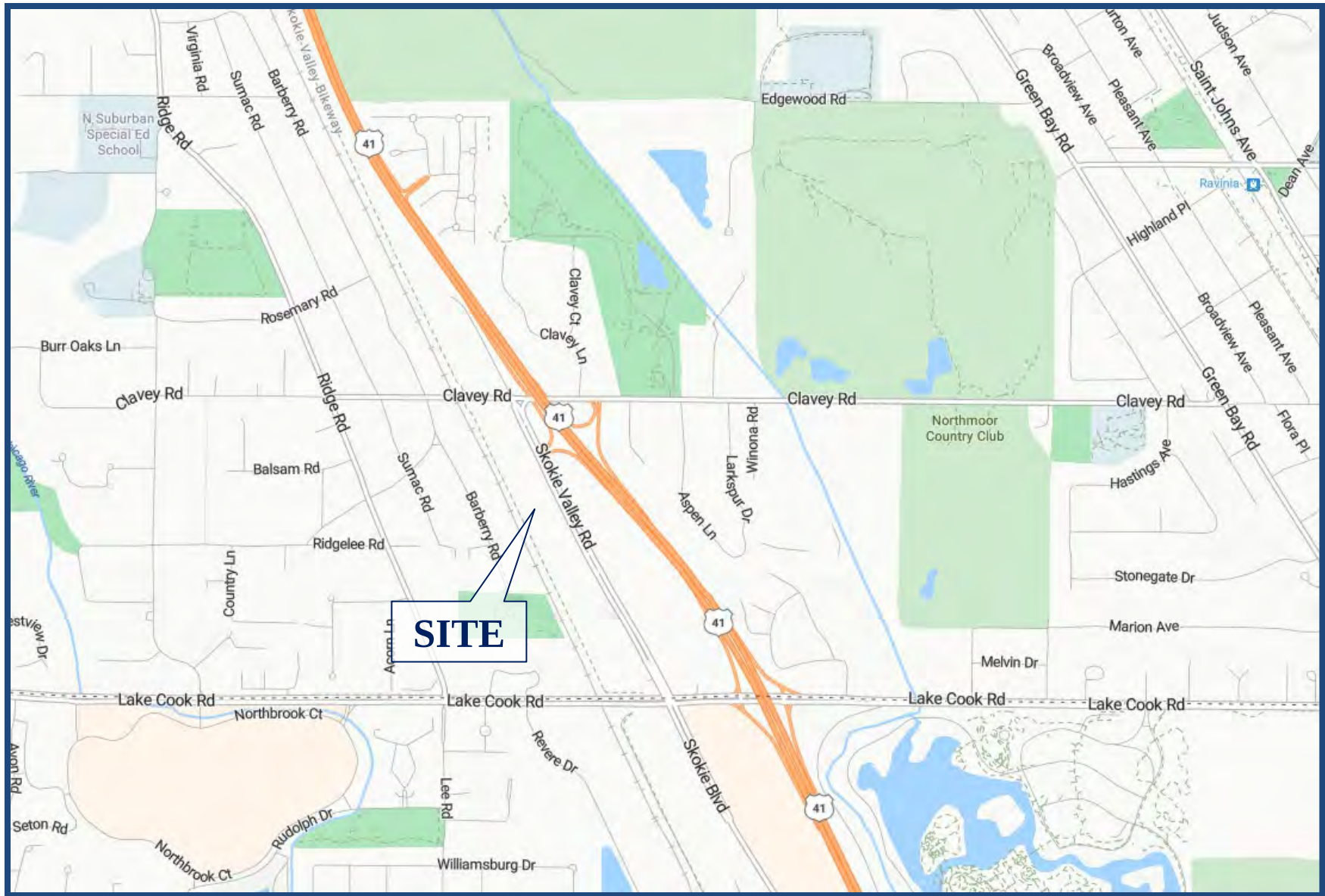
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed expansion
- Vehicle trip generation for the expansion
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2025.
2. No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor.
3. Total Projected Conditions – Analyzes the capacity of the future roadway system consisting of the no-build traffic volumes plus the traffic estimated to be generated by the proposed expansion.



Site Location

Figure 1

*Kia Dealership Expansion
Highland Park, Illinois*



Aerial View of Site

*Kia Dealership Expansion
Highland Park, Illinois*

Figure 2



2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The existing Kia dealership is located at 250 Skokie Valley Road on the west side of the roadway. The site is bounded by commercial properties to the north and south, Skokie Valley Road to the east, and power transmission lines to the west. US Route 41 has a southbound interchange approximately 445 feet north of the site. Land uses in the vicinity of the dealership consist primarily of commercial developments.

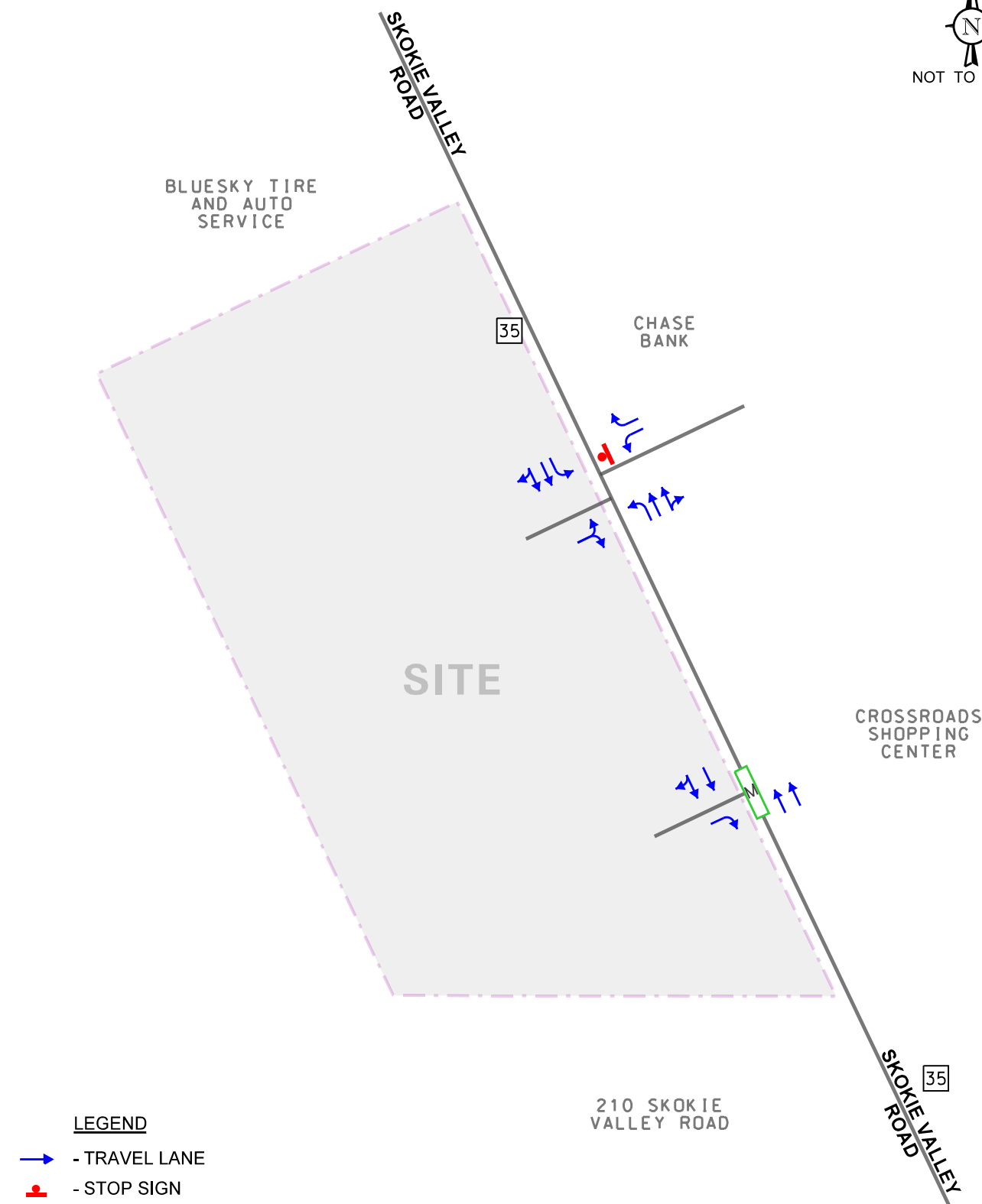
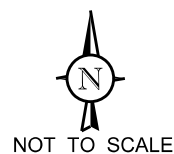
Existing Roadway System Characteristics

The characteristics of the existing roadways serving the dealership are described below and illustrated in **Figure 3**.

Skokie Valley Road is a north-south major collector roadway that provides two through lanes in each direction, separated by a landscaped median in the vicinity of the site. At its unsignalized intersection with the Kia dealership north access drive/Crossroads Shopping Center north access drive, Skokie Valley Road provides a left-turn lane, a through lane, and a combined through/right-turn lane on the northbound and southbound approaches. At its unsignalized intersection with the Kia dealership south access drive, Skokie Valley Road provides two through lanes on the northbound approach and a through lane and a combined through/right-turn lane on the southbound approach. Skokie Valley Road carries an annual average daily traffic (AADT) volume of 10,500 vehicles (Illinois Department of Transportation [IDOT] 2023), is under the jurisdiction of the City of Highland Park, and has a posted speed limit of 35 miles per hour.

The *Kia dealership north access drive/Crossroads Shopping Center north access drive* are private east-west access drives aligned opposite one another. At its unsignalized intersection with Skokie Valley Road, the Kia dealership north access drive provides a combined left-turn/through/right-turn lane on the eastbound approach and the Crossroads Shopping Center north access drive provides a left-turn lane and a right-turn lane on the westbound approach.

The *Kia dealership south access drive* is a private east-west access drive that is restricted to right-turn in and right-turn out movements only. At its unsignalized intersection with Skokie Valley Road, the Kia dealership south access drive provides a right-turn lane on the eastbound approach.



Kia Dealership
Expansion
Highland Park, Illinois

Existing Roadway Characteristics



Job No: 25-128

Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, peak period traffic classification counts were conducted on Thursday, May 15, 2025, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Skokie Valley Road with Kia dealership north access drive/Crossroads Shopping Center north access drive
- Skokie Valley Road with Kia dealership south access drive

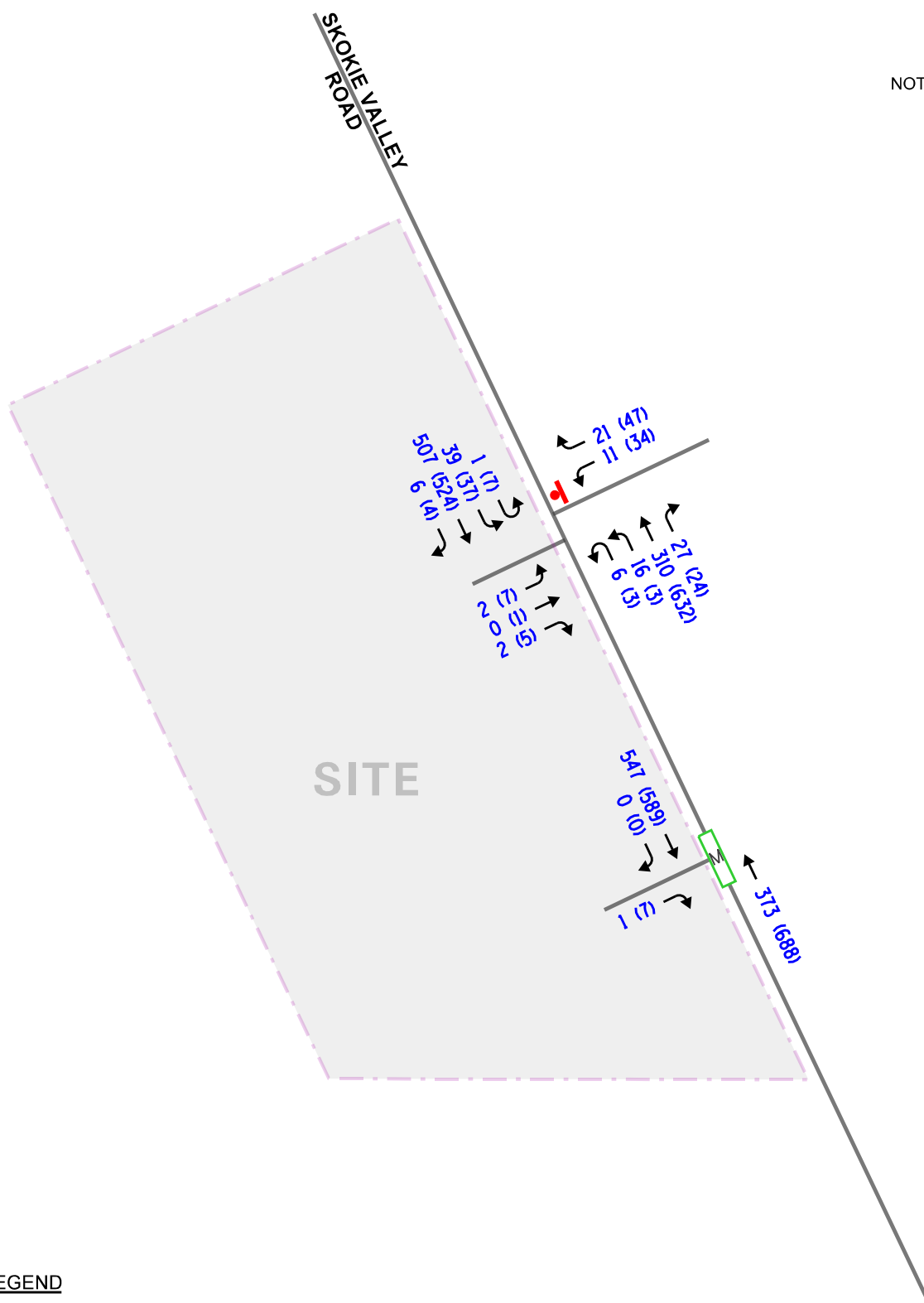
The results of the traffic counts show that the peak hours of traffic generally occur from 8:00 to 9:00 A.M. during the weekday morning peak period and from 4:30 to 5:30 P.M. during the weekday evening peak period.

The existing traffic volumes are illustrated in **Figure 4**.

Crash Data Summary

KLOA, Inc. obtained crash data¹ for the most recent available five-year period (2019-2023) for the intersections of Skokie Valley Road with each of the two existing access drives. A review of the crash data indicated that the Skokie Valley Road/north access drive intersection had a total of -- crashes in the five-year period and the Skokie Vally Road/south access drive intersection had a total of -- crashes in the five-year period.

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.



3. Traffic Characteristics of the Proposed Expansion

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed expansion, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Expansion Plan

As proposed, the existing 28,998 square-foot Kia dealership will be expanded by 47,253 square feet for a total building size of 76,251 square feet. Based on information provided by the developer, the expanded dealership will have a total of 60 employees and 18 service bays and is expected to service approximately 75 vehicles per day. Access will continue to be provided via the two existing access drives located on the west side of Skokie Valley Road. It is recommended that the outbound lanes be under stop sign control. A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which vehicles will approach and depart the dealership were estimated based on existing travel patterns, as determined from the traffic counts. The directional distribution for the new trips is consistent with the existing site-generated traffic.

Peak Hour Traffic Volumes

The estimate of the additional traffic to be generated by the expanded dealership was based on the existing traffic generated by the dealership and the projected increase in business that will result from the proposed expansion. **Table 1** presents several of the existing and proposed physical and operating characteristics of the dealership. From the table, it can be seen that the proposed characteristics of the dealership are projected to increase between 63 percent and 13 percent or an average of approximately 40 percent. As such, the existing traffic generated by the dealership was increased by 40 percent. **Table 2** summarizes the existing traffic generated by the dealership and the estimated additional traffic to be generated by the expansion.

Table 1
EXISTING AND PROPOSED DEALERSHIP PHYSICAL AND OPERATING
CHARACTERISTICS

Characteristics	Existing Dealership	Expanded Dealership	Percent Increase
Building Square Footage	28,998 SF	76,251 SF	63%
Number of Employees	46	60	31%
Number of Service Bays	16	18	13%
Average Number of Vehicles Serviced per Day	50	75	50%

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing Traffic	22	5	27	7	20	27
Expansion Traffic	9	2	11	3	8	11
Total Traffic	31	7	38	10	28	38

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed expansion.

Expansion Traffic Assignment

The estimated weekday morning and weekday evening traffic volumes that will be generated by the proposed expansion were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 5** illustrates the traffic assignment of the estimated new trips.

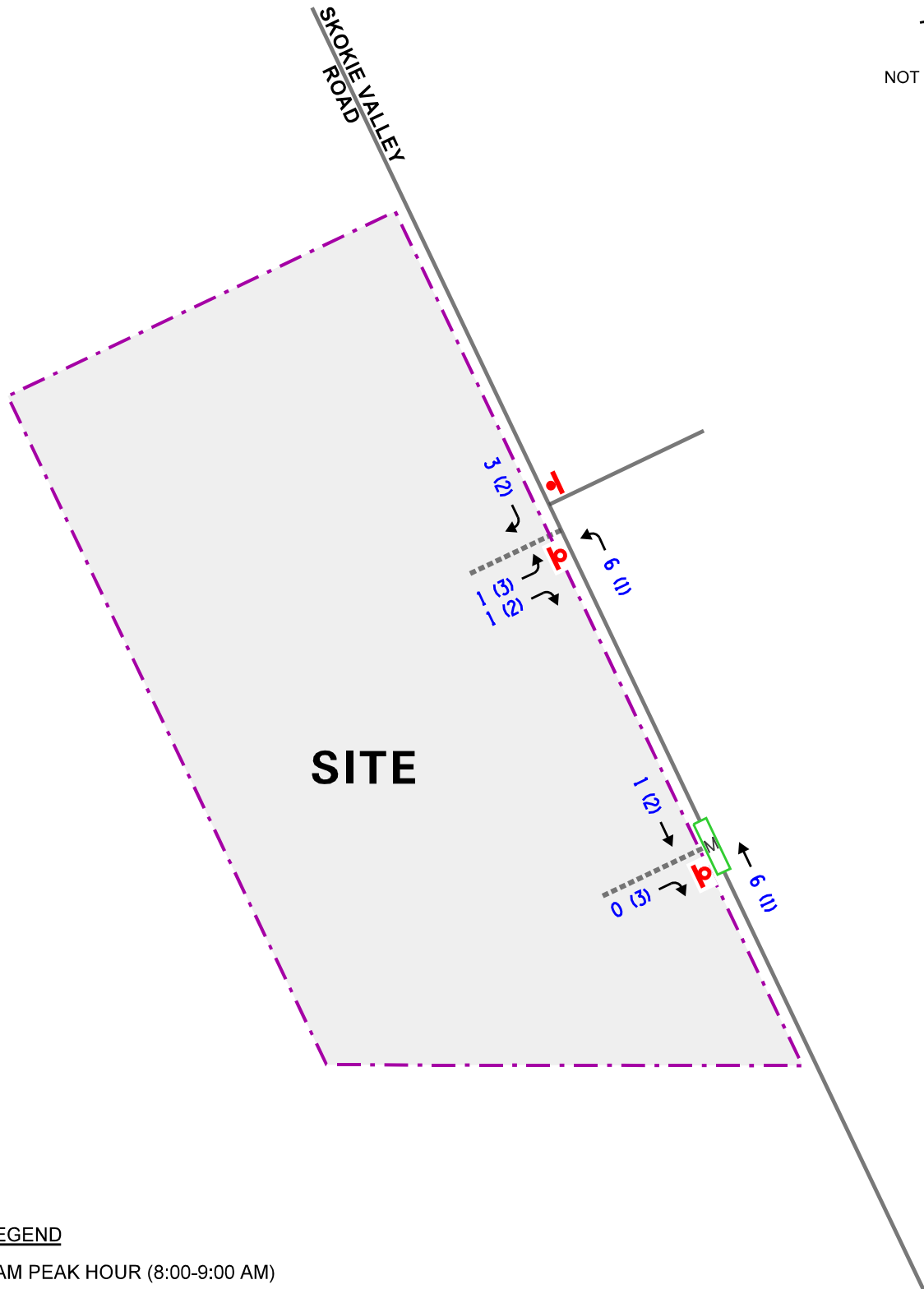
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on a letter provided by CMAP dated May 2, 2025, the existing traffic volumes are projected to increase by an annually compounded growth rate of 0.7 percent per year or approximately four percent over six years (one year build-out plus five years) to represent 2031 no-build traffic volumes.

The Year 2031 no-build traffic volumes are illustrated in **Figure 6**.

Total Projected Traffic Volumes

The expansion-generated traffic (Figure 5) was added to the no-build traffic volumes (Figure 6) to determine the Year 2031 total projected traffic volumes, as shown in **Figure 7**.

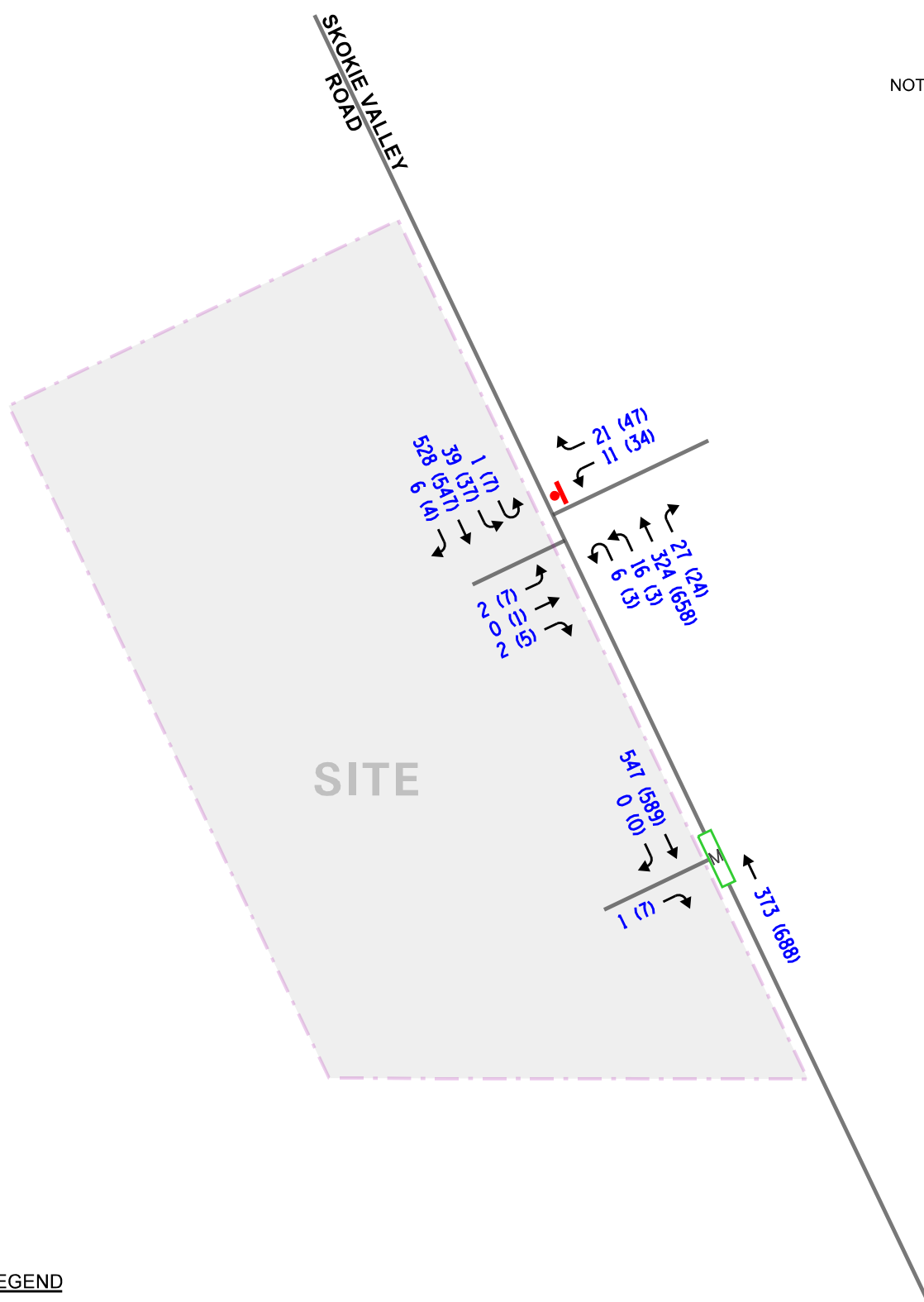


LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)
-  - PROPOSED STOP SIGN

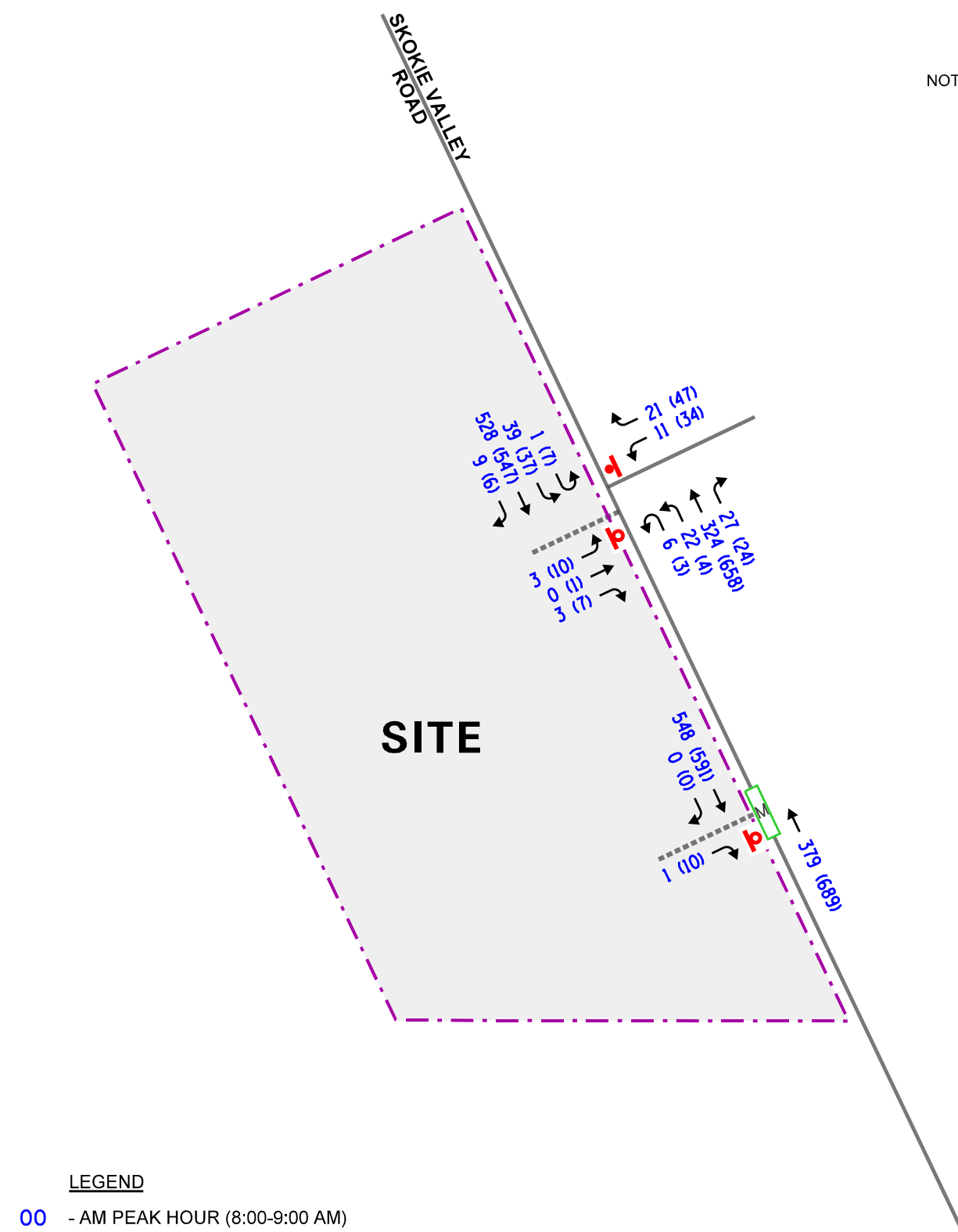
Kia Dealership
Expansion
Highland Park, Illinois

Site-Generated Traffic Volumes
New Trips



LEGEND

- 00** - AM PEAK HOUR (8:00-9:00 AM)
- (00)** - PM PEAK HOUR (4:30-5:30 PM)



5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing, no-build, and total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic signal-controlled intersections were performed using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, no-build, and total projected conditions are presented in **Tables 3** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Skokie Valley Road with Kia North Access Drive/Crossroads North Access Drive¹				
• Eastbound Approach	B	13.7	C	15.0
• Westbound Left-Turn Lane	C	15.3	C	19.2
• Westbound Right-Turn Lane	A	9.8	B	10.9
• Northbound Left-Turn Movement	A	9.5	A	9.6
• Southbound Left-Turn Movement	A	8.4	A	9.8
Skokie Valley Road with Kia South Access Drive¹				
• Eastbound Approach	B	10.2	B	10.2
LOS = Level of Service Delay is measured in seconds.				
1 – Two-way stop control				

Table 4

UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Skokie Valley Road with Kia North Access Drive/Crossroads North Access Drive¹				
• Eastbound Approach	B	13.9	C	15.4
• Westbound Left-Turn Lane	C	15.6	C	19.8
• Westbound Right-Turn Lane	A	9.8	B	11.1
• Northbound Left-Turn Movement	A	9.6	A	9.7
• Southbound Left-Turn Movement	A	8.5	A	9.9
Skokie Valley Road with Kia South Access Drive¹				
• Eastbound Approach	B	10.2	B	10.3
LOS = Level of Service Delay is measured in seconds.				
1 – Two-way stop control				

Table 5

UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Skokie Valley Road with Kia North Access Drive/Crossroads North Access Drive¹				
• Eastbound Approach	B	14.1	C	15.5
• Westbound Left-Turn Lane	C	15.9	C	19.9
• Westbound Right-Turn Lane	A	9.8	B	11.1
• Northbound Left-Turn Movement	A	9.5	A	9.6
• Southbound Left-Turn Movement	A	8.5	A	9.9
Skokie Valley Road with Kia South Access Drive¹				
• Eastbound Approach	B	10.3	B	10.3
LOS = Level of Service		1 – Two-way stop control		
Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the expansion. The following describes the analysis of the available capacity at the study area intersections.

Skokie Valley Road with Kia Dealership North Access Drive/Crossroads Shopping Center North Access Drive

The results of the capacity analysis indicate that all of the critical movements operate at a Level of Service (LOS) C or better during the weekday morning and evening peak hours. Under Year 2031 no-build and total projected conditions, the critical movements are projected to continue to operate at LOS C or better during the peak hours. The 95th percentile queues for the eastbound approach from the dealership are projected to be approximately one to two vehicles during the peak hours which can be accommodated via the existing access drive. As stated previously, a stop sign should be posted for outbound movements from the dealership. As such, this access drive will continue to provide flexible and efficient access to the dealership and no additional roadway or traffic control modifications are required.

Skokie Valley Road with Kia Dealership South Access Drive

The results of the capacity analysis indicate that the eastbound right-turn movement currently operates at LOS B during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, the eastbound right-turn movement is projected to continue to operate at LOS B during the peak hours. The 95th percentile queues projected to be one to two vehicles which can be accommodated by the existing access drive. As stated previously, a stop sign should be posted for outbound movements from the dealership. As such, this access drive will continue to provide flexible and efficient access to the dealership and no additional roadway or traffic control modifications are required.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, the existing Kia dealership will be expanded by approximately 47,253 square feet to provide a total of 76,251 square feet.
- Access to the dealership will continue to be provided via two existing access drives located on the west side of Skokie Valley Road.
- The results of the capacity analysis indicate that the intersections of Skokie Valley Road with the two access drives have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed expansion.
- Stop signs should be provided for the outbound movements from the access drives.
- The proposed access system can adequately accommodate the expansion-generated traffic.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Skokie Valley Road with Access
Drive (north) TMC
Site Code:
Start Date: 05/15/2025
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound						Access Drive Westbound						Skokie Valley Road Northbound						Skokie Valley Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	1	0	1	0	0	0	2	0	2	0	3	42	1	0	46	0	2	58	2	0	62	111
7:15 AM	0	0	0	1	0	1	0	1	0	2	0	3	0	0	39	2	0	41	0	1	87	1	0	89	134
7:30 AM	0	0	0	1	0	1	0	2	0	1	4	3	0	3	61	3	0	67	0	1	79	1	0	81	152
7:45 AM	0	1	0	0	0	1	0	2	0	0	0	2	1	3	61	3	0	68	0	3	105	0	0	108	179
Hourly Total	0	1	0	3	0	4	0	5	0	5	4	10	1	9	203	9	0	222	0	7	329	4	0	340	576
8:00 AM	0	1	0	1	0	2	0	4	0	4	0	8	0	2	73	4	0	79	0	7	107	1	0	115	204
8:15 AM	0	0	0	1	0	1	0	3	0	2	1	5	2	1	67	4	0	74	0	14	132	0	0	146	226
8:30 AM	0	0	0	0	0	0	0	2	0	6	0	8	2	4	79	13	0	98	1	6	123	1	0	131	237
8:45 AM	0	1	0	0	0	1	0	2	0	9	0	11	2	9	91	6	0	108	0	12	145	4	0	161	281
Hourly Total	0	2	0	2	0	4	0	11	0	21	1	32	6	16	310	27	0	359	1	39	507	6	0	553	948
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	3	0	4	0	5	0	15	0	20	2	1	152	6	0	161	1	9	133	2	0	145	330
4:15 PM	0	0	0	4	0	4	0	4	0	12	0	16	1	1	147	9	0	158	1	6	131	2	0	140	318
4:30 PM	0	4	0	0	0	4	0	12	0	10	0	22	0	0	140	8	0	148	1	12	135	1	0	149	323
4:45 PM	0	1	1	2	0	4	0	7	0	17	0	24	1	1	146	9	0	157	3	11	120	2	0	136	321
Hourly Total	0	6	1	9	0	16	0	28	0	54	0	82	4	3	585	32	0	624	6	38	519	7	0	570	1292
5:00 PM	0	1	0	2	0	3	0	11	0	15	0	26	0	1	192	5	0	198	1	8	106	1	0	116	343
5:15 PM	0	1	0	1	0	2	0	4	0	5	0	9	2	1	154	2	0	159	2	6	141	0	0	149	319
5:30 PM	0	1	0	3	0	4	0	9	0	13	0	22	0	1	137	6	0	144	1	4	99	1	0	105	275
5:45 PM	0	0	0	2	0	2	0	8	0	6	0	14	1	0	108	1	0	110	1	5	93	0	0	99	225
Hourly Total	0	3	0	8	0	11	0	32	0	39	0	71	3	3	591	14	0	611	5	23	439	2	0	469	1162
Grand Total	0	12	1	22	0	35	0	76	0	119	5	195	14	31	1689	82	0	1816	12	107	1794	19	0	1932	3978
Approach %	0.0	34.3	2.9	62.9	-	-	0.0	39.0	0.0	61.0	-	-	0.8	1.7	93.0	4.5	-	-	0.6	5.5	92.9	1.0	-	-	-
Total %	0.0	0.3	0.0	0.6	-	0.9	0.0	1.9	0.0	3.0	-	4.9	0.4	0.8	42.5	2.1	-	45.7	0.3	2.7	45.1	0.5	-	48.6	-
Lights	0	12	1	22	-	35	0	75	0	115	-	190	14	31	1652	80	-	1777	11	105	1727	19	-	1862	3864
% Lights	-	100.0	100.0	100.0	-	100.0	-	98.7	-	96.6	-	97.4	100.0	100.0	97.8	97.6	-	97.9	91.7	98.1	96.3	100.0	-	96.4	97.1
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	11	0	-	11	1	1	21	0	-	23	35
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.8	-	0.5	0.0	0.0	0.7	0.0	-	0.6	8.3	0.9	1.2	0.0	-	1.2	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	2	-	3	0	0	18	2	-	20	0	0	26	0	-	26	49
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.3	-	1.7	-	1.5	0.0	0.0	1.1	2.4	-	1.1	0.0	0.0	1.4	0.0	-	1.3	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	8	0	-	8	0	1	20	0	-	21	30
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.8	-	0.5	0.0	0.0	0.5	0.0	-	0.4	0.0	0.9	1.1	0.0	-	1.1	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Skokie Valley Road with Access
Drive (north) TMC
Site Code:
Start Date: 05/15/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Skokie Valley Road Northbound						Skokie Valley Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	1	0	1	0	2	0	4	0	4	0	8	0	2	73	4	0	79	0	7	107	1	0	115	204
8:15 AM	0	0	0	1	0	1	0	3	0	2	1	5	2	1	67	4	0	74	0	14	132	0	0	146	226
8:30 AM	0	0	0	0	0	0	0	2	0	6	0	8	2	4	79	13	0	98	1	6	123	1	0	131	237
8:45 AM	0	1	0	0	0	1	0	2	0	9	0	11	2	9	91	6	0	108	0	12	145	4	0	161	281
Total	0	2	0	2	0	4	0	11	0	21	1	32	6	16	310	27	0	359	1	39	507	6	0	553	948
Approach %	0.0	50.0	0.0	50.0	-	-	0.0	34.4	0.0	65.6	-	-	1.7	4.5	86.4	7.5	-	-	0.2	7.1	91.7	1.1	-	-	-
Total %	0.0	0.2	0.0	0.2	-	0.4	0.0	1.2	0.0	2.2	-	3.4	0.6	1.7	32.7	2.8	-	37.9	0.1	4.1	53.5	0.6	-	58.3	-
PHF	0.000	0.500	0.000	0.500	-	0.500	0.000	0.688	0.000	0.583	-	0.727	0.750	0.444	0.852	0.519	-	0.831	0.250	0.696	0.874	0.375	-	0.859	0.843
Lights	0	2	0	2	-	4	0	11	0	19	-	30	6	16	295	25	-	342	0	38	485	6	-	529	905
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	90.5	-	93.8	100.0	100.0	95.2	92.6	-	95.3	0.0	97.4	95.7	100.0	-	95.7	95.5
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	1	0	10	0	-	11	14
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	4.8	-	3.1	0.0	0.0	0.6	0.0	-	0.6	100.0	0.0	2.0	0.0	-	2.0	1.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	11	2	-	13	0	0	8	0	-	8	22
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	4.8	-	3.1	0.0	0.0	3.5	7.4	-	3.6	0.0	0.0	1.6	0.0	-	1.4	2.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	1	4	0	-	5	7
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.6	0.0	2.6	0.8	0.0	-	0.9	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Skokie Valley Road with Access
Drive (north) TMC
Site Code:
Start Date: 05/15/2025
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Skokie Valley Road Northbound						Skokie Valley Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	4	0	0	0	4	0	12	0	10	0	22	0	0	140	8	0	148	1	12	135	1	0	149	323
4:45 PM	0	1	1	2	0	4	0	7	0	17	0	24	1	1	146	9	0	157	3	11	120	2	0	136	321
5:00 PM	0	1	0	2	0	3	0	11	0	15	0	26	0	1	192	5	0	198	1	8	106	1	0	116	343
5:15 PM	0	1	0	1	0	2	0	4	0	5	0	9	2	1	154	2	0	159	2	6	141	0	0	149	319
Total	0	7	1	5	0	13	0	34	0	47	0	81	3	3	632	24	0	662	7	37	502	4	0	550	1306
Approach %	0.0	53.8	7.7	38.5	-	-	0.0	42.0	0.0	58.0	-	-	0.5	0.5	95.5	3.6	-	-	1.3	6.7	91.3	0.7	-	-	-
Total %	0.0	0.5	0.1	0.4	-	1.0	0.0	2.6	0.0	3.6	-	6.2	0.2	0.2	48.4	1.8	-	50.7	0.5	2.8	38.4	0.3	-	42.1	-
PHF	0.000	0.438	0.250	0.625	-	0.813	0.000	0.708	0.000	0.691	-	0.779	0.375	0.750	0.823	0.667	-	0.836	0.583	0.771	0.890	0.500	-	0.923	0.952
Lights	0	7	1	5	-	13	0	34	0	47	-	81	3	3	625	24	-	655	7	37	498	4	-	546	1295
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	98.9	100.0	-	98.9	100.0	100.0	99.2	100.0	-	99.3	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	4	0	-	4	6
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.8	0.0	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Skokie Valley Road with Access
Drive (south) TMC
Site Code:
Start Date: 05/15/2025
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Skokie Valley Road Northbound					Skokie Valley Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	0	1	0	0	46	0	46	0	57	0	0	57	104
7:15 AM	0	0	0	0	0	0	0	45	0	45	0	92	0	0	92	137
7:30 AM	0	0	0	0	0	0	0	63	0	63	0	78	0	0	78	141
7:45 AM	0	0	0	0	0	0	0	72	0	72	0	106	1	0	107	179
Hourly Total	0	0	1	0	1	0	0	226	0	226	0	333	1	0	334	561
8:00 AM	0	0	0	0	0	0	0	73	0	73	0	108	0	0	108	181
8:15 AM	0	0	1	0	1	0	0	77	0	77	0	136	0	0	136	214
8:30 AM	0	0	0	0	0	0	0	98	0	98	0	124	0	0	124	222
8:45 AM	0	0	0	0	0	0	0	104	0	104	0	146	0	0	146	250
Hourly Total	0	0	1	0	1	0	0	352	0	352	0	514	0	0	514	867
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	3	0	3	0	0	153	0	153	0	138	0	0	138	294
4:15 PM	0	0	3	0	3	0	0	157	0	157	0	140	0	0	140	300
4:30 PM	0	0	0	0	0	0	0	142	0	142	0	152	0	0	152	294
4:45 PM	0	0	2	0	2	0	0	153	0	153	0	132	0	0	132	287
Hourly Total	0	0	8	0	8	0	0	605	0	605	0	562	0	0	562	1175
5:00 PM	0	0	2	1	2	0	0	201	0	201	0	130	0	0	130	333
5:15 PM	0	0	3	0	3	0	0	164	0	164	0	152	0	0	152	319
5:30 PM	0	0	1	0	1	0	0	138	0	138	0	111	0	0	111	250
5:45 PM	0	0	0	0	0	0	0	109	0	109	0	107	0	0	107	216
Hourly Total	0	0	6	1	6	0	0	612	0	612	0	500	0	0	500	1118
Grand Total	0	0	16	1	16	0	0	1795	0	1795	0	1909	1	0	1910	3721
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	99.9	0.1	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.0	0.0	48.2	-	48.2	0.0	51.3	0.0	-	51.3	-
Lights	0	0	16	-	16	0	0	1761	-	1761	0	1848	1	-	1849	3626
% Lights	-	-	100.0	-	100.0	-	-	98.1	-	98.1	-	96.8	100.0	-	96.8	97.4
Buses	0	0	0	-	0	0	0	11	-	11	0	20	0	-	20	31
% Buses	-	-	0.0	-	0.0	-	-	0.6	-	0.6	-	1.0	0.0	-	1.0	0.8
Single-Unit Trucks	0	0	0	-	0	0	0	16	-	16	0	22	0	-	22	38
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	0.9	-	0.9	-	1.2	0.0	-	1.2	1.0
Articulated Trucks	0	0	0	-	0	0	0	7	-	7	0	19	0	-	19	26
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.4	-	0.4	-	1.0	0.0	-	1.0	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Skokie Valley Road with Access
Drive (south) TMC
Site Code:
Start Date: 05/15/2025
Page No: 2

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Access Drive Eastbound					Skokie Valley Road Northbound					Skokie Valley Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
8:00 AM	0	0	0	0	0	0	0	73	0	73	0	108	0	0	108	181
8:15 AM	0	0	1	0	1	0	0	77	0	77	0	136	0	0	136	214
8:30 AM	0	0	0	0	0	0	0	98	0	98	0	124	0	0	124	222
8:45 AM	0	0	0	0	0	0	0	104	0	104	0	146	0	0	146	250
Total	0	0	1	0	1	0	0	352	0	352	0	514	0	0	514	867
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	0.0	40.6	-	40.6	0.0	59.3	0.0	-	59.3	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.000	0.846	-	0.846	0.000	0.880	0.000	-	0.880	0.867
Lights	0	0	1	-	1	0	0	337	-	337	0	493	0	-	493	831
% Lights	-	-	100.0	-	100.0	-	-	95.7	-	95.7	-	95.9	-	-	95.9	95.8
Buses	0	0	0	-	0	0	0	2	-	2	0	10	0	-	10	12
% Buses	-	-	0.0	-	0.0	-	-	0.6	-	0.6	-	1.9	-	-	1.9	1.4
Single-Unit Trucks	0	0	0	-	0	0	0	11	-	11	0	8	0	-	8	19
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	3.1	-	3.1	-	1.6	-	-	1.6	2.2
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.6	-	0.6	-	0.6	-	-	0.6	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Skokie Valley Road with Access
Drive (south) TMC
Site Code:
Start Date: 05/15/2025
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Access Drive Eastbound					Skokie Valley Road Northbound					Skokie Valley Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	0	0	0	0	0	0	142	0	142	0	152	0	0	152	294
4:45 PM	0	0	2	0	2	0	0	153	0	153	0	132	0	0	132	287
5:00 PM	0	0	2	1	2	0	0	201	0	201	0	130	0	0	130	333
5:15 PM	0	0	3	0	3	0	0	164	0	164	0	152	0	0	152	319
Total	0	0	7	1	7	0	0	660	0	660	0	566	0	0	566	1233
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.6	-	0.6	0.0	0.0	53.5	-	53.5	0.0	45.9	0.0	-	45.9	-
PHF	0.000	0.000	0.583	-	0.583	0.000	0.000	0.821	-	0.821	0.000	0.931	0.000	-	0.931	0.926
Lights	0	0	7	-	7	0	0	656	-	656	0	563	0	-	563	1226
% Lights	-	-	100.0	-	100.0	-	-	99.4	-	99.4	-	99.5	-	-	99.5	99.4
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	-	0.0	-	0.0	-	-	0.2	-	0.2	-	0.0	-	-	0.0	0.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	3	0	-	3	4
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	0.2	-	0.2	-	0.5	-	-	0.5	0.3
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.3	-	0.3	-	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan

DRAWING NOTES

- 1. PROPERTY LINE.
- 2. 6" HIGH CONCRETE CURB.
- 3. PROVIDE RAMPED SIDEWALK FOR ACCESSIBLE PEDESTRIAN ENTRY.
- 4. PROVIDE RAMPED SIDEWALK FOR VEHICLE ACCESS.
- 5. DIRECTIONAL SIGNAGE OR PYLON. SEE GENERAL NOTE "D".
- 6. CONCRETE PAVING WITH 4'-0" X 4'-0" JOINT PATTERN WITH ELEV. +6" ABOVE ADJACENT PAVED AREAS.
- 7. NOT USED
- 8. NOT USED.
- 9. EV CHARGING STATION LOCATIONS.

LEGEND

- A. THE PURPOSE OF THESE DRAWINGS IS TO CONVEY THE DESIGN INTENT AND FINISH MATERIAL SPECIFICATIONS ONLY. THEY ARE NOT TO BE USED TO OBTAIN BUILDING PERMITS OR FOR ACTUAL CONSTRUCTION OF THE PROJECT. COMPLIANCE WITH LOCAL BUILDING ORDINANCES, FIRE REGULATIONS, ZONING CODES AND ADA REGULATIONS ARE BEYOND THE SCOPE OF THESE DOCUMENTS.
- B. ALL SIGNAGE IS SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. CONTACT ZONE MANAGER FOR INFORMATION ON SIGNAGE PROGRAM AND ONSITE SIGNAGE SURVEY.
- C. SEE SHEET A-XX FOR SITE AND BUILDING LIGHTING DESIGN CRITERIA.
- D. SEE SHEET A-XX FOR BUILDING GRAPHICS LOCATIONS.
- E. SITE SIZE - 2.70 ACRES
- F. INDICATES GREEN SPACE/LOW LANDSCAPING. SEE SHEET A
- G. INDICATES PROPOSED BUILDING ADDITION OR INFILL

ARCHITECT:

SIMON

DESIGN GROUP, LLC

planning • interior • architecture

807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Atn: Simon Yu

CIVIL:

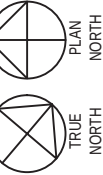
STRUCTURAL ENGINE:

MECH / PLUMB ENGINE:

ELEC ENGINE:

MAY 07, 2024 – DESIGN REVIEW

SITE PLAN



SITE PLAN
SCALE: 24 FT

SKOKIE BLVD

A0.50

CMAP Projections Letter



May 2, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Skokie Valley Road from Clavey Road to Lake Cook Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated May 1, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Skokie Valley Road from Clavey Road to Lake Cook Road	10,500	12,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
2025_trafficForecasts\HighlandPark\la-22-25\la-22-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Existing Conditions

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↔		↔		↔		↔	↔			↔	↔	
Traffic Vol, veh/h	2	0	2	11	0	21	6	16	310	27	1	39	507	6
Future Vol, veh/h	2	0	2	11	0	21	6	16	310	27	1	39	507	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	10	0	0	5	7	100	3	4	0
Mvmt Flow	2	0	2	13	0	25	7	19	369	32	1	46	604	7

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	939	1156	305	835	-	201	611	611	0	0	401	401	0	0
Stage 1	702	702	-	438	-	-	-	-	-	-	-	-	-	-
Stage 2	237	454	-	397	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	7.1	6.4	4.1	-	-	8.4	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.4	2.5	2.2	-	-	3.5	2.23	-	-
Pot Cap-1 Maneuver	222	198	697	264	0	783	597	978	-	-	487	1147	-	-
Stage 1	399	443	-	573	0	-	-	-	-	-	-	-	-	-
Stage 2	751	573	-	605	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	199	184	697	244	-	783	832	832	-	-	1107	1107	-	-
Mov Cap-2 Maneuver	301	294	-	364	-	-	-	-	-	-	-	-	-	-
Stage 1	382	424	-	555	-	-	-	-	-	-	-	-	-	-
Stage 2	704	555	-	577	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB				SB					
HCM Ctrl Dly, s/v	13.66		11.65		0.58				0.61					
HCM LOS	B		B											

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	832	-	-	420 364 783	1107	-	-
HCM Lane V/C Ratio	0.031	-	-	0.011 0.036 0.032	0.043	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	13.7 15.3 9.8	8.4	-	-
HCM Lane LOS	A	-	-	B C A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0 0.1 0.1	0.1	-	-

25-128 Kia Dealership Expansion - Highland Park
Existing Weekday Morning Peak Hour

Synchro 12 Report

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 1 0 359 526 0

Future Vol, veh/h 0 1 0 359 526 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 4 4 0

Mvmt Flow 0 1 0 413 605 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All - 302 - 0 - 0

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 6.9 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.3 - - - -

Pot Cap-1 Maneuver 0 700 0 - - -

Stage 1 0 - 0 - - -

Stage 2 0 - 0 - - -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver - 700 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 10.15 0 0

HCM LOS B

Minor Lane/Major Mvmt NBT EBLn1 SBT SBR

Capacity (veh/h) - 700 - -

HCM Lane V/C Ratio - 0.002 - -

HCM Ctrl Dly (s/v) - 10.2 - -

HCM Lane LOS - B - -

HCM 95th %tile Q(veh) - 0 - -

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – Existing Conditions

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	7	1	5	34	0	47	3	3	632	24	7	37	524	4
Future Vol, veh/h	7	1	5	34	0	47	3	3	632	24	7	37	524	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	7	1	5	36	0	49	3	3	665	25	7	39	552	4
Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	992	1349	278	1059	-	345	556	556	0	0	691	691	0	0
Stage 1	646	646	-	691	-	-	-	-	-	-	-	-	-	-
Stage 2	345	703	-	369	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	6.9	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	203	152	725	181	0	657	646	1025	-	-	531	914	-	-
Stage 1	431	470	-	406	0	-	-	-	-	-	-	-	-	-
Stage 2	649	443	-	629	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	176	142	725	168	-	657	789	789	-	-	804	804	-	-
Mov Cap-2 Maneuver	290	255	-	290	-	-	-	-	-	-	-	-	-	-
Stage 1	406	443	-	403	-	-	-	-	-	-	-	-	-	-
Stage 2	595	439	-	587	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB					
HCM Ctrl Dly, s/v	15.04		14.39		0.09				0.75					
HCM LOS	C		B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR							
Capacity (veh/h)	789	-	-	372 290 657 804	-	-	-							
HCM Lane V/C Ratio	0.008	-	-	0.037 0.124 0.075 0.058	-	-	-							
HCM Ctrl Dly (s/v)	9.6	-	-	15 19.2 10.9 9.8	-	-	-							
HCM Lane LOS	A	-	-	C C B A	-	-	-							
HCM 95th %tile Q(veh)	0	-	-	0.1 0.4 0.2 0.2	-	-	-							

25-128 Kia Dealership Expansion - Highland Park
Existing Weekday Evening Peak Hour

Synchro 12 Report

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	662	566	0
Future Vol, veh/h	0	7	0	662	566	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	8	0	712	609	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	304	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	698	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	698	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.22	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	698	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Ctrl Dly (s/v)	-	10.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – No-Build Conditions

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	0	2	11	0	21	6	16	324	27	1	39	528	6
Future Vol, veh/h	2	0	2	11	0	21	6	16	324	27	1	39	528	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	10	0	0	5	7	100	3	4	0
Mvmt Flow	2	0	2	13	0	25	7	19	386	32	1	46	629	7
Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	973	1198	318	864	-	209	636	636	0	0	418	418	0	0
Stage 1	727	727	-	454	-	-	-	-	-	-	-	-	-	-
Stage 2	245	470	-	410	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	7.1	6.4	4.1	-	-	8.4	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.4	2.5	2.2	-	-	3.5	2.23	-	-
Pot Cap-1 Maneuver	210	187	684	251	0	773	575	957	-	-	472	1131	-	-
Stage 1	386	432	-	560	0	-	-	-	-	-	-	-	-	-
Stage 2	742	563	-	595	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	188	173	684	232	-	773	809	809	-	-	1090	1090	-	-
Mov Cap-2 Maneuver	290	284	-	353	-	-	-	-	-	-	-	-	-	-
Stage 1	369	413	-	542	-	-	-	-	-	-	-	-	-	-
Stage 2	695	545	-	567	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB							
HCM Ctrl Dly, s/v	13.94		11.8		0.57		0.59							
HCM LOS	B		B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR							
Capacity (veh/h)	809	-	-	407 353 773	1090	-	-							
HCM Lane V/C Ratio	0.032	-	-	0.012 0.037 0.032	0.044	-	-							
HCM Ctrl Dly (s/v)	9.6	-	-	13.9 15.6 9.8	8.5	-	-							
HCM Lane LOS	A	-	-	B C A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	-	0 0.1 0.1	0.1	-	-							

25-128 Kia Dealership Expansion - Highland Park
Year 2031 No-Build Weekday Morning Peak Hour

Synchro 12 Report

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 1 0 373 547 0

Future Vol, veh/h 0 1 0 373 547 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 4 4 0

Mvmt Flow 0 1 0 429 629 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All - 314 - 0 - 0

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 6.9 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.3 - - - -

Pot Cap-1 Maneuver 0 687 0 - - -

Stage 1 0 - 0 - - -

Stage 2 0 - 0 - - -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver - 687 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 10.25 0 0

HCM LOS B

Minor Lane/Major Mvmt NBT EBLn1 SBT SBR

Capacity (veh/h) - 687 - -

HCM Lane V/C Ratio - 0.002 - -

HCM Ctrl Dly (s/v) - 10.2 - -

HCM Lane LOS - B - -

HCM 95th %tile Q(veh) - 0 - -

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – No-Build Conditions

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	7	1	5	34	0	47	3	3	658	24	7	37	547	4
Future Vol, veh/h	7	1	5	34	0	47	3	3	658	24	7	37	547	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	7	1	5	36	0	49	3	3	693	25	7	39	576	4
Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	1029	1401	290	1099	-	359	580	580	0	0	718	718	0	0
Stage 1	671	671	-	718	-	-	-	-	-	-	-	-	-	-
Stage 2	359	731	-	381	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	6.9	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	191	141	713	170	0	643	624	1004	-	-	510	892	-	-
Stage 1	417	458	-	391	0	-	-	-	-	-	-	-	-	-
Stage 2	637	430	-	619	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	164	132	713	156	-	643	766	766	-	-	781	781	-	-
Mov Cap-2 Maneuver	279	244	-	278	-	-	-	-	-	-	-	-	-	-
Stage 1	392	431	-	388	-	-	-	-	-	-	-	-	-	-
Stage 2	583	427	-	576	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB					
HCM Ctrl Dly, s/v	15.42		14.75		0.08				0.73					
HCM LOS	C		B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR							
Capacity (veh/h)	766	-	-	359 278 643 781	-	-	-							
HCM Lane V/C Ratio	0.008	-	-	0.038 0.129 0.077 0.059	-	-	-							
HCM Ctrl Dly (s/v)	9.7	-	-	15.4 19.8 11.1 9.9	-	-	-							
HCM Lane LOS	A	-	-	C C B A	-	-	-							
HCM 95th %tile Q(veh)	0	-	-	0.1 0.4 0.2 0.2	-	-	-							

25-128 Kia Dealership Expansion - Highland Park
Year 2031 No-Build Weekday Evening Peak Hour

Synchro 12 Report

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	0	688	589	0
Future Vol, veh/h	0	7	0	688	589	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	8	0	740	633	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	317	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	685	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	685	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	685	-
HCM Lane V/C Ratio	-	0.011	-
HCM Ctrl Dly (s/v)	-	10.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Projected Conditions

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕		↕		↕		↕	↕			↕	↕	
Traffic Vol, veh/h	3	0	3	11	0	21	6	22	324	27	1	39	528	9
Future Vol, veh/h	3	0	3	11	0	21	6	22	324	27	1	39	528	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	10	0	0	5	7	100	3	4	0
Mvmt Flow	4	0	4	13	0	25	7	26	386	32	1	46	629	11

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	989	1214	320	878	-	209	639	639	0	0	418	418	0	0
Stage 1	729	729	-	468	-	-	-	-	-	-	-	-	-	-
Stage 2	260	485	-	410	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	7.1	6.4	4.1	-	-	8.4	4.16	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.4	2.5	2.2	-	-	3.5	2.23	-	-
Pot Cap-1 Maneuver	204	183	682	246	0	773	572	954	-	-	472	1131	-	-
Stage 1	385	431	-	550	0	-	-	-	-	-	-	-	-	-
Stage 2	728	555	-	595	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	181	168	682	224	-	773	834	834	-	-	1090	1090	-	-
Mov Cap-2 Maneuver	286	279	-	344	-	-	-	-	-	-	-	-	-	-
Stage 1	368	412	-	528	-	-	-	-	-	-	-	-	-	-
Stage 2	677	533	-	566	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB				SB					
HCM Ctrl Dly, s/v	14.1		11.9		0.7				0.59					
HCM LOS	B		B											

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	403 344 773 1090	-	-	-
HCM Lane V/C Ratio	0.04	-	-	0.018 0.038 0.032 0.044	-	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	14.1 15.9 9.8 8.5	-	-	-
HCM Lane LOS	A	-	-	B C A A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1 0.1 0.1 0.1	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	379	548	0
Future Vol, veh/h	0	1	0	379	548	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	4	0
Mvmt Flow	0	1	0	436	630	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 315	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.9	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.3	- -	- -
Pot Cap-1 Maneuver	0 687	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 687	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.25	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 687	- -	- -
HCM Lane V/C Ratio	- 0.002	- -	- -
HCM Ctrl Dly (s/v)	- 10.3	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0	- -	- -

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – Projected C

HCM 7th TWSC

1: Skokie Valley Road & Kia North Access Drive/Crossroads North Access Drive 05/21/2025

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	10	1	7	34	0	47	3	4	658	24	7	37	547	6
Future Vol, veh/h	10	1	7	34	0	47	3	4	658	24	7	37	547	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	0	-	0	-	45	-	-	-	35	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Mvmt Flow	11	1	7	36	0	49	3	4	693	25	7	39	576	6

Major/Minor	Minor2		Minor1		Major1				Major2					
Conflicting Flow All	1033	1404	291	1101	-	359	582	582	0	0	718	718	0	0
Stage 1	672	672	-	720	-	-	-	-	-	-	-	-	-	-
Stage 2	361	733	-	381	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	-	6.9	6.4	4.1	-	-	6.4	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	190	141	711	169	0	643	622	1002	-	-	510	892	-	-
Stage 1	417	458	-	390	0	-	-	-	-	-	-	-	-	-
Stage 2	635	430	-	619	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	163	131	711	155	-	643	790	790	-	-	781	781	-	-
Mov Cap-2 Maneuver	278	244	-	277	-	-	-	-	-	-	-	-	-	-
Stage 1	392	431	-	386	-	-	-	-	-	-	-	-	-	-
Stage 2	581	426	-	574	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB				SB					
HCM Ctrl Dly, s/v	15.53		14.78		0.1				0.73					
HCM LOS	C		B											

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	790	-	-	361 277 643	781	-	-
HCM Lane V/C Ratio	0.009	-	-	0.053 0.129 0.077	0.059	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	15.5 19.9 11.1	9.9	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.4 0.2	0.2	-	-

25-128 Kia Dealership Expansion - Highland Park
Year 2031 Total Weekday Evening Peak Hour

Synchro 12 Report

Intersection

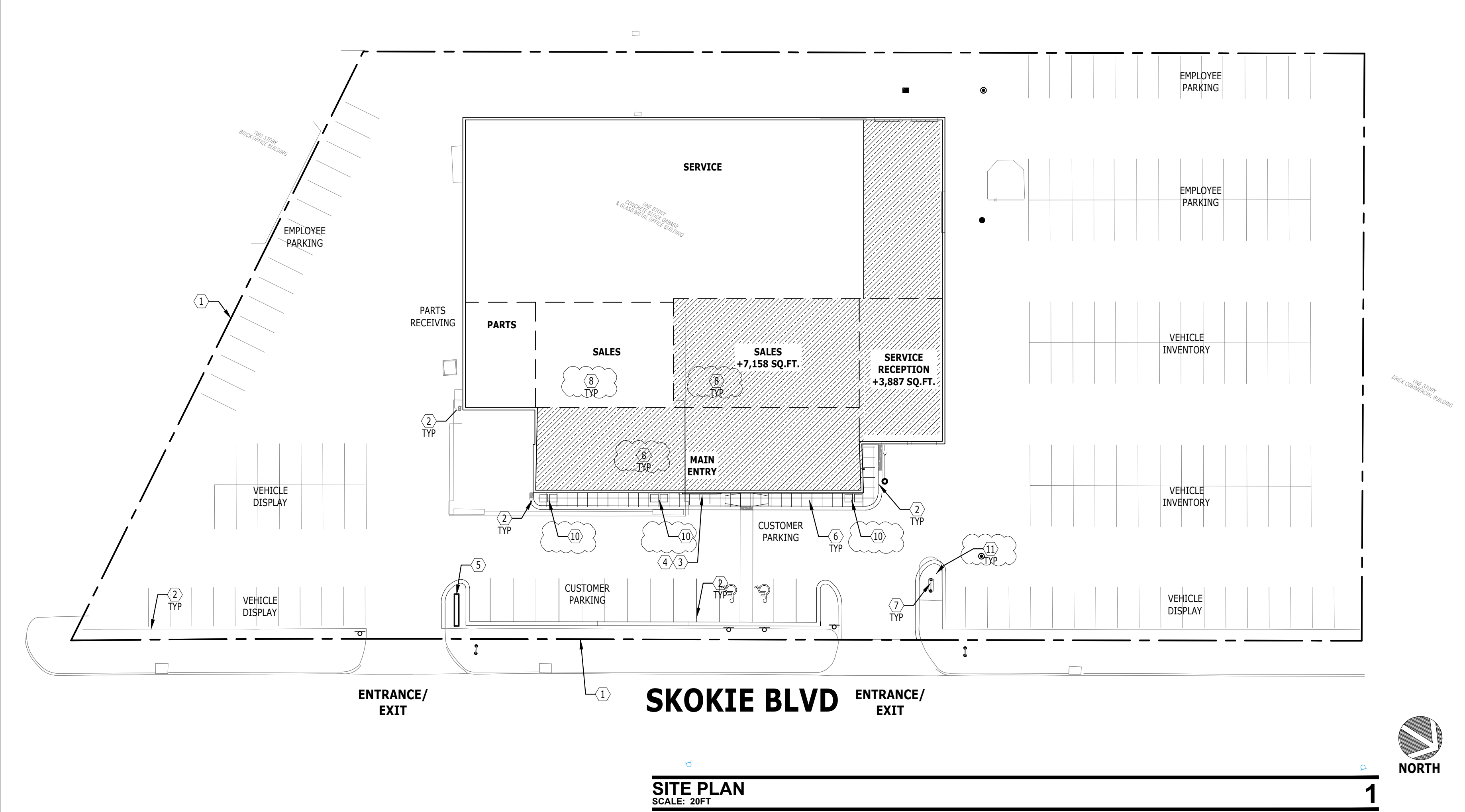
Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	689	591	0
Future Vol, veh/h	0	10	0	689	591	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	11	0	741	635	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	318	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.9	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.3	-
Pot Cap-1 Maneuver	0	684	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	684	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.35	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	-	684	-
HCM Lane V/C Ratio	-	0.016	-
HCM Ctrl Dly (s/v)	-	10.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-



SKOKIE BLVD

SITE PLAN
SCALE: 20FT



1



PLANTER BOX
SCALE: NTS

3



PLYLON PLANTS
SCALE: NTS

3

	NOTE DESIGNATOR - REFER TO DRAWING NOTES ON THIS SHEET
	DETAIL DESIGNATOR - REFER TO DETAIL "X" ON SHEET A-X

GENERAL NOTES

- THE PURPOSE OF THESE DRAWINGS IS TO CONVEY THE DESIGN INTENT AND FINISH MATERIAL SPECIFICATIONS. THE DRAWING SHALL BE USED FOR INFORMATION ONLY. NO PART OF THIS DRAWING SHALL BE USED FOR CONSTRUCTION OF JOB SPECIFIC INFORMATION REGARDING GRADING, UTILITIES, EASEMENTS, SETBACKS, WATER RETENTION AND SITE ACCESS. REFER TO CIVIL DRAWINGS FOR SITE INFORMATION.
- NOT USED
- ALL SIGNAGE IS SHOWN FOR DESIGN INTENT ONLY. APPROVAL SUBJECT TO LOCAL JURISDICTION. SIGNAGE WILL BE ISSUED BY SEPARATE SIGNAGE VENDOR.
- LIGHTING IS NOT BE REVISED IN THIS SCOPE
- SEE SHEET A-6 FOR BUILDING GRAPHICS LOCATIONS.
- SITE SIZE - 2.70 ACRES
- NO SIGNAGE IS PART OF THIS APPLICATION, AND WILL BE PRESENTED IN A SEPARATE APPLICATION
- INDICATES PROPOSED BUILDING ADDITION OR INFILL.

DRAWING NOTES

- PROPERTY LINE, REF TO CIVIL ENG DWGS
- 6" HIGH CONCRETE CURB.
- PROVIDE RAMPED SIDEWALK FOR ACCESSIBLE PEDESTRIAN ENTRY.
- PROVIDE RAMPED SIDEWALK FOR VEHICLE ACCESS.
- DIRECTIONAL SIGNAGE OR PYLON. SEE GENERAL NOTE "D".
- CONCRETE PAVING WITH 4'-0" X 4'-0" JOINT PATTERN WITH ELEV. +6" ABOVE ADJACENT PAVED AREAS.
- EXISTING MONUMENT SIGN
- ALL NEW RTU TO HAVE ROOF SCREENING, REFER TO DETAILS ON A2.05
- SUGGESTED EV CHARGING STATION LOCATIONS.
- PLANTERS FOR SEASONAL PLANTS, REFER TO DETAIL 2 FOR EXAMPLES
- SEASONAL PLANTS AROUND PYLON SIGNAGE, REFER TO DETAIL 3 FOR EXAMPLES

PARKING ANALYSIS

REQUIRED - 66 SPACES PER CODE
50 PER OWNER'S EXPERIENCE
PROVIDED - 151 SPACES

PROJECT:

KIA
Movement that inspires

McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:

SIMON
DESIGN GROUP, LLC
planning - retail - automotive

807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGINE:

MECH / PLUMB ENGINE:

ELEC ENGINE:

MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW
SEPT 11, 2025 - DESIGN REVIEW

SITE PLAN

A0.50

PROJECT:



McGrath Kia of Highland Park
250 Skokie Valley Road
Highland Park, IL

ARCHITECT:



807 Waukegan Rd, Suite 150
Deerfield, IL 60015

Tel: 847-571-3814
Attn: Simon Yu

CIVIL:

STRUCTURAL ENGIN:

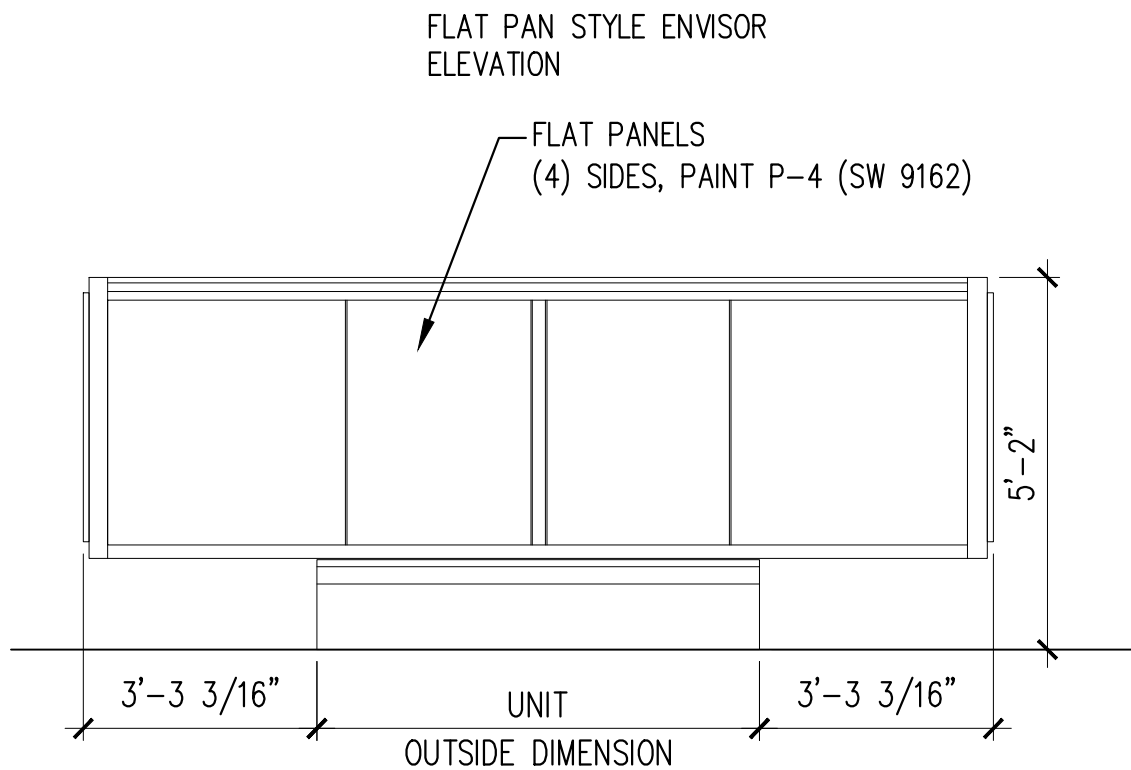
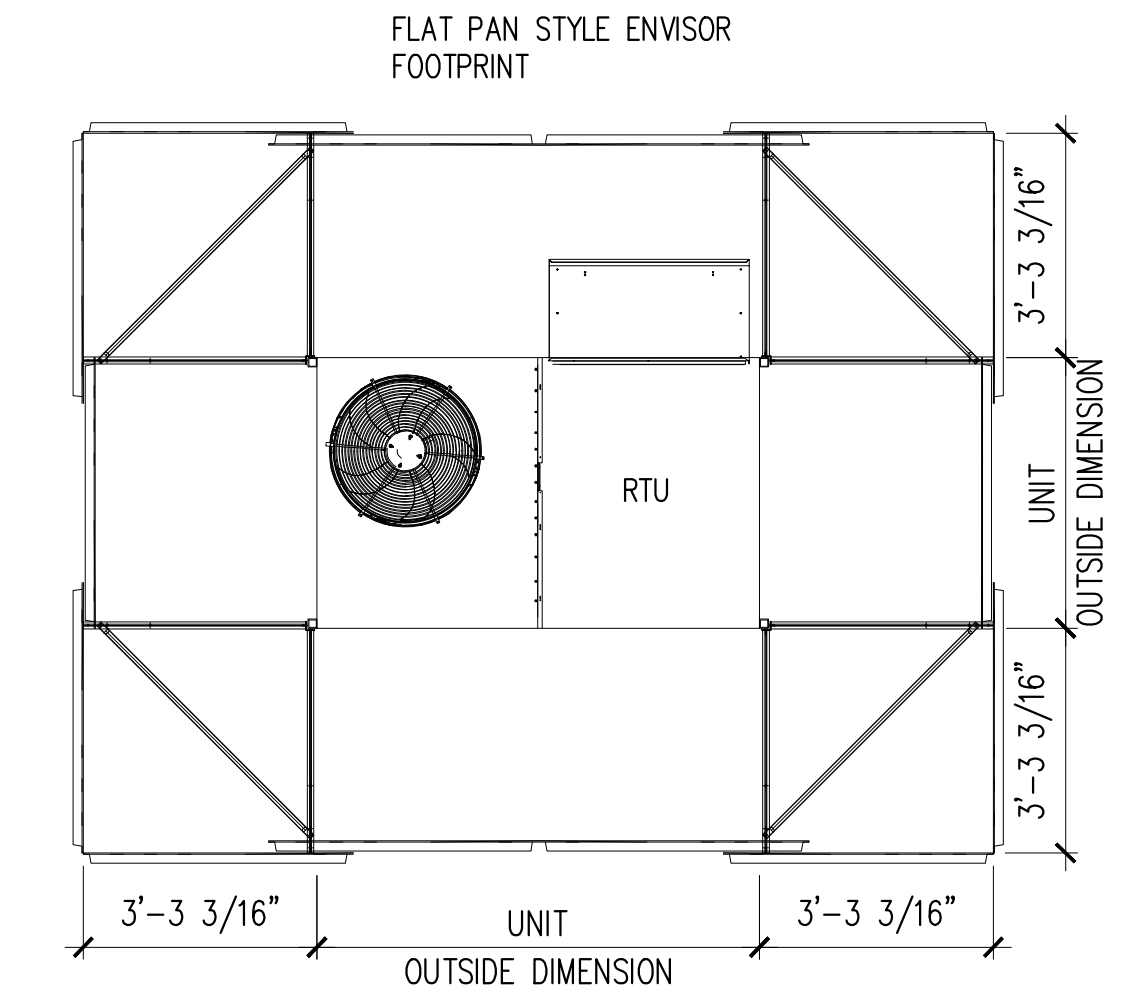
MECH / PLUMB ENGIN:

ELEC ENGIN:

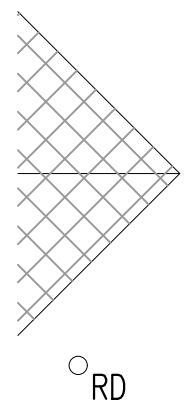
MAY 07, 2024 - DESIGN REVIEW
DEC 20, 2024 - DESIGN REVIEW
SEPT 11, 2025 - DESIGN REVIEW

ROOF PLAN

A02.05



ROOF SCREEN DETAIL
SCALE: 3/8"



ROOF INSULATION, TAPERED TO DRAINS.
SLOPE AT 1/4" PER FOOT MIN.

SLOPE ROOF 1/4" PER
FT MIN.

ROOF DRAIN AND OVERFLOW DRAIN



TPO WALKWAY PADS

(RO) ROOF DRAIN AND OVERFLOW SYSTEM, REFER TO PLUMBING DWG

ROOF LEGEND
SCALE: -

- (A) ROOFING SYSTEM:
- WHITE TPO MEMBRANE ON RIGID POLYISO INSULATION.
INSULATION TO PROVIDE R-30 MIN (PER IECC C402.2).
LAYERS RIGID BOARD OF FIRESTONE POLYISO OR EQUAL,
- (B) RTU TO BE FINISHED IN WHITE (OR PAINTED WHITE)
- (C) RTU ROOF SCREEN, CITYSCAPE ENVISOR (OR EQUAL), REFER TO
ROOF SCREEN DETIAL, THIS SHEET. VERTICAL WITH SHALLOW
HORIZONTALLY ORIENTED RIBS. COLOR TO MATCH EIFS-1.
SUBMIT COLOR TO ARCHITECT FOR APPROVAL.
- (D) NEW ROOF HATCH, REFER TO DETAIL 1, 2, 3 / A5.01
- (E) FLASHING TO MATCH ADJACENT WALL PANEL COLOR.

KEYED NOTES
SCALE: -



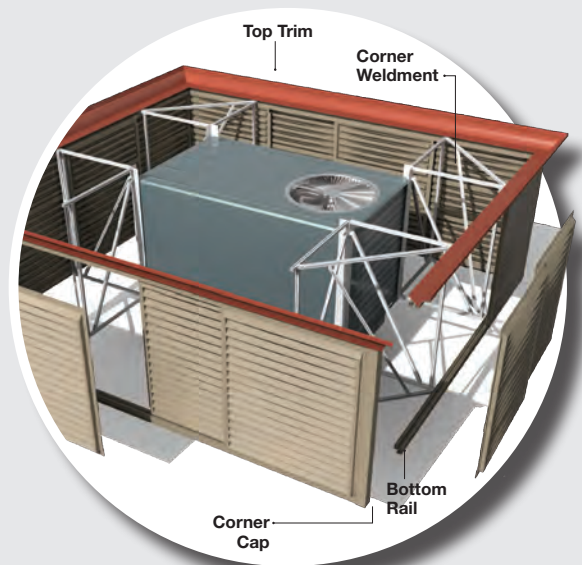
REGIONAL GROCERY CHAIN
• 52"/35" Stacked Louver & 52" Louver
• Color: Ranchero Red

envvisor®

Innovative Rooftop Screens

Attractive, code-compliant and long lasting, Envvisor equipment screens offer affordable, elegant, customized screening solutions that blend into the overall design, all with no rooftop penetration. Our patented roof screen system provides practical solutions for municipal screening requirements of HVAC units, chillers, air handlers, power exhausts, roof stacks and communication equipment. You name it, we can screen it!

- **Zero Rooftop Penetration**
- **ABS or Metal**
- **Sliding Panels for Easy Service Access**



U.S. Patent No. 5,664,384
U.S. Patent No. 7,000,362
U.S. Patent No. 7,707,798



COMMERCIAL OFFICE SPACE

- 52" Horizontal Louver panel with Lineal Band style top trim
- Color: Almond

**THE LEADING ROOF
SCREEN CHOICE OF
ARCHITECTS, BUILDING
OWNERS AND
CONTRACTORS FOR
MORE THAN 20 YEARS.**



CHURCH OFFICE

- 52" Horizontal Louver panel with Cove top trim
- Color: Custom color match



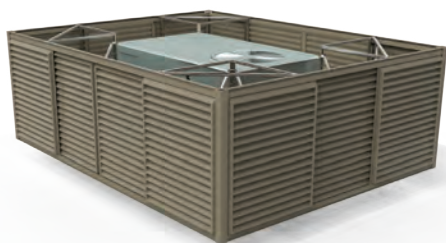
NATIONAL RETAILER

- 70" Horizontal Louver panel with 2 Step top trim
- Color: Alabaster

DESIGN OPTIONS

Envisor screens are the perfect alternative to parapet walls and they satisfy even the strictest screening code requirements. Both styles feature our patented attachment method, which secures our screens directly to the equipment with no rooftop penetration. Post mounted options are also available. Screen heights are available to shield virtually anything you desire. Envisor systems can be stacked up to three panels high to enclose tall RTUs.

VERTICAL



(Available in Metal or Acrylicap® ABS)

CANTED



(Available in Acrylicap® ABS only)

POST MOUNT



(Available in Metal or Acrylicap® ABS)

PANEL STYLES

Panels are available in ten standard styles, allowing you to match or coordinate with the building design. The panels are constructed of thermoformed, high-impact ABS with a co-extruded UV protective layer on both sides or choose one of our metal series options in a variety of thicknesses and finishes. The panels are held firmly in place using a rust-free, double tracked aluminum rail system. This enables the panels to slide side-to-side for easy access to the unit during servicing and maintenance.

ACRYLICAP® ABS SERIES PANELS



LOUVER HORIZONTAL



RIB HORIZONTAL



BRICK



FLAT PAN



FOREST



BATTEN VERTICAL



7.2 RIB HORIZONTAL



RIB VERTICAL

METAL SERIES PANELS



7.2 RIB
HORIZONTAL SOLID



7.2 RIB
VERTICAL SOLID



NEW!
4.0 CORRUGATED
HORIZONTAL SOLID



NEW!
4.0 CORRUGATED
VERTICAL SOLID



7.2 RIB
HORIZONTAL PERFORATED



7.2 RIB
VERTICAL PERFORATED



PAN SOLID

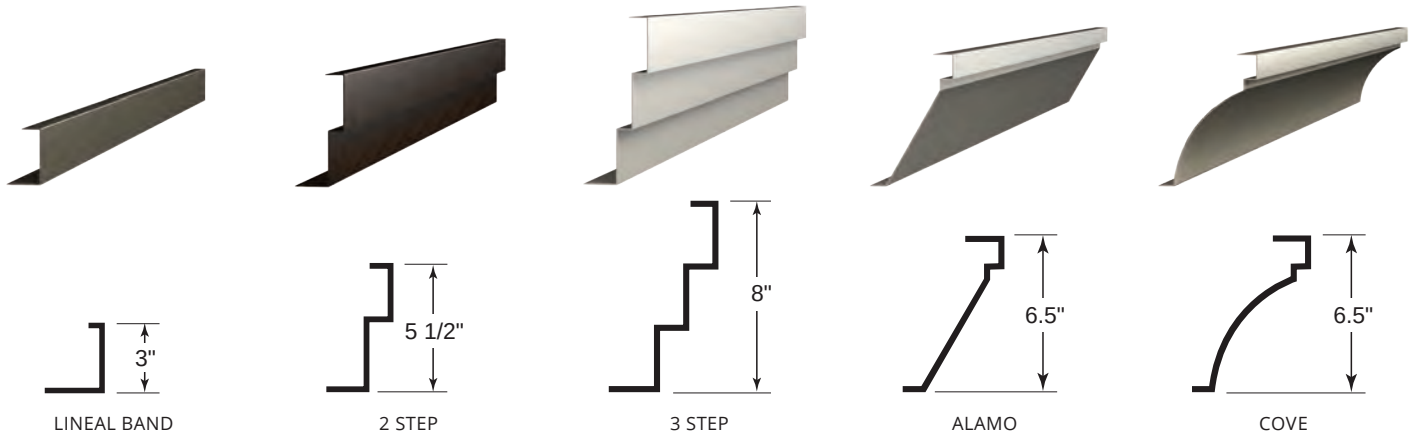


PAN PERFORATED

Don't see a panel that fits your project?
Tell us and we'll make one that you design. (Mold fee may apply)

TOP TRIM STYLES

OPTIONAL — Decorative top trim options offer the flexibility to further customize the elegant appearance of the screens by picking up building design elements and incorporating those details into the screen. Although optional, they offer one more way to make screens part of the design, not part of the problem. *Prices vary by style.*



COLORS

Our designer colors complement most architectural applications, but don't let standard colors limit your creativity. We have the ability to match any cross-referenced color specifications. Send us samples to match. We've even matched a color to a rock! Colors are approximations. Please call for actual samples.



Need a custom color? Provide a Sherwin Williams or PMS code and we can color match.

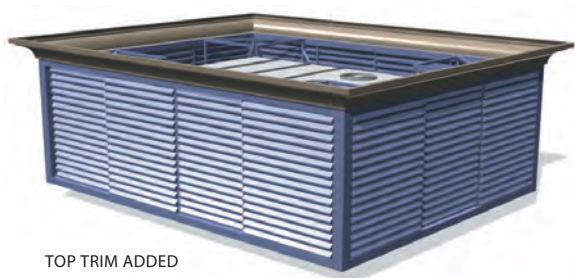
***Speak to a project manager about our Envisor accessories,
including lighting kits and more.***

CUSTOM SOLUTIONS

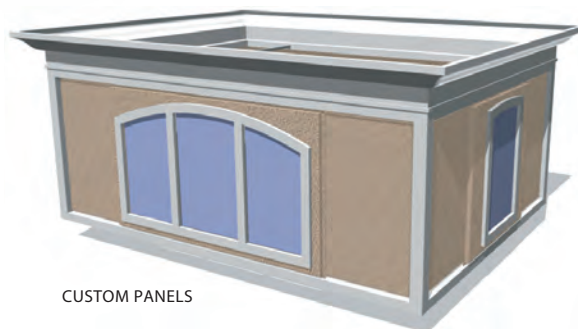
Envisor equipment screens can be manufactured in a limitless combination of shapes and configurations to help reduce cost, add to the aesthetics of a building or both. Let us design one for you! Just tell us the equipment manufacturer, the model numbers and any special requirements you might have. **Additional costs may apply.*



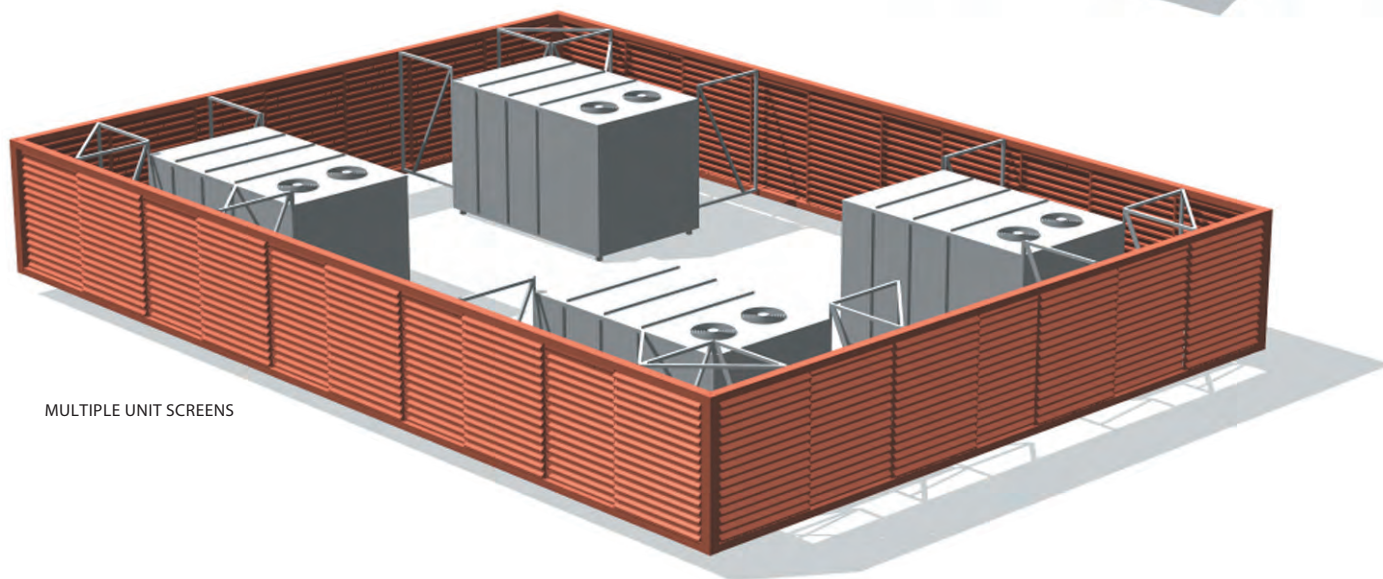
STACKED SYSTEMS



TOP TRIM ADDED



CUSTOM PANELS



MULTIPLE UNIT SCREENS

Call **(877) 727-3367** today or visit our
website at **cityscapesinc.com**.



WST LED

Architectural Wall Sconce



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

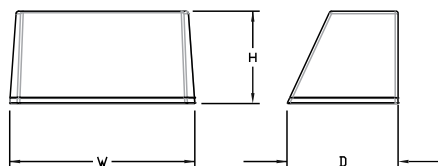
Luminaire

Height: 8-1/2"
(21.59 cm)

Width: 17"
(43.18 cm)

Depth: 10-3/16"
(25.9 cm)

Weight: 20 lbs
(9.1 kg)



A+ Capable options indicated
by this color background.

Introduction

The WST LED is designed with the specifier in mind. The traditional, trapezoidal shape offers a soft, non-pixelated light source for end-user visual comfort. For emergency egress lighting, the WST LED offers six battery options, including remote. For additional code compliance and energy savings, there is also a Bi-level motion sensor option. With so many standard and optional features, three lumen packages, and high LPW, the WST LED is your "go to" luminaire for most any application.

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DDBTXD

WST LED					
Series	Performance Package	Color temperature	Distribution	Voltage	Mounting
WST LED	P1 1,500 Lumen package P2 3,000 Lumen package P3 6,000 Lumen package	27K 2700 K 30K 3000 K 40K 4000 K 50K 5000 K	VF Visual comfort forward throw VW Visual comfort wide	MVOLT ¹ 120 ² 208 ² 240 ²	277 ² 347 ² 480 ² Shipped included (blank) Surface mounting bracket PBBW Premium surface-mounted back box ^{3,4} Shipped separately BBW Surface-mounted back box ³

Options	Finish (required)
NLTAIR2 PIR nLIGHT AIR Wireless enabled motion/ambient sensor for 8'-15' mounting heights ^{5,6,7} NLTAIR2 PIRH nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights ^{5,6,7} PE Photoelectric cell, button type ⁸ PER NEMA twist-lock receptacle only (controls ordered separate) ⁹ PER5 Five-wire receptacle only (controls ordered separate) ⁹ PER7 Seven-wire receptacle only (controls ordered separate) ⁹ PIR Motion/Ambient Light Sensor, 8-15' mounting height ^{5,6} PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{5,6} PIRH 180° motion/ambient light sensor, 15-30' mounting height ^{5,6} PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{5,6} SF Single fuse (120, 277, 347V) ² DF Double fuse (208, 240, 480V) ² DS Dual switching ¹⁰ DMG 0-10V dimming extend out back of housing for external control (control ordered separate) ¹¹ E7WH Emergency battery backup, Non CEC compliant (7W) ⁷	E7WC Emergency battery backup, CA Title 20 Noncompliant (cold, 7W) ^{7,12} E7WHR Remote emergency battery backup, CA Title 20 Noncompliant (remote 7W) ^{7,13} E20WH Emergency battery pack 18W constant power, Certified in CA Title 20 MAEDBS ⁷ E20WC Emergency battery pack -20°C 18W constant power, Certified in CA Title 20 MAEDBS ^{7,12} E23WHR Remote emergency battery backup, CA Title 20 Noncompliant (remote 20W) ^{7,12,14} LCE Left side conduit entry ¹⁵ RCE Right side conduit entry ¹⁵ BAA Buy America(n) Act Compliant Shipped separately RBPW Retrofit back plate ³ VG Vandal guard ¹⁵ WG Wire guard ¹⁵
	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

See Accessories and Notes on next page.



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Accessories

Ordered and shipped separately.

WSTVCPBBW DDBXD U	Premium Surface - mounted back box
WS8BW DDBTXD U	Surface - mounted back box
RBPW DDBXD U	Retrofit back plate
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁷
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁷
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁷

NOTES

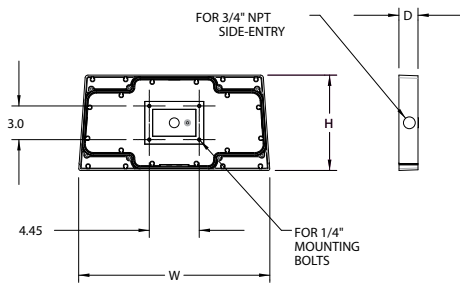
- 1 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 2 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 3 Also available as a separate accessory; see accessories information.
- 4 Top conduit entry standard.
- 5 Not available with VG or WG. See PER Table.
- 6 Reference Motion Sensor table.
- 7 Not available with 208V, 347V or 480V. Only available with 120V or 277V.
- 8 Need to specify 120, 208, 240 or 277 voltage.
- 9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- 10 Not available with Emergency options, PE or PER options.
- 11 DMG option not available with standalone or networked sensors/controls.
- 12 Battery pack rated for -20° to 40°C.
- 13 Comes with PBBW.
- 14 Warranty period is 3-years.
- 15 Not available with BBW.
- 16 Must order with fixture; not an accessory.
- 17 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table.

Optional Back Box (PBBW)

Height: 8.49"
(21.56 cm)

Width: 17.01"
(43.21 cm)

Depth: 1.70"
(4.32 cm)

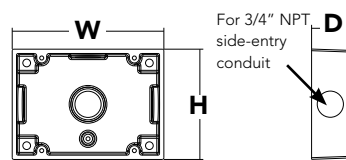


Optional Back Box (BBW)

Height: 4"
(10.2 cm)

Width: 5-1/2"
(14.0 cm)

Depth: 1-1/2"
(3.8 cm)



Emergency Battery Operation

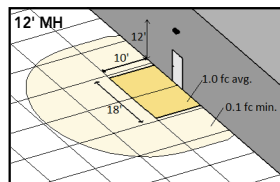
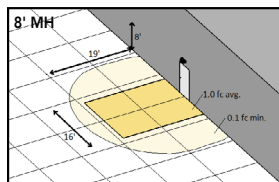
The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All emergency backup configurations include an independent secondary driver with an integral relay to immediately detect AC power loss, meeting interpretations of [NFPA 70/NEC 2008 - 700.16](#)

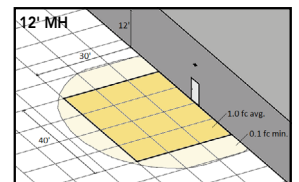
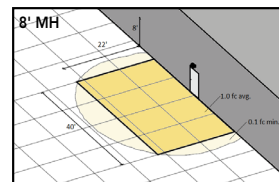
The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per [International Building Code Section 1006](#) and [NFPA 101 Life Safety Code Section 7.9](#), provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples below show illuminance of 1 fc average and 0.1 fc minimum of the P1 power package and VF distribution product in emergency mode.

10' x 10' Gridlines
8' and 12' Mounting Height



WST LED P1 27K VF MVOLT E7WH



WST LED P2 40K VF MVOLT E20WH

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.95	>0.92	>0.87

Electrical Load

Performance package	System Watts	Current (A)					
		120	208	240	277	347	480
P1	11	0.1	0.06	0.05	0.04	---	---
	14	---	---	---	---	0.04	0.03
P1 DS	14	0.12	0.07	0.06	0.06	---	---
	25	0.21	0.13	0.11	0.1	---	---
P2	30	---	---	---	---	0.09	0.06
	25	0.21	0.13	0.11	0.1	---	---
P3	50	0.42	0.24	0.21	0.19	---	---
	56	---	---	---	---	0.16	0.12
P3 DS	52	0.43	0.26	0.23	0.21	---	---

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Ramp-up Time	Dwell Time	Ramp-down Time
*PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	3 sec	5 min	5 min
PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	3 sec	5 min	5 min

*for use with site wide Dusk to Dawn control

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
			Wire 4/Wire5		Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	⊘	✓	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion	⊘	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof*	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof* with Motion	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture

✓ Recommended

⊘ Will not work

⚠ Alternate

*Futureproof means: Ability to change controls in the future.

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts.

Performance Package	System Watts (MVOLT ¹)	Dist. Type	27K (2700K, 70 CRI)					30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	12W	VF	1,494	0	0	0	125	1,529	0	0	0	127	1,639	0	0	0	137	1,639	0	0	0	137
		VW	1,513	0	0	0	126	1,548	0	0	0	129	1,659	0	0	0	138	1,660	0	0	0	138
P2	25W	VF	3,163	1	0	1	127	3,237	1	0	1	129	3,469	1	0	1	139	3,468	1	0	1	139
		VW	3,201	1	0	0	128	3,276	1	0	0	131	3,512	1	0	0	140	3,512	1	0	0	140
P3	50W	VF	6,025	1	0	1	121	6,165	1	0	1	123	6,609	1	0	1	132	6,607	1	0	1	132
		VW	6,098	1	0	1	122	6,240	1	0	1	125	6,689	1	0	1	134	6,691	1	0	1	134

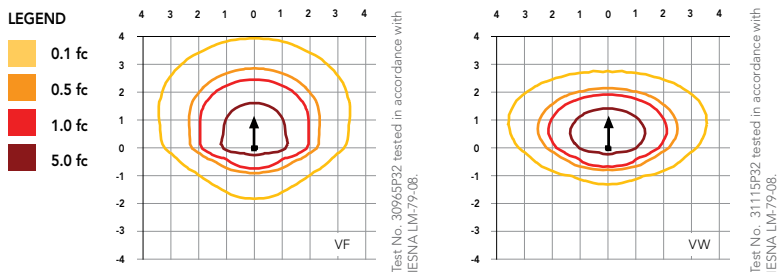


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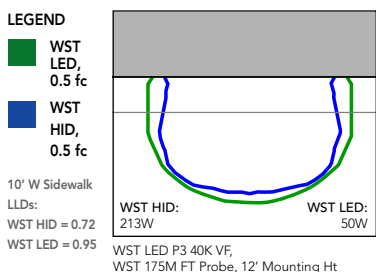
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Isofootcandle plots for the WST LED P3 40K VF and VW. Distances are in units of mounting height (10').



Distribution overlay comparison to 175W metal halide.



FEATURES & SPECIFICATIONS

INTENDED USE

The classic architectural shape of the WST LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WST LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) consist of 98 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L87). Class 2 electronic driver has a power factor >90%, THD <20%. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. PIR and back box options are rated for wet location. Rated for -30°C to 40°C ambient.

BUY AMERICAN ACT

Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



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DRAFT FINDINGS OF FACT For a Planned Development

For Public Hearing for a Planned Development and Design Review, with Modifications from City Code (250 Skokie Valley Road)

Pursuant to Section 150.530(H)(3): The Plan and Design Commission shall not recommend approval of a proposed Planned Development and Preliminary Development Plan except upon making all findings of fact required pursuant to Section 150.1404 of this Chapter, and as follows:

- a) That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article;*
- b) That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.510(D) of this Article; and*
- c) That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.*

Findings of Fact consistent the requirements in Section 150.530(H)(3) are provided below:

150.530(H)(3)(a): That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article

Objectives of the Master Plan

Finding: The Commission finds the proposed development conforms to the goals and objectives of the South Corridor in the Skokie Highway Corridor Strategic Plan¹ (PDF Page 3).

Pursuant to Section 150.520 of the Code, the applicant for a Planned Development must demonstrate that the proposed Planned Development satisfies and incorporates, to the greatest extent practicable, the following site design standards:

- (A) Protection of the Public Health, Safety, and Welfare.** The uses and structures within the Planned Development shall be compatible with one another, in that they are designed, located, and proposed to be operated so that the public health, safety and welfare will be protected.

Finding: The Commission finds that the planned development is designed and located in a manner that will not impact the public health, safety, and welfare.

¹ [Skokie Highway Corridor Strategic Plan](#)

(B) Preservation of Environmentally Sensitive Areas.

(1) No development shall occur in any Environmentally Sensitive Area located on the subject property, except upon approval of a modification therefore, in accordance with Section 150.510(B) of this Article.

Finding: The Commission finds that the no portion of the development is located in an Environmentally Sensitive Area.

(2) Environmentally Sensitive Areas located on the subject property may be included as common open space within a Planned Development, upon either (a) identification of such areas on the plat of subdivision as a separate lot or lots, or (b) recordation by the applicant of a conservation easement or similar restriction that ensures the preservation of such areas, in perpetuity, from future development.

Finding: The Commission finds that there are no Environmentally Sensitive Areas located on the subject property and this standard does not apply.

(C) Historic Resources. The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code.

Finding: The Commission finds that this standard is not applicable to the proposed development.

(D) Clustering New Development. The Planned Development shall preserve the structures, landscapes, scenic view sheds, and other natural and historic features of the subject property, through (i) clustering of lots or building pads, (ii) adaptive reuse of existing structures, and (iii) the protection of designated open space from development; provided, however, that clustering of development shall not be required upon a demonstration by the applicant, to the satisfaction of the Plan & Design Commission and the City Council, that there are no features on the subject property worthy of preservation, or that those features worthy of preservation will be more effectively preserved by not clustering development.

Finding: The Commission finds that the site is pre-existing dealership and additions are proposed onto an existing principal building, and this standard is met.

(E) Location of Structures. All structures to be located within the Planned Development shall (1) be related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) have a visual relationship to existing nearby structures;

Finding: The Commission finds that the proposed building is harmonious to the existing structures in the vicinity and has a visual relationship with nearby structures, or will be harmonious in the future given zoning bulk regulations and future development.

(F) Environmental Quality and Responsible Design. The Planned Development shall be consistent with the City of Highland Park Environmental Policy and with the City of Highland Park Checklist for Environmentally Responsible Design and Construction. The applicant may demonstrate consistency with standards established for site design and building construction practices by referencing known sustainable development and green architecture rating systems.

Finding: The Commission finds that the planned development satisfies this standard.

- (G) **Preservation of Landscapes.** The landscapes within the Planned Development shall be preserved in their natural states, insofar as practicable, by minimizing tree and soil removal. All proposed grade changes shall be consistent with the general appearance of neighboring developed areas.

Finding: The Commission finds the landscaping proposed and the landscaping relief requested as sufficient and this standard is met.

- (H) **Schools, Parks, and Public Facilities.** The Planned Development shall not impose an undue burden on parks, recreational areas, schools, or other public facilities that serve or are proposed to serve the Planned Development.

Finding: The Commission finds that this standard is met.

- (I) **Relationship and Connection to Adjoining Land.** The Planned Development shall not be designed as an enclave separate from adjacent properties, unless existing development patterns, natural features, and/or topographic conditions prevent vehicular or pedestrian access connections to adjacent properties. In order to achieve connectivity to adjoining land, all lots, streets, sidewalks and/or paths within a Planned Development shall be designed, to the extent practicable, to allow for the continuation of such existing or proposed features to adjoining areas. New streets, sidewalks, and/or paths located within a proposed Planned Development shall be constructed and installed to the boundaries of the proposed Planned Development if the City Council determines, in its sole discretion, that the proposed Planned Development adjoins land with the potential of being subdivided or re-subdivided.

Finding: The Commission finds that the planned development incorporates connectivity to surrounding areas. Access to sidewalks is provided and the building has one entrance per frontage.

- (J) **Setbacks from the Periphery of the Planned Development.** The required front, rear, and side yards along the periphery of the Planned Development shall be of a size not less than the greater of (1) the minimum front, rear, and side yard requirements of the underlying Zoning District in which the Planned Development is located, and (2) the minimum front, rear, and side yard requirements of the adjacent Zoning District.

Finding: The Commission finds that the planned development satisfies this standard

- (K) **Functional and Mechanical Features.** Exposed storage areas, trash containers, recycling container space, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be (1) identified on the site plan required pursuant to Section 150.525(A)(9) of this Chapter, (2) incorporated into common areas of the development, (3) made as unobtrusive as possible, and (4) designed, landscaped, and screened in accordance with the requirements set forth in Article XXII of this Chapter and of Chapter 176 of the Code.

Finding: The Commission finds that the planned development satisfies this standard.

- (L) **Distance Between Buildings.** The minimum horizontal distance between any two new buildings to be located on the subject property, or between any new building and an existing

building (including building appurtenances), shall be not less than 15 feet; provided, however, that this Section 150.520(L) shall not apply to buildings that (1) share a common wall, and (2) have individual entrances and exits.

Finding: The Commission finds that this standard is not applicable to the proposed development

- (M) **Surface Water Drainage.** In accordance with the storm water management regulations set forth in Article XVIII of this Chapter, surface drainage systems serving the subject property shall be designed to prevent surface waters from adversely affecting neighboring properties or the public storm water drainage system. Surface water in all paved areas shall be collected at intervals so as to prevent obstruction of the flow of vehicular or pedestrian traffic. The design of the storm water management system shall enhance natural storm water storage areas such as high-quality aquatic resources and regulatory floodplains, and may incorporate natural storm water management techniques commonly referred to as low impact development techniques or best management practices.

Finding: The Commission found that the planned development will be constructed in accordance with the storm water management regulations established in the Highland Park City Code.

- (N) **Ingress to and egress from the Planned Development shall be designed to (1) promote safe vehicular movements, (2) minimize traffic congestion in the public streets outside the Planned Development, and (3) facilitate the free flow of vehicular and pedestrian traffic within the Planned Development.**

Finding: The Commission finds the proposed access is acceptable. A traffic impact analysis verified that the existing street network and nearby intersections have adequate capacity to accommodate traffic generated by this development. A condition of approval is proposed that now loading or unloading occur in the right-of-way.

- (O) **Streets, Alleys, and Public Ways.** The streets, alleys, and other public and private traffic thoroughfares located within the Planned Development shall conform to the applicable requirements set forth in Section 151.004 of the Subdivision Ordinance, as may be modified upon the recommendation of the Director of Public Works and the approval by the City Council. The City Council may, in its sole discretion, require that streets located within the Planned Development be stubbed in order to provide for future connections to adjacent developments.

Finding: The Commission finds that this standard is met.

- (P) **Common Ownership or Control.**

(1) **During Development.** During the development process and until such time that the development is turned over to an owners' association or equivalent entity, all common areas within buildings, common open space, landscaping, exterior maintenance areas, and all other exterior aspects of the development located within the proposed Planned Development shall be on a tract or tracts of land under common ownership or control.

Finding: The Commission finds that the planned development satisfies this standard.

(2) **Upon Completion of Development.** The owners' association or equivalent entity, upon its establishment, shall be responsible for all obligations set forth in (a) the ordinance approving the Planned Development, adopted pursuant to Section 150.540(C) of this Article,

(b) any associated development agreement pertinent to the Planned Development, and (c) the declaration of covenants, or similar recorded document, establishing the owners' association or equivalent entity.

Finding: The Commission finds that this standard is not applicable to the proposed development

150.530(H)(3)(b): That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.520(D) of this Article;

Finding: The Commission finds that this standard is not applicable to the proposed development

150.530(H)(3)(c): That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.

Finding: The Commission finds that this standard is not applicable to the proposed development.

Pursuant to Section 150.1404, the Plan & Design Commission or the City Council, as the case may be, shall not recommend or grant a special use permit be issued unless it shall make findings of fact based upon evidence presented at the hearing in any given case that:

- (1) The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;**

Finding: The Commission finds this standard is met.

- (2) The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with the special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the zoning district in which it is located;**

Finding: The Commission finds this standard is met; the site was previously a dealership type use and the use is proposed to remain, with improvements.

- (3) That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair the value of other property in the neighborhood;**

Finding: The Design Commission finds that the planned development will not be injurious to properties in the immediate vicinity of the subject property. The property has been in the B3 Highway Commercial zoning district for decades and operated previously as a dealership type use.

- (4) **The nature, location, and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the regulations of the zoning district within which they are located;**

Finding: The Commission finds that the nature and size of the development will not impede or discourage the development or use of adjacent land.

- (5) **Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided;**

Finding: The Commission finds that adequate utilities, access roads, and drainage will be provided within the final engineering plans.

- (6) **Parking areas of adequate size for the special use shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets;**

Finding: The Commission finds this standard is met.

- (7) **The special use shall in all other respects conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified as provided in this Chapter;**

Finding: The Plan & Design Commission finds that the planned development conforms to the regulations of the zoning district and the applicable provisions in other Articles of Chapter 150 with the following modifications:

- Certain landscaping relief, as identified in the staff report.

- (8) **There is reasonable assurance that the special use will be completed and maintained as and if authorized; and**

Finding: The Commission finds reasonable assurance that the Planned Development will be built and maintained as authorized.

- (9) **The special use shall comply with all applicable requirements set forth in this Chapter.**

Finding: The Commission finds that the proposed planned development meets the requirements of the Zoning Code with acceptable modifications.

Conditions of Approval:

- Exterior lighting shall be 3000 Kelvin Color Correlated Temperature.
- Deliveries or shipments of motor vehicles shall occur only onsite and no loading or unloading shall occur in the right-of-way.



DATE: August 22, 2025
TO: Anthony Mistretta, Planner
FROM: Emmanuel Gomez, P.E., City Engineer
BY: Sam Hertel, EIT, Civil Engineer
SUBJECT: 250 Skokie Valley Road - PUD-2025-00059

General Comments

1. Applicant is responsible for obtaining all necessary permits needed for their project. These may include, but are not necessarily limited to:
 - i. Army Corps Permit
 - ii. Illinois Department of Natural Resources (INDR) Permit
 - iii. Lake County Storm Water Management (SMC) Permit
 - iv. North Shore Water Reclamation District (NSWRD) Permit
 - v. Illinois Environmental Protection Agency (IEPA) Permit
 - vi. Illinois Department of Transportation (IDOT) Permit

Applicant must notify the City of permits it found are necessary for the development. At the City's discretion, the City may withhold issuing a City permit until proof is provided that a permit from an outside agency has been secured.

2. AS-BUILT RECORDS: Upon completion of the improvements, please submit an as-built plan set. The as-built drawings shall reflect all changes made in the specifications and working drawings during the construction process, and show the exact dimensions, geometry, and location of all elements of the work completed under the contract. As-built site construction plans shall include the words "As-Built" in the title block with the current date on each revised sheet.

The as-built documents shall be submitted to the City in electronic format. The electronic format submitted shall be:

- i. AutoCAD Civil 3D 2016 files
- ii. PDF files viewable with a PDF software such as Adobe Reader. The PDF files shall be formatted to print plan sheets to full scale (typically 24"x36" hard copies)

A licensed Professional Engineer (PE) and Professional Land Surveyor (PLS) registered in the State of Illinois must stamp the As-Built site construction plans. The PE and/or PLS





shall stamp and sign the final engineering pages of the site construction plans; and the PLS shall stamp and sign the final site survey.

As-built documents should be submitted to the City within a reasonable time period after construction is complete and accepted by the City.

Plan Comments

1. Proposed work will require a Drainage & Grading sub-permit based on earth moving
2. Engineering has no further comments at this time



STAFF ATTACHMENT

TO: City Council
FROM: Community Development Department, Sept. 30, 2025
RE: **Zoning & Code Analysis**

As stated in the applicant's narrative, the existing show room will be demolished and rebuilt, which will be accompanied by renovations to some of the first level office space and vehicle service area.

Traffic Study.

A traffic impact study has been provided by the Applicant as **Attachment 5**. The study incorporates the proposed impact on Skokie Valley Road ROW as part of its analysis.

Land Use.

Per Section 150.490 the land use Motor Vehicle Salesroom is listed with a "P" for a permitted and is an allowed use at this location, pursuant to appropriate regulations.

Performance Standards & Ext. Lighting.

The Applicant indicates no changes to exterior lighting except minimal lighting at door entrances. Wall-mounted lighting specifications are provided in **Attachment 7**.

Setbacks.

Per Section 150.703 and Sec. 150.704¹, the development must meet the following B3 setbacks for the principal buildings, and other setbacks apply will apply depending on type of use or structure proposed and appropriate City code regulations:

- The proposal **complies** with all setback and required yard requirements.
- North and South: required side yard; no requirement (0'); abuts non-residential.
- West: rear yard; no requirement (0'); abuts non-residential.
- East (along Skokie Valley Road): front yard, 25' requirement and per Sec. 150.707(E) 50' requirement. 53.33' proposed.

Height.

The maximum allowed height in the B3 district for a principal structure is 45 feet. The proposed height after the addition will be 30 feet.

- Staff Comment: The proposal **complies** with B3 height requirements.

Off-Street Parking & Loading.

Per Sec. 150.851 the Applicant must provide the following off-street parking, and loading spaces:

- Off-street parking: 2.5 spaces per 1,000 sq. ft. of GFA interior sales space plus 1.5 spaces per 1,000 sq. ft. of external display (does not include stock areas closed to the public) plus 3 spaces per service bay

¹ and per Section 150.520.J, whichever is more restrictive.

- Loading: 1 space per 25,000 sq. ft. up to 50,000 sq. ft. plus 1 for the next 50,000 sq. ft. plus 1 per 100,000 sq. ft. thereafter

There are 151 spaces on the site plan.

Landscaping.

- Section 150.2225 for foundation plantings applies, including a 5' in depth planting area adjacent to the foundation, with exceptions as listed in Section 150.2220(B). Per Sec. 150.2225(E) & Sec. 150.2230(C), as the required yard setback is 0' along north, south, and west, no landscaping applies to those foundation.
 - **Variation** to Sec. 150.2225: no 5' foundation landscaping buffer is proposed along the east façade, facing the street. The Applicant proposes six planter boxes (as depicted in **Attachment 6**.)
- Section 150.2220(B) & (C) for Vehicular Use Area landscaping applies to the new paved area:
 - Any new Vehicular Use Area within 25' of a street shall be improved with a ten feet in-depth landscaping. The Applicant proposes new Vehicular Use Area in front of the building.
 - **Variation** to Sec. 150.2220(B). Pylon plantings are proposed, in **Attachment 6**.
 - The new Vehicular Use Area must also meet Section 150.2220(C), for interior landscaping requirements.
 - **Variation** to Sec. 150.2220(C)(2); No landscaping island is proposed and one should be provided.

type	required	proposed	relief
shade or ornamental trees	4	0	4
evergreen trees	0	0	0
total trees	4	0	4
shrubs	32	0	32

Exterior Lighting.

- Staff recommend 3,000K CCT for all exterior lighting.
- The Applicant has indicated no new lighting is proposed, and no changes to existing lighting are proposed; except, exterior lighting is proposed for new doors on the addition.

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Patrick Hoffmann, Planner II
Department: Community Development Department

Title: Consideration of a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, Final Plat of Re-subdivision, and Design Review, with Modifications from City Code, for a 5-story, 19-unit Multi-Family Development (1632, 1640, and 1646 Second St.)

Recommendation:

Staff recommends consideration of the Plan and Design Commission ("Commission") recommendation to approve a Preliminary and Final Planned Development ("PUD"), Final Plat of Re-Subdivision, and Design Review with Modification from City Code, for a 5-story, 19-unit Multi-Family Development.

If appropriate, the City Council should direct approval documents for final consideration at a future meeting.

Policy Consideration:

The Applicant, Fulton Developers, on behalf of the ownership One Realty Group LLC



(collectively the "Applicant") has submitted application for redevelopment for three parcels located at the corner of Walnut Street and Second Street. The combined parcels currently have three residential structures. The Applicant proposes a new 19-unit condo (Multiple Family land use) residential development for 1632-1646 Second St. ("Property").

The development will consist of a 5-story condo building at a height of 64 feet, with 2 inclusionary (affordable) units proposed.

Council Consideration.

- The proposed development requires the following considerations:
 - Preliminary and Final Planned Development (“PUD”) Review – This includes the following:
 - The proposed public benefit.
 - Variations for maximum lot coverage and the maximum height requirement.
 - Design Review.
 - This includes certain landscaping and lighting variation requests.
 - Plat of Consolidation.
 - Payment In-Lieu of Affordable Units on-site.

The Applicant’s Narrative Statement is included as Attachment 1. The architectural plans and renderings are included as Attachment 2.

Commission Consideration.

- The Commission considered this application at four public hearings: [June 3, 2025](#), [July 15, 2025](#), [September 2, 2025](#), and [September 16, 2025](#). On September 16, the Commission adopted findings of fact (Attachment 13) recommending approval 5-1 with no conditions[1].
- On [September 10, 2025](#) the Housing Commission voted to recommend approval of the proposed inclusionary housing plans.
- Per Sec. 170-040 of City Code, this development does not require Historic Preservation Commission demolition review because it is located within an RO Zoning District.

Housing Commission Consideration.

- The Commission considered this matter at its [August 25, 2025](#) and [July 2, 2025](#). At its September 10, 2025 meeting, the Housing Commission voted (5-0) to recommend the Final Inclusionary Plan with departure from the Code related to the location of affordable units per Sec. 150.2150(A) to allow the two inclusionary units to be vertically stacked on the first and second floor in the northwest corner of the building.
- The Commission also recommended (vote 5-0) approval of an \$185,400 payment-in-lieu for one of the required 3.2 inclusionary units required. Two units are being provided on-site and a by-right \$37,080 payment-in-lieu request addresses the partial unit requirement of 0.2 inclusionary units.
- Additionally, the Commission acknowledges the applicant’s proposed \$100,000 public-benefit contribution will go towards the Housing Trust Fund.

Public Comment.

The Commission took testimony and received written comment from neighbors at every hearing. Please follow the meeting links for spoken comments and find written comments as

Relief Summary & Public Benefit Proposed.

This is a summary only of the relief that triggers Public Benefit and additional context and further analysis is provided in the report.

- Maximum Height increased from 51' and 4 stories to 64' and 5 stories: a relief request of 13' and 1 story; or a magnitude relief request of 25.5% on the height and 25% on story relief.
- Maximum Lot Coverage requirement increased from 33.3% to 49%: a magnitude relief request of 47%.

Public Benefit.

In the Applicant's Public Benefit Summary (Attachment 1),

- A donation to the Housing Trust Fund in the amount of \$100,000; and
- Affordable Units: Affordable units that exceed minimum size requirements of the Zoning Code, and include additional amenities such as powder rooms and private outdoor space.
 - All units are provided a private outdoor space and the minimum size requirement for one-story 2-bedroom inclusionary units is 950 sq. ft. and the 2 bedroom unit exceeds the minimum requirement by 130 sq. ft. with no terrace, and an additional powder room. The 3 bedroom unit is 1,425 sq. ft., 1.5 bath, and a private terrace.

Existing Conditions.

The proposed development will consolidate, via plat of re-subdivision, three parcels to form a single lot (Legal Lot of Record). All three existing buildings on-site will be demolished.[\[2\]](#)

The proposed project is referred to as The Walton by the applicant and is a proposed five-story, multifamily residential building comprising 19 dwelling units including two affordable units. The building will include amenities such as a club room, fitness center, and outdoor patios with seating and lounge areas. Residents will also benefit from a heated underground parking garage with dedicated storage space.

The proposed building is in close proximity to 5 other multi-family residential structures with comparable height, ranging from 58' to 65'. For reference, the following provides the building height by address in proximity to the proposed development (See Attachment 2, page A0.03 for map with height exhibit).

Zoning Analysis.



Zoning District.

The Property is zoned RO High Density Residential/Office.

Land Use Permitted By-Right.

Per Section 150.490, Table (A), the land use Multiple Family Dwelling is a “P” (permitted) land use within the RO zoning district.

Planned Development Consideration Triggered.

Per Section 150.505, developments with 10 or more residential units require a Planned Development consideration.

Height (Modification Required).

The maximum allowed height in the RO for principal structure is 51' and maximum four (4) stories.

- The Applicant proposes a height of 64' and five stories. Applicant has provided height exhibit on page A0.03 in Attachment 2.
- The fifth story is stepped back greater than 15' from the building setback to reduce its perceived height and bulk from the pedestrian way. As the lot has two frontages, the frontage along Second Street is setback a 20' from the property line and the frontage along Walnut Street is setback 33' – 11 ½" from the property line.
 - Upper-story step-back of 15' shall be provided along the front property line for

each additional story of building height.

Lot Coverage (Modification Required).

- Maximum lot coverage in the RO District is 33.3%. This development proposes 49%,
- Please see lot coverage exhibit developed by the applicant which shows the average lot coverage of larger multi-family building in the adjacent area is 51.1% (see page LC1.0 in Attachment 2).
 - The applicant provided a lot coverage analysis for recently approved projects. Please note that not all properties referenced are located in the same Zoning District nor the vicinity of the proposed development site.
- Staff has provided a lot coverage analysis for properties in the surrounding area. Please see Attachment 8.
 - Staff found properties in the immediate surrounding area averaged 40% coverage, which is less than was granted in recent development approvals.

Article 23 – (Modification Required).

- Applicant indicates in their narrative, Attachment 1, they comply with the Article 23 requirements; except, there is no building entrance for all residents along the south and exhibits should be provided to verify other requirements.
 - The build-to-zone requirement is 65%.
 - Complies with min. 30' setback for any open air surface parking to a front property line.
 - Complies with the transparency (glazing).
- Applicant identifies a pedestrian/primary entrance along the east along Second Street but does not identify a pedestrian entrance for the building along the south facing Walnut.

Illinois Accessibility Code Requirements (Not Compliant).

The dimensions comply with the 8.5' min. width (9' provided) and exceed the 17.9' projection requirement (18' provided). ADA parking space provided (meets the Zoning Code requirement), though the space is not doubled in width, it is an extra 4.5' wide. The ADA State requirements must be met, Applicant to provide a revised plan.

Traffic Study.

CivilTech reviewed the Applicant's traffic study, Attachment 7, and has no outstanding comments. Per the study's conclusions, the traffic volumes generated by the development and along the street system are low and the development will have negligible impacts.

- The volume of traffic estimated to be generated by the proposed development will be reduced due its proximity to the Highland Park station for the Union Pacific – North Metra Commuter Railway.

- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.
- The proposed access drive off Walnut Street will be adequate in accommodating the projected traffic volumes entering and exiting the proposed development and should be under stop sign control.
- The proposed 43 parking spaces to be provided by the development will meet the requirements of the City of Highland Park and will be

Bike & Pedestrian.

- Pedestrian access to the sidewalk system is provided for the building along the east side adjacent to Second St. allowing pedestrians from the site to access the sidewalk grid. There is an additional entrance along the west side adjacent to the alley, allowing guests access to the building from the alley parking.
- Applicant has revised the site plan to include bike parking utilizing one parking space in the underground garage.[\[3\]](#).

Design Review – Chapter 176.

As a new residential development, this project is subject to the provisions in Chapter 176 of the City Code, “Design Review.” Per Sec. 150.530(H)(2), “ (a) Review the exterior design features of the proposed Planned Development, as set forth in the Preliminary Development Plan, and (2) transmit to the City Council its preliminary comments regarding the extent to which all exterior design features of the proposed Planned Development satisfy the design review standards set forth in [Chapter 176](#) of the Code.” These will include the following:

- Landscape Plan. See Landscape Plan Attachment 3.
 - Vehicular Use Area Review. The site plan proposes five parking spaces abutting the alleyway. Parking spaces are Vehicular Use Area, and the landscaping requirements of Sec. 150.2220 apply. The Applicant indicates landscaping in-between the parking spaces and the foundation of the proposed building and along the side of one of the outdoor parking spaces. There is also planting along the north side of the proposed garage ramp.
 - RELIEF: Applicant is requesting relief to the Sec. 150.2220 requirement for 5’ in-depth planting buffer and fence. Note that the parking spaces about the alleyway and fencing or landscaping in-between would render the spaces useless, as this is not an internal parking area.
 - The Vehicular Use Area planting requirements do not apply to the underground parking area.

Proposed landscaping table:

type	required	proposed	relief/surplus
shade or ornamental trees	16	21	5
evergreen trees	5	20	15
total trees	21	41	20
shrubs	121	125	4

- Lighting. See lighting Package Attachment 6.
 - Applicant requesting relief for foot-candle measurements along south and west property lines.

City Staff & Other Agency Comments.

Staff and other agency comments provided during the PDC are summarized below and provided in Attachment 10.

Community Development

- Planning Div. See Attached inclusionary housing review in Housing Commission Consideration above.
- Building Div. Reviewed, provided comments for the Commission meetings. No outstanding comments.
- Public Works – Engineering Division: One additional comment for City Council meeting on recapture agreements for 1640 and 1646 Second St, see Attachment 9. Reviewed, provided comments for the Commission meetings.
- Public Works – Forestry Division: Reviewed, provided comments for the Commission meetings. No outstanding comments.
- Public Works – Utility Division: Reviewed, provided comments for the Commission meetings. No outstanding comments.
- Fire: Reviewed, no comments.
- Police: Reviewed, no comments.
- AT&T – “We are good, but I will need an email from the new owner or a Highland Park rep to have the copper cable and terminal removed from 1646 Second St. The other 2 addresses are drop fed from the poles at the rear of the building.”
- These comments have been forwarded to the Applicant.

[1] Commissioner Henry voting no. [2] The three buildings consist of a single-family home (1632 Second St.), a 2-unit building (1640 Second St.) and a 10-unit multi-family building (1646 Second St.).

[3] Note Council’s recently adopted amendment to incentivize the provision of bike parking allows a parking space used for bike parking to be counted as a parking space for the purposes of Zoning compliance.

Core Priorities:

Economic Development

- Development supports the overall tax base, produces jobs and contributes to vibrancy by

attracting people to the community.

Attachments:

1. Attachment 1 - Project Narrative
2. Attachment 2 - Plan Set
3. Attachment 3 - Landscape Plan
4. Attachment 4 - Plat of Survey
5. Attachment 5 - Plat of Consolidation
6. Attachment 6 - Lighting Package
7. Attachment 7 - Traffic Study
8. Attachment 8 - Staff Lot Coverage Analysis
9. Attachment 9 - Public Works Commentary
10. Attachment 10 - City Staff Comments from PDC
11. Attachment 11 - Public Comment from PDC
12. Attachment 12 - Zoning Analysis Compliant
13. Attachment 13 - PDC Findings of Fact



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THE WALTON HIGHLAND PARK

9/16/2025

LOCATION

1650 Second Street, Highland Park
(Currently 1632, 1640 and 1646 Second Street)

APPLICANT

Fulton Developers

DEVELOPER BACKGROUND

Founded in 2002, Fulton Developers is a premier real estate development firm specializing in the acquisition, development, design, and construction of high-quality residential properties along Chicago's North Shore suburbs.

Fulton has successfully established numerous single-family and multi-family projects in Highland Park. Notable multi-family developments include:

Laurel Court Row Homes: Award winning row homes at the corner of Laurel Avenue and Hickory Street, completed in 2008.



Laurel Apartments: A luxury apartment building at 833 Laurel Avenue, completed in 2016.



Laurel Residences: Located at 815 Laurel Avenue, completed in 2019, this development helped revitalize one of the City's key downtown corridors.



Park Sheridan: A prominent development at 1950 Sheridan Road, currently nearing completion and already serving as a new local landmark.



One Highland Park: Completed in 2022, at 1560 Oakwood Avenue, delivering premium finishes and construction to a different part of town.



The Wolbright: Situated at 650 Walnut Street and directly across from the proposed project, this development is on track for completion this winter.



In each of these projects, Fulton Developers has collaborated closely with community stakeholders to ensure thoughtful integration into the neighborhood and to support local property values. We plan to continue this approach with our latest project: The Walton, located at the intersection of Second Street and Walnut Street.

THE WALTON



The Walton is a proposed five-story, multifamily residential building comprising 17 market-rate units and 2 affordable units. The building will include desirable amenities such as a club room, fitness center, and outdoor patios with seating and lounge areas. Residents will also benefit from a heated underground parking garage with dedicated storage space.

Although current zoning allows for up to 32 units, we are proposing just 19 units to prioritize a high-quality living experience that emphasizes open space, natural light, landscaping, and generous outdoor areas.

The development consolidates three parcels, acquired between March 2022 and late 2024.

ZONING RELIEF

1- Height / Stepback Requirement

- R0 Zoning maximum height is 51 feet and 4 stories.
- Section 150.520 (K) requires a setback for any additional stories beyond this height.

To minimize the perceived massing of the building we propose:

- 1- A setback exceeding 30 feet, well beyond the 15 foot minimum requirement
- 2- Setbacks ranging from 20 to 25 feet beyond the 5 foot minimum.
- 3- A varied and articulated façade using multiple materials for visual interest
- 4- Balconies incorporated into the upper story setback
- 5- Enhanced ground level landscaping and generous open space along the street front compared to the 5 foot minimum allowed.

Building Height:

- 50 feet high across the first four stories
- 64 feet high to the peak of the fifth floor which is setback and stepped back.

Additional Context:

- Due to topography, average grade is approximately 2 feet below the first floor, lowering the perceived building height in several areas.
- Many developments within the RO-zoning are five stories as depicted on Building Height Context included in the packet and of similar height as the proposed building.
- One Highland Park, completed in 2022 as well as The Wolbright currently under construction were approved with an additional story and a relief of approximately 13 feet in building height.
- This site is closer to the city's core, where taller buildings are common

2- Maximum Lot Coverage

- A Lot Coverage Exhibit has been added to the packet, illustrating the percentage of lot coverage for several newer multifamily developments approved by the City. The average lot coverage for these referenced developments is approximately 50%. The proposed lot coverage for The Walton is 49%, which is consistent with other multifamily developments in Downtown Highland Park.

3- Article 23 – Neighborhood Frontage

- The proposal meets all build-to-zone, parking, transparency and pedestrian access requirements. The only noted exception is that, due to the corner lot condition, the primary entrance is located along just one of the two street frontages.

ADDITIONAL CONSIDERATIONS:

1- Affordable Housing

We will provide 2 affordable units on-site and make a cash contribution in lieu of a third. These units significantly exceed minimum program requirements and include powder rooms and outdoor terraces. A meeting with the Housing Commission is forthcoming.

2- Off-street Parking

PARKING REQUIRED	PARKING PROVIDED
39	42
2 FOR GUESTS (included in above count)	5 FOR GUESTS (included in above count)
2 ADA (Included in above count)	3 ADA (Included in above count)
TOTAL 39	TOTAL 42

The parking garage aisle meets 25.67' minimum.

DESIGN REVIEW

1- Building Materials

- Cast stone and brick for masonry
- Limestone caps and sills
- Dark Bronze Aluminum Composite Panels
- Dark Bronze windows

A physical building material board was provided at the first public hearing.

2- Landscaping

- Foundation plantings: Minimum depth of 5 feet with the exception along the west side of the property in front of guest parking spaces.
 - a- Refuse screening: Will be underground, not visible from the street
 - b- Mechanical equipment screening: All rooftop HVAC units are screened by parapet and exceed 50 feet from the property line, negating the need for sound attenuation.
 - c- Tree and shrub count: Meet City requirements.

The proposed landscaping exceeds the number of trees, evergreen trees and shrubs required.

3- Lighting

- Exterior lighting specifications reflect that all fixtures will have a 3000K color temperature.
- Recessed terrace wall and step lights include BUG rating information, as noted on the specification sheets. While the wall sconces and terrace can lights do not carry a formal BUG rating, they are designed to project light downward at very low levels and have been successfully utilized on prior approved projects.
- We are requesting relief from the foot-candle limits along the south and west property lines to allow for the installation of low-level landscape lighting adjacent to the patios and along the columns on the east elevation. These fixtures are designed to project light only within the first 3 feet above grade and will be equipped with 45-degree cutoff shields to prevent light spill beyond the intended areas. This lighting approach will highlight key architectural and landscape features while maintaining sensitivity to adjacent properties.

PUBLIC BENEFIT

The following public benefit is proposed:

- 1- A Donation to the Housing Trust Fund as a Public Benefit in the amount of \$100,000
- 2- Affordable Units: Provision of enhanced affordable units that exceed minimum size requirements and include additional features such as powder rooms and private outdoor space.

COMMUNITY OUTREACH

Due to the high density location of the proposed project, we had to notify over 300 residents about the proposed project.

We have answered email and calls and also hosted a meeting with neighboring residents prior to the public hearing in which 30-40 neighbors attended. The feedback we received was thoughtful and constructive and we are committed to continue our collaborative development approach.

CONCLUSION

As with our previous Highland Park projects, we are confident that The Walton will meet market demand for quality residential living, bring new energy to downtown, and enhance the neighborhood both aesthetically and economically.

We respectfully request your favorable consideration and recommendation to the City Council.

Sincerely,

Mark Muller
President, Fulton Developers

FOLLOW-UP JUNE 3RD PUBLIC HEARING

Plan and Design Commission

Following the public hearing, please see below for our responses and clarifications to the items discussed:

1- Plat of Consolidation:

Has been submitted.

2- Traffic Study:

Has been submitted.

3- Public Benefit:

Intentionally deleted since Public Benefit has been modified following July 15 meeting.

4- Signage: Signage for the building has been noted on the east elevation.

5- Bike Parking

Bicycle parking has been incorporated into the underground parking garage.

6- Forestry

Little Leaf Linden along north of the property has been substituted with a Pyramidal European Horbean. Foundation planting shall maintain a minimum of 5 feet width with the exception along the west side of the property in front of guest parking spaces. Dimensions have been added to the plan.

Will comply with other requests noted on May 15, 2025 letter.

7- Engineering

Will comply with items noted on May 23, 2025 letter.

8- Public works

Sanitary sewer connection will tie into the existing 8" main on Walnut Street.

9- Mechanical Equipment: All HVAC condensing units will be located on the roof, as indicated on the roof plan. These units will be screened and exceed 50 feet from the property line, negating the need for sound attenuation

10- Lighting: See above under Design Review #3.

11- Refuse Management: Refuse containers will be located below grade at the base of the ramp, keeping all dumpsters out of public view and contributing to a cleaner streetscape.

FOLLOW-UP JULY 15th PUBLIC HEARING

Plan and Design Commission

Following the public hearing, please see below for our responses and clarifications to the items discussed:

- 1- **Lot Coverage:** A Lot Coverage Exhibit has been added to the packet, illustrating the percentage of lot coverage for several newer multifamily developments approved by the City. The average lot coverage for these referenced developments is approximately 50%. The proposed lot coverage for The Walton is 49%, which is consistent with other multifamily developments in Downtown Highland Park.
- 2- **Public Benefit:** The Public Benefit proposal has been updated to include a \$100,000 donation to the Housing Trust Fund, in addition a provision for affordable units to be larger than the minimum size required by ordinance as well as having powder rooms and private outdoor spaces.
- 3- **Traffic Visibility:** A Traffic Visibility Exhibit has been added to demonstrate that both project intersections comply with City Code requirements.
- 4- **Passenger Loading Zone and Drop-Off area:** As detailed in our August 14, 2025 letter included below, the proposed passenger loading zone and drop-off area directly in front of the building ensures accessibility compliance, enhances safety, and facilitates efficient deliveries and move-ins for residents.

We trust these updates address the Commission's questions and concerns raised during the public hearing. We remain committed to delivering a project that meets City requirements, provides tangible public benefits, and aligns with the character of Downtown Highland Park.



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August 14, 2025

Department of Community Development
Planning Division
City of Highland Park
1150 Half Day Road
Highland Park, IL 60035

Re: Passenger Loading Zone and Drop-Off Area in the Right-of-Way

Dear Mr. Hoffman,

I am writing to provide additional information for Public Works regarding our request for a designated passenger loading zone and drop-off area within the right-of-way, directly in front of the main entrance to our proposed multifamily building. This request is based on both regulatory compliance and the practical needs of residents, visitors, and service providers.

1. Accessibility Compliance

The City of Highland Park has adopted the Illinois Accessibility Code in its entirety, which requires an accessible path from the street to the building entrance, located as close as possible to the main entrance. Locating the passenger loading zone directly in front of the building ensures a barrier-free, shortest-route connection for individuals with disabilities and fully meets the Code's intent.

2. Traffic Safety and Operational Efficiency

For a multifamily building, it is critical to provide a safe, dedicated space for passenger drop-off and short-term loading near the main entrance. Without such a zone, rideshare drivers, delivery trucks, and service vehicles would be forced to double-park in active travel lanes, creating unsafe conditions and disrupting traffic flow. Frequent delivery services (Amazon, UPS, USPS, DoorDash, etc.) require short, regular stops; a designated loading area ensures these can occur without obstructing the roadway.

3. Accommodation for Large Vehicles

A loading area positioned off the travel lane provides moving trucks and large delivery vehicles

with a safe and convenient place to park. This is particularly important for multifamily residents who depend on professional movers and periodic large-item deliveries.

4. Neighborhood Context and Precedent

Most nearby condominium and multifamily buildings in Highland Park incorporate passenger loading zones or circular drives within the right-of-way. Just a few examples of nearby buildings include:

- 833 Laurel Avenue – Passenger Loading Zone
- 815 Laurel Avenue – Passenger Loading Zone
- 1950 Sheridan Road – Circular Drive
- 1560 Oakwood Avenue – Passenger Loading Zone
- 601 Mulberry – Circular Drive
- 1601 Oakwood – Circular Drive
- 650 Walnut – Approved with Circular Drive
- 654 Walnut – Passenger Loading Zone
- 1601 Green Bay Road – Circular Drive
- 1700 Second Street – Passenger Loading Zone
- 1660 First Street – Passenger Loading Zone

Providing a similar feature for our project maintains consistency with neighborhood standards and meets community expectations for building access.

5. Additional Guest Parking Beyond Code

While the ordinance requires two on-site guest spaces for this project, our design provides five guest spaces, reducing parking demand on the street.

6. No Net Loss of Public Parking

By removing two existing curb cuts, our design creates a net gain of one on-street parking space. The passenger loading zone would function as regulated, short-term parking without reducing overall parking capacity and would be more effectively located for direct building access.

Conclusion

Establishing a passenger loading zone and drop-off area in the right-of-way will ensure accessibility compliance, improve safety, facilitate efficient deliveries and move-ins, align with established neighborhood precedents, and preserve overall parking availability. We respectfully request to incorporate this feature into our project.

I am happy to provide further details or meet with Public Works to review the proposed layout in person.

Sincerely,

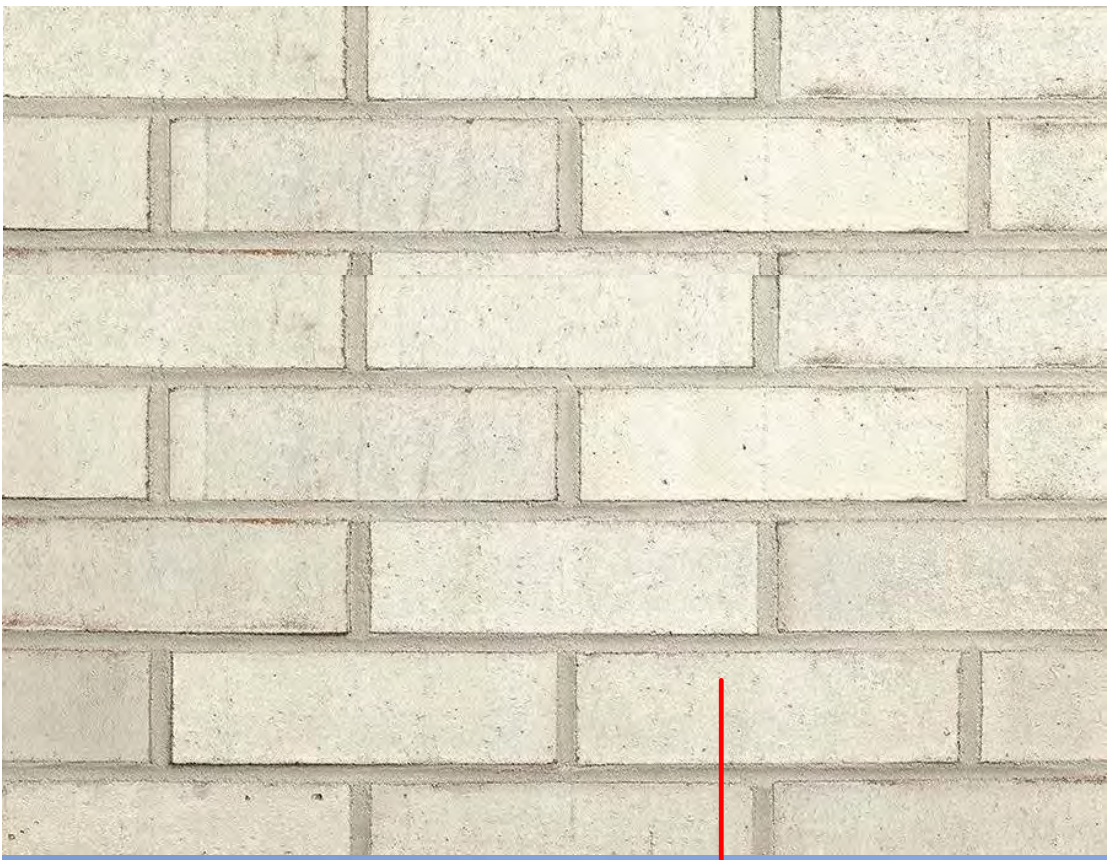


Mark Muller
President
Fulton Developers

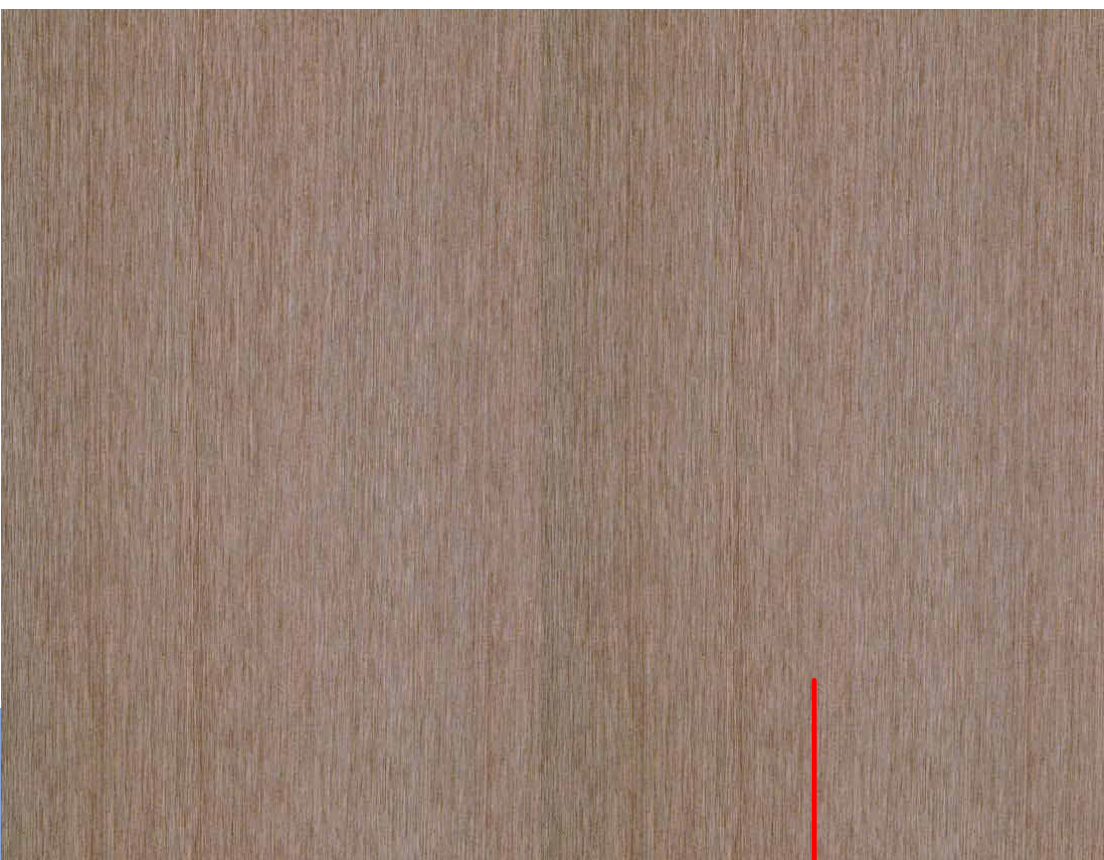
THE WALTON
HIGHLAND PARK



BRICK



COMPOSITE WOOD BOARDS



ALUMINUM COMPOSITE METAL



CAST STONE



THE WALTON

HIGHLAND PARK

PROJECT DATA	EXIST/PERMIT/REQ'D	PROPOSED
ZONING DISTRICT	R0	R0
LAND USE	RESIDENTIAL	RESIDENTIAL
LOT AREA	>21,780 SF	24,500 SF (0.562 Acres)
DENSITY	33 (1/871 SF LOT AREA)	19
HEIGHT	51'-0" (4 STORIES) 5TH STORY STEPBACK PER SEC 150.520 (K)	4TH STORY @ 49'-11" 5TH STORY STEPBACK @ 64'-0" TOTAL PER SEC 150.520 (K)
5TH FLOOR STEPBACK PER SEC150.520 (K)	15'-0" MINIMUM	30'-0" ALONG WALNUT ST. 25'-0" ALONG 2ND ST.
TOTAL BUILDING SF	N/A	57,606 SF (1ST FL FOOTPRINT 11,963 SF)
LOT COVERAGE (BUILDING)	33%	49%
OPEN SPACE	20%	21.4%
FRONT YARD SETBACK (NEIGHBORHOOD Sec. 150.2310)	MIN 5'-0" ; MAX 25'-0"	10'-10" (EAST SIDE) 24'-0" (SOUTH SIDE)
MIN. REAR YARD SETBACK	25'-0"	28'-0"
MIN. SIDE YARD SETBACK	10'-0"	25'-0"
PARKING SPACES	37 (+ 2 GUESTS)	38 (+ 5 GUESTS)
NUMBER OF UNITS	33	19
NUMBER OF AFFORDABLE UNITS	3.2	2 (+1.2 CASH IN LIEU)

<u>NEIGHBORHOOD FRONTAGE</u> PROJECT DATA	EXIST/PERMIT/REQ'D	PROPOSED
BUILD-TO-ZONE SETBACKS WALNUT ST AND 2ND ST	MIN SETBACK 5'-0" MAX SETBACK 25'-0"	10'-10" TO 25'-0" ALONG 2ND ST 24'-0" TO 25'-0" ALONG WALNUT ST
BUILD-TO-ZONE % WITHIN WALNUT ST AND 2ND ST	MIN 65% ALONG 2ND ST MIN 65% ALONG WALNUT ST	72% ALONG 2ND ST 71% ALONG WALNUT ST
TRANSPARENCY @ GROUND AND UPPER STORIES ALONG WALNUT STREET	MIN GROUND STORY @ 20% MIN UPPER STORY @ 20%	GROUND STORY @ 30% UPPER STORY @ 30%
TRANSPARENCY @ GROUND AND UPPER STORIES ALONG 2ND STREET	MIN GROUND STORY @ 20% MIN UPPER STORY @ 20%	GROUND STORY @ 41% UPPER STORY @ 40%



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[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

TITLE

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

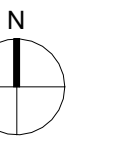
A0.00

Scale $1/4" = 1'-0"$

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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

SITE PLAN SETBACKS

Project Number	202401
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Date	SEPT 16, 2025
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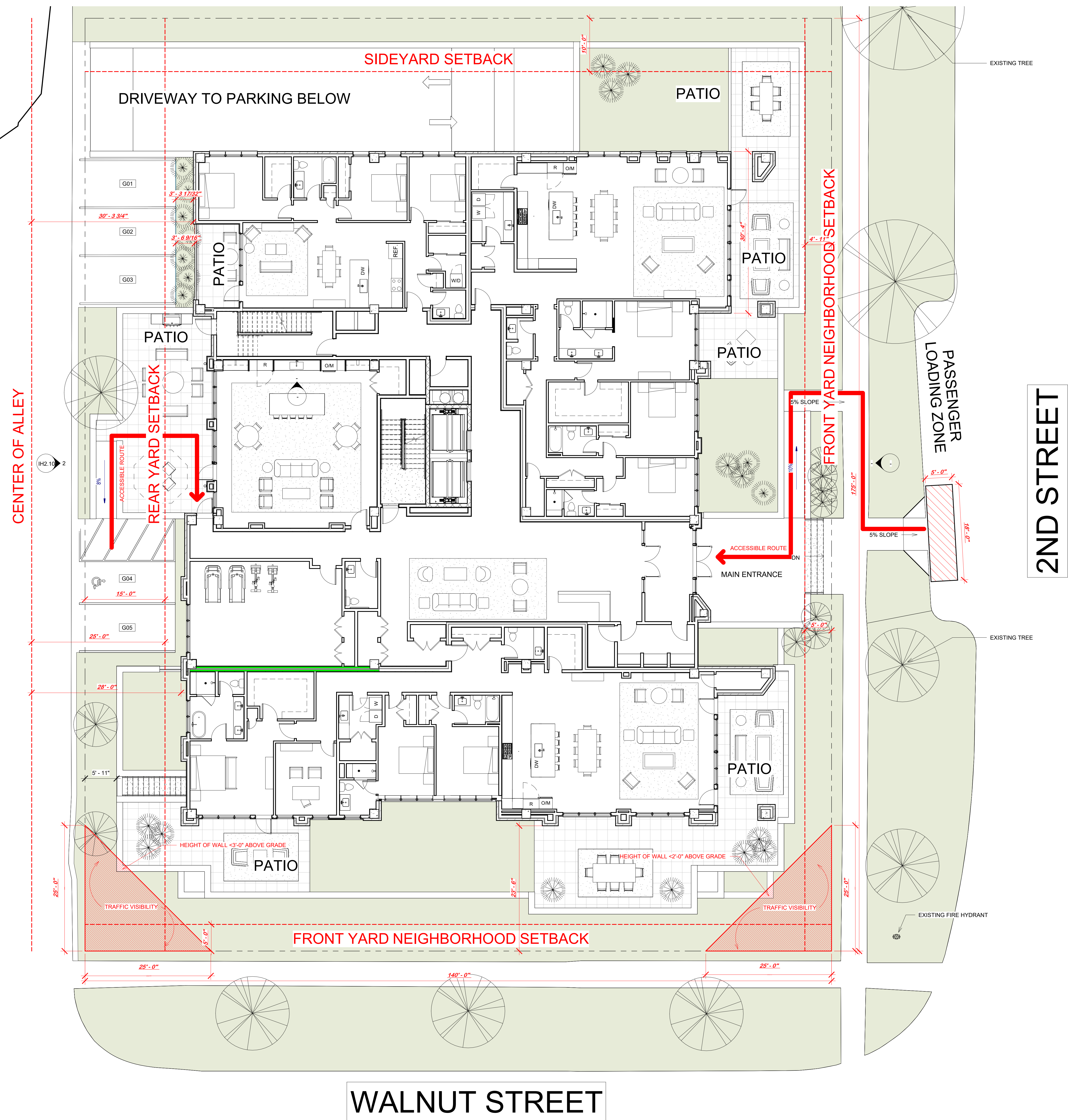
Drawn By	Author
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Checked By	Checker
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A0.02

Scale	1/8" = 1'-0"
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9/16/2025 11:47:11 AM



1 SITE PLAN - SETBACKS
1/8" = 1'-0"

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THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

BUILDING
STEP-BACK
SECTION

Project Number	202401
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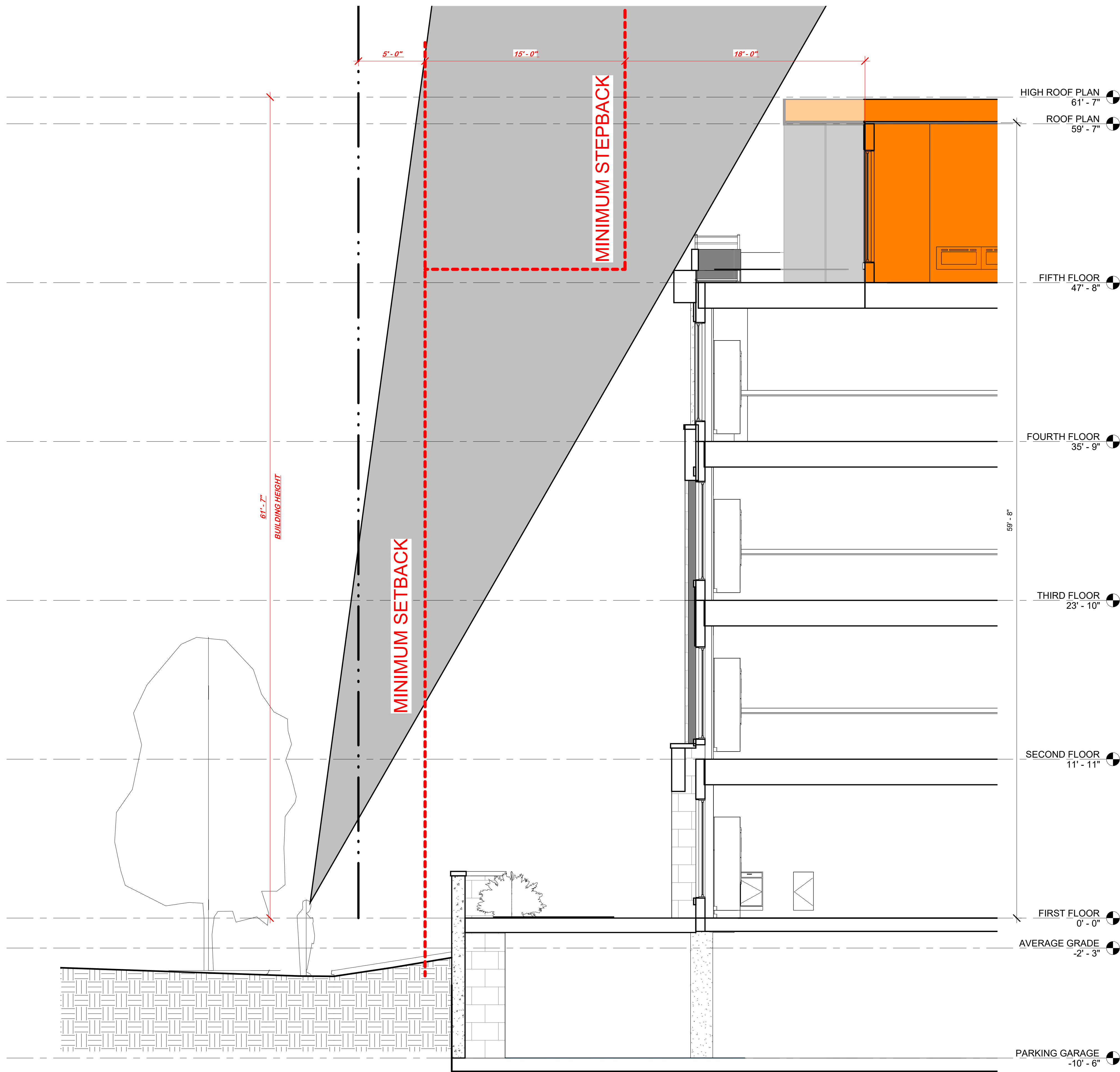
Date SEPT 16, 2025

Drawn By	Author
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Checked By	Checker
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A0.04

Scale $1/4" = 1'-0"$



1 BUILDING STEP BACK SECTION
1/4" = 1'-0"



BATH	Address of Development		1650 2nd Street			
	Name of Development					
	Calculation of Affordable Units					
	Requirements		Calc.	Row		
	Proposed Units before Mkt Rate Unit Bonus		16	Enter A		
	On-Site Affordable Units (included in base units above)		2	Enter B		
	Mkt. Rate Unit Bonus		3.0	B*1 = 5		
	Total Units (Mkt & Affordable w/Mkt Rate Bonus)		19	A+C = D		
	Required Proportion of Units Affordable Before Bonuses		20%	Code E		
	Effective Proportion Affordable After Mkt. Rate Unit Bonus		H/D	F		
Proportion of Total Units that are Affordable			10.5%	B/D = G		
Total Required Affordable Units			3.2	A*E = H		
Required Affordable Units by Cash Payment In-Lieu			1.2	H-B = I		
Required Cash Payment In-Lieu			\$22,480	I*\$185.4K = J		

How to Use This Form: Please enter in the grey cells above the appropriate number of units for your development to calculate the market rate unit bonus, total number of units, total number of affordable units required, payment in-lieu required, if any, pursuant to Sec. 150-2115 of the City of Highland Park Code. Begin by entering up to the maximum number of units for the development in the grey cells for the first row. If the development is a multi-unit development, include any additional units in the remaining rows. The total number of units for the development is the sum of the units in all rows. The total number of affordable units required is the sum of the units in all rows multiplied by the percentage of affordable units required, if any, pursuant to Sec. 150-2115 of the City of Highland Park Code. The payment in-lieu required is the total number of units for the development multiplied by the percentage of affordable units required, if any, pursuant to Sec. 150-2115 of the City of Highland Park Code. The total number of units for the development is the sum of the units in all rows. The total number of affordable units required is the sum of the units in all rows multiplied by the percentage of affordable units required, if any, pursuant to Sec. 150-2115 of the City of Highland Park Code. The payment in-lieu required is the total number of units for the development multiplied by the percentage of affordable units required, if any, pursuant to Sec. 150-2115 of the City of Highland Park Code.

Note: Applicants may make a cash payment in lieu of constructing some or all of the affordable units otherwise required if the development consists solely of 19 or fewer single family detached dwelling units.



1425 SF - 3 BEDROOMS, 1.5 BATH



KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

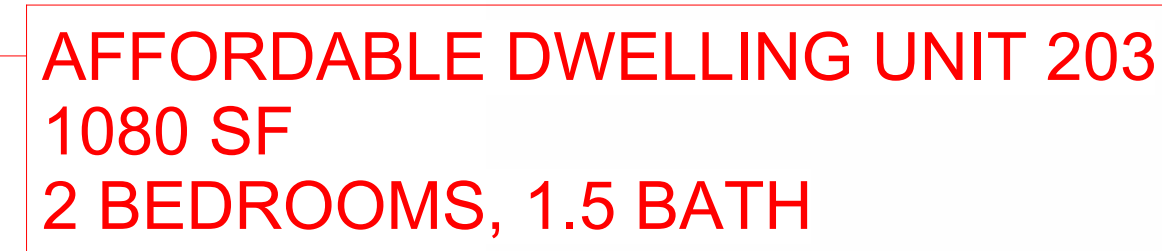
AFF. UNITS LOCATION PLAN

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

IH1.10

Scale As indicated

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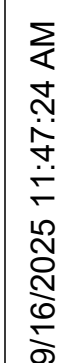
How to Use this Form: Please enter in the grey cells above the appropriate number of units for your development to calculate the market rate unit bonus, total number of units, total number of affordable units required, payment in-lieu of taxes, and the number of affordable units to be provided. The number of units in the grey cells is the total number of dwelling units allowed by the Zoning Code in Row A for the site in question, and then the number of non-affordable affordable units you will include within the Zoning Code in Row B. This would be the theoretical maximum number of affordable units that you could provide. The number of units in Row C is the number of units in Row A and Row B such that Row D results in that desired number of units.

Use the information in the grey cells to calculate the applicable tax and property owners' related to the calculation of affordability requirements. If any information shown on this table conflicts with the City's Zoning Code Section 120.2100 or development approvals they shall hold, not that table. **Questions?** Please call the Planning Department at 313.381.2200 or email planning@cityofdenver.org. For more information on the dwelling unit and can exceed the density limitations of the underlying Zoning District depending on the number of proposed dwelling units below the bonus is applied (Row A). **Table View:** December 18, 2012

Notes: The number of units in the grey cells may be less than the number of units required for the development consists solely of 1 or fewer single family detached dwelling units.

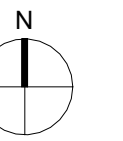
2 SECOND FLOOR - AFFORDABLE UNIT
202
1/2" = 1'-0"

1080 SF - 2 BEDROOMS, 1.5 BATH





KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

PUBLIC
PARKING

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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Checked By	Checker
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A0.09

Scale	1/8" = 1'-0"
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1 SITE PLAN - PUBLIC PARKING
1/8" = 1'-0"



2 SPACES PER UNIT > 1700 SF
1.5 SPACES PER UNIT 1000 SF - 1699 SF
1 SPACE PER UNIT < 1000 SF

17 UNITS > 1700 SF = 34 SPACES REQUIRED
2 UNITS 1000 SF - 1699 SF = 3 SPACES REQUIRED
TOTAL PARKING SPACES REQUIRED = 37

0.1 GUEST SPACES PER UNIT WHEN UNITS ARE GREATER THAN 10

19 UNITS TOTAL = 2 GUEST SPACES REQUIRED

TOTAL GUEST PARKING SPACES REQUIRED = 2

37 ASSIGNED PARKING SPACES PROVIDED ON LOWER LEVEL
(2 HANDICAPPED SPACES OF 37 TOTAL LOCATED ON LOWER LEVEL)

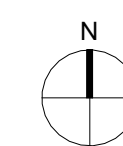
5 GUEST PARKING SPACES PROVIDED ON GRADE WITH ACCESS FROM ALLEY
(1 HANDICAPPED SPACE OF 5 TOTAL LOCATED AT GRADE)

TOTAL PARKING SPACES PROPOSED = 42

PARKING SCHEDULE			
Mark	Family	Type	Count
01	Parking Space	9' x 18' - 90 deg	1
02	Parking Space	9' x 18' - 90 deg	1
03	Parking Space	9' x 18' - 90 deg	1
04	Parking Space	9' x 18' - 90 deg	1
05	Parking Space	9' x 18' - 90 deg	1
06	Parking Space	9' x 18' - 90 deg	1
07	Parking Space	9' x 18' - 90 deg	1
08	Parking Space	9' x 18' - 90 deg	1
09	Parking Space	9' x 18' - 90 deg	1
10	Parking Space	9' x 18' - 90 deg	1
11	Parking Space	9' x 18' - 90 deg	1
12	Parking Space	9' x 18' - 90 deg	1
13	Parking Space	9' x 18' - 90 deg	1
14	Parking Space	9' x 18' - 90 deg	1
15	Parking Space	9' x 18' - 90 deg	1
16	Parking Space	9' x 18' - 90 deg	1
17	Parking Space	9' x 18' - 90 deg	1
18	Parking Space	9' x 18' - 90 deg	1
19	Parking Space	9' x 18' - 90 deg	1
20	Parking Space	9' x 18' - 90 deg	1
21	Parking Space	9' x 18' - 90 deg	1
22	Parking Space	9' x 18' - 90 deg	1
23	Parking Space	9' x 18' - 90 deg	1
24	Parking Space	9' x 18' - 90 deg	1
25	Parking Space	9' x 18' - 90 deg	1
26	Parking Space	9' x 18' - 90 deg	1
27	Parking Space	9' x 18' - 90 deg	1
28	Parking Space	9' x 18' - 90 deg	1
29	Parking Space	9' x 18' - 90 deg	1
30	Parking Space	9' x 18' - 90 deg	1
31	Parking Space	9' x 18' - 90 deg	1
32	Parking Space	9' x 18' - 90 deg	1
33	Parking Space - ADA	9' x 18' (4.5' Aisle)	1
34	Parking Space - ADA	9' x 18' (4.5' Aisle)	1
35	Parking Space	9' x 18' - 90 deg	1
36	Parking Space	9' x 18' - 90 deg	1
37	Parking Space	9' x 18' - 90 deg	1
38	Parking Space	9' x 18' - 90 deg	1
G01	Parking Space	9' x 18' - 90 deg	1
G02	Parking Space	9' x 18' - 90 deg	1
G03	Parking Space	9' x 18' - 90 deg	1
G04	Parking Space - ADA	8' x 18' (8' Aisle)	1
G05	Parking Space	9' x 18' - 90 deg	1
PARKING TOTAL: 43			43

PARKING TOTAL: 43	43
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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

A1.00

Scale $1/8" = 1'-0"$

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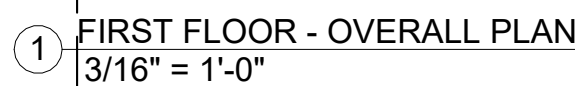


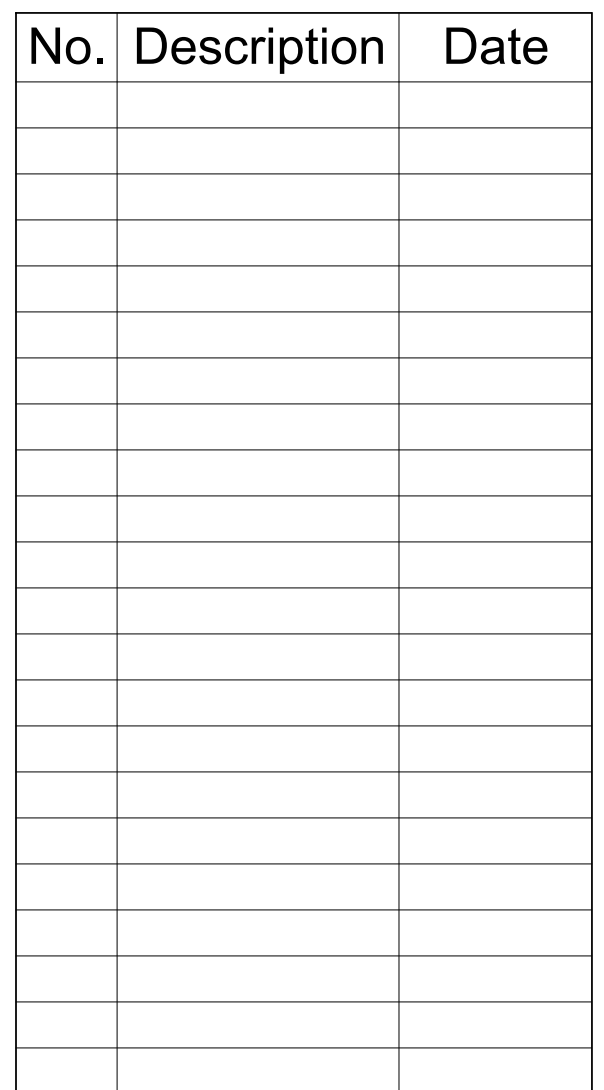
THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

Scale	As indicated
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Scale	As indicated
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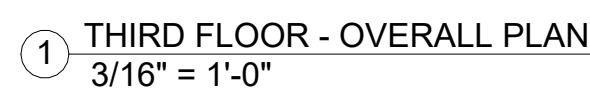


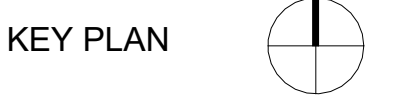
THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

Scale	As indicated
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THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

Scale	As indicated
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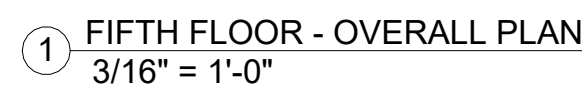




THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

Scale	As indicated
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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

EAST
ELEVATION

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

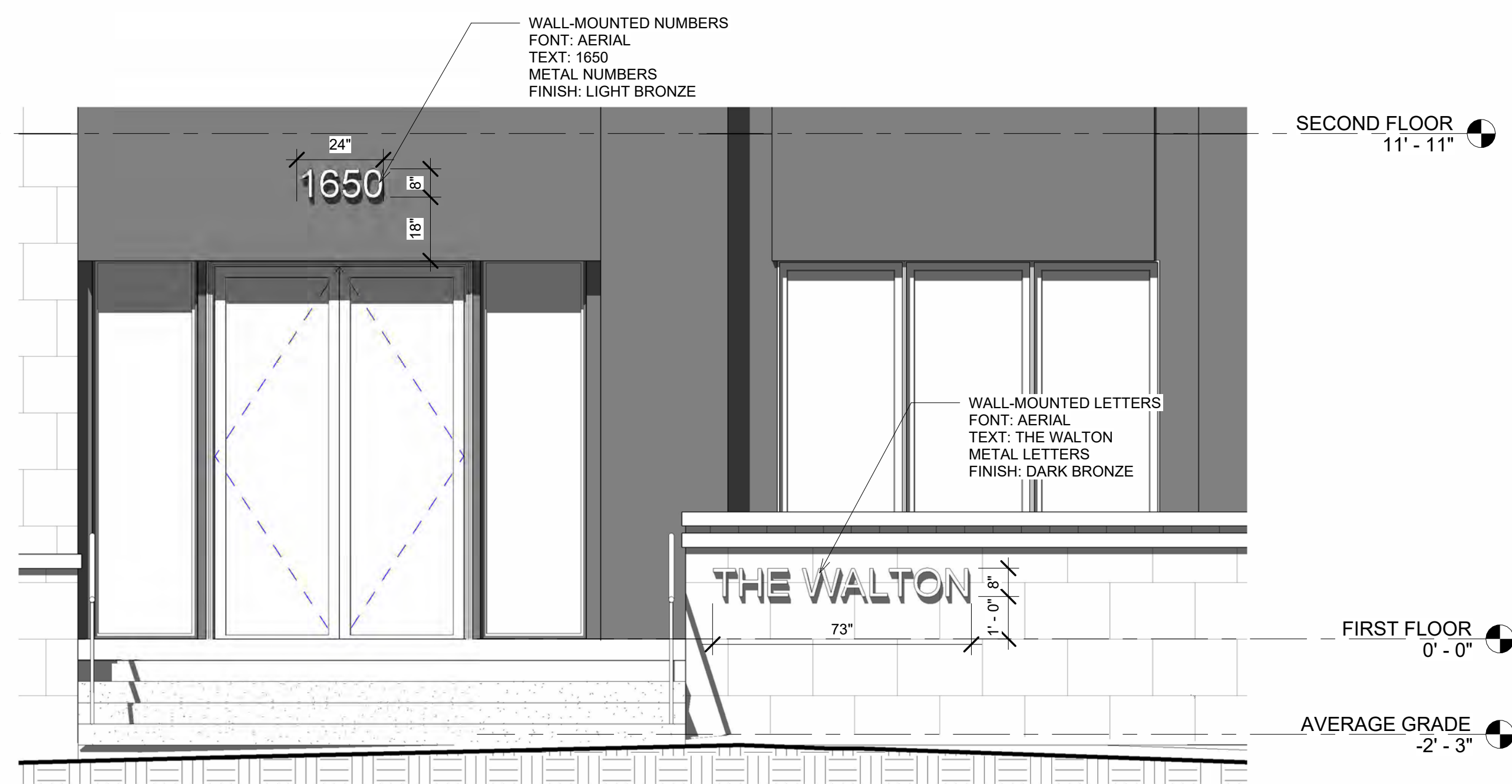
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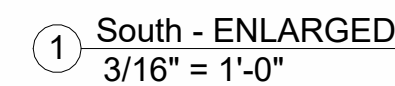
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① East - ENLARGED
3/16" = 1'-0"



2 EAST ELEVATION - BUILDING ADDRESS
& SIGNAGE
3/8" = 1'-0"



KEY PLAN



THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

SOUTH
ELEVATION

Project Number	202401
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Date SEPT 16, 2025

Drawn By	Author
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Checked By	Checker
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A3.20

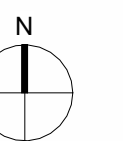
Scale $3/16" = 1'-0"$



FIRST FLOOR 0' - 0"

AVERAGE GRADE -2' - 3"

KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

WEST
ELEVATION

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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Checked By	Checker	AM
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A3.30

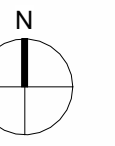
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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

NORTH
ELEVATION

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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Checked By	Checker
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A3.40

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

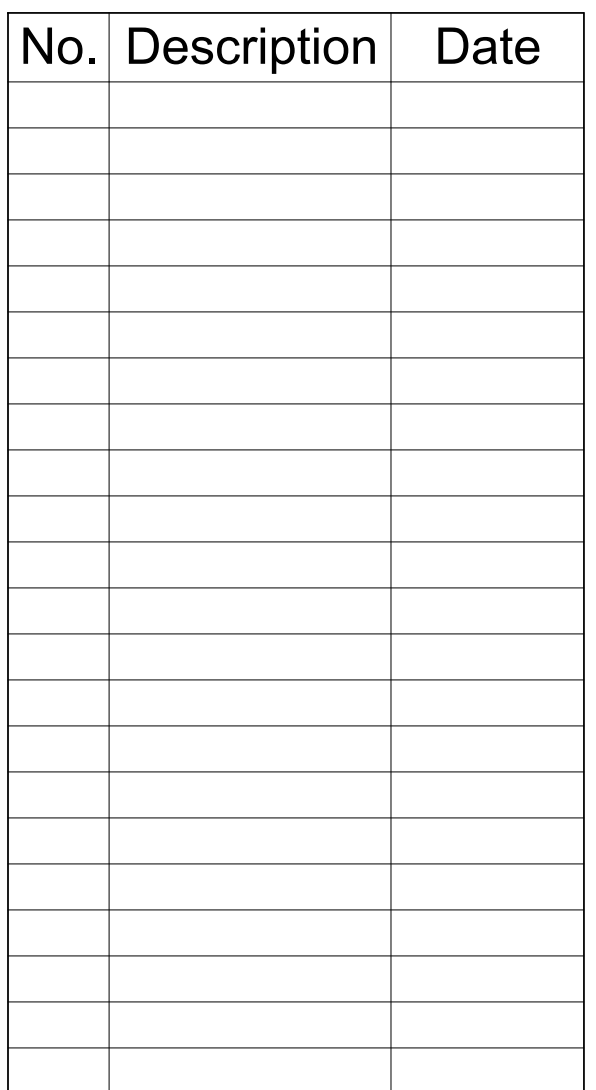
9/16/2025 11:09:21 AM



① North - ENLARGED
3/16" = 1'-0"



KEY PLAN



THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

ROOF PLAN

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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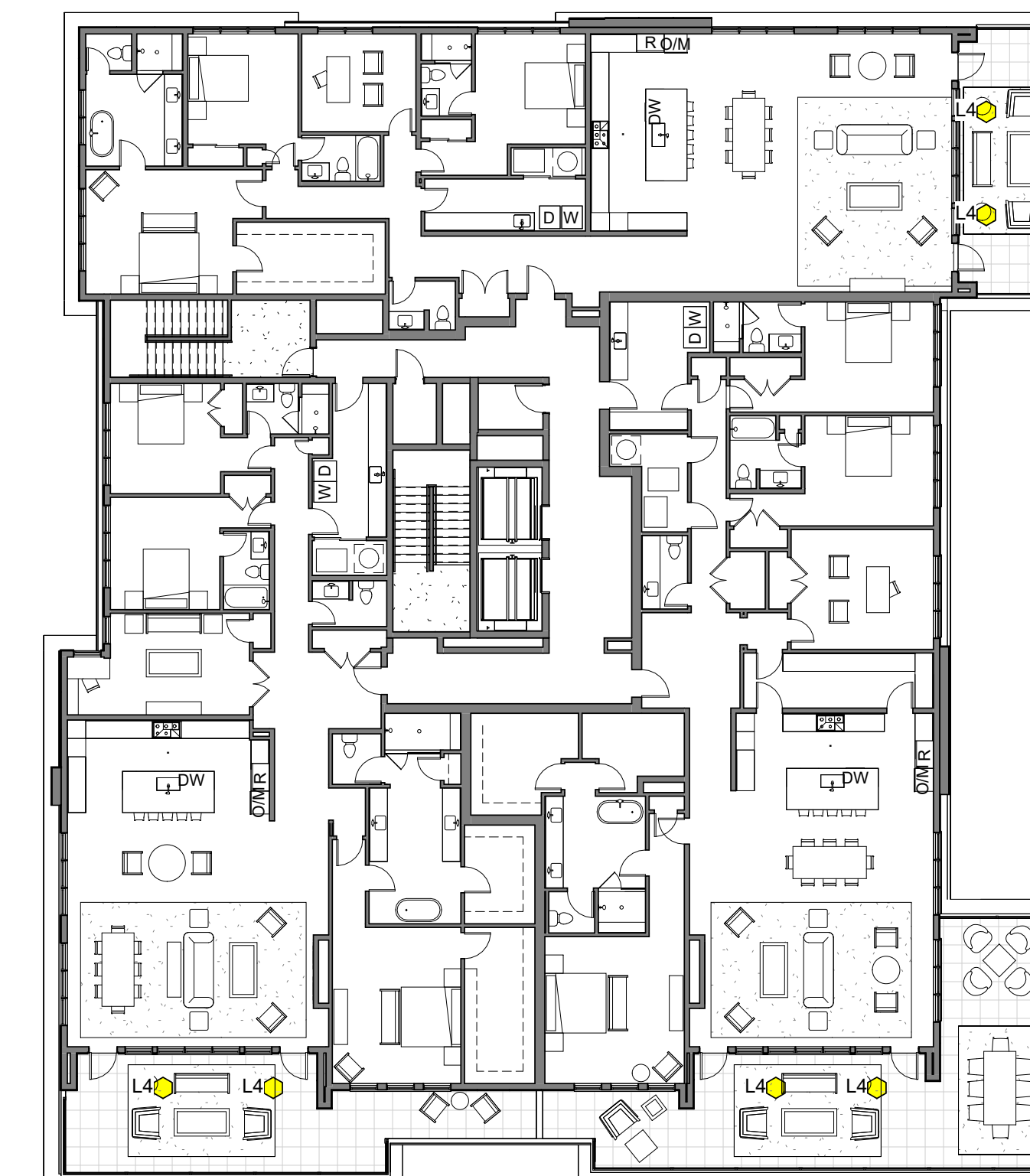
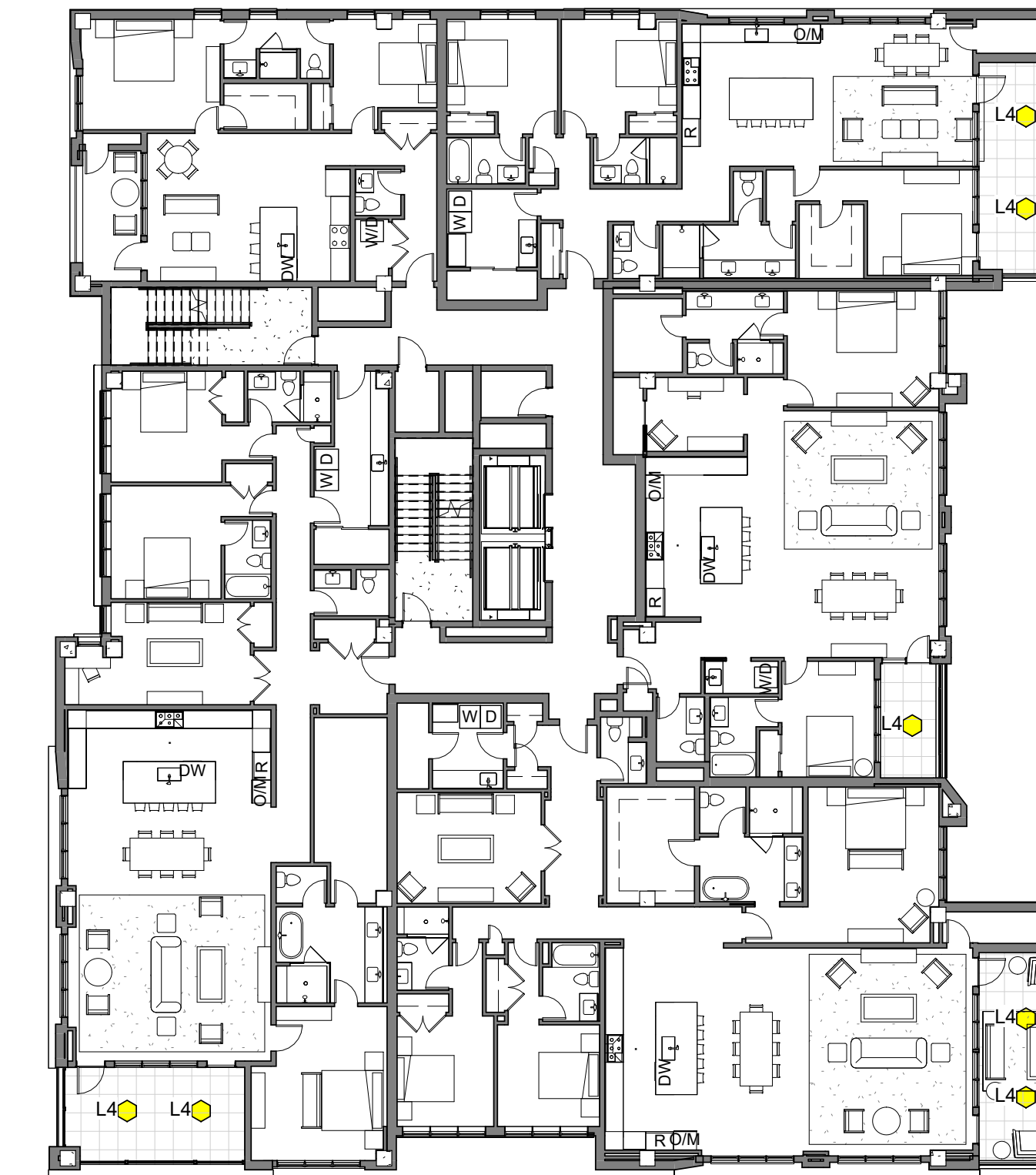
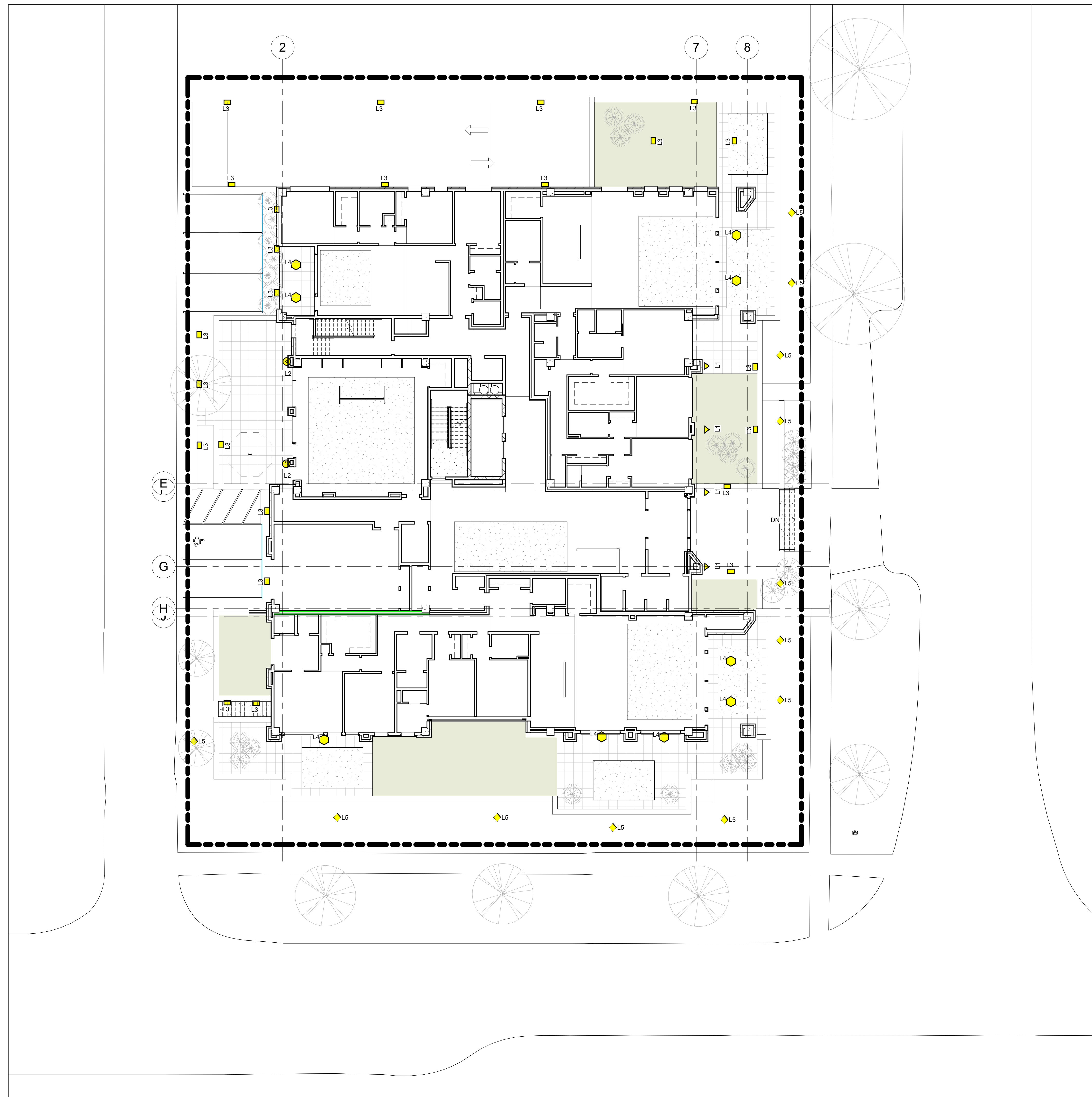
Checked By	Checker
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A5.00

Scale	1/8" = 1'-0"
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1 ROOF PLAN
1/8" = 1'-0"



FIRST FLOOR LUMINAIRE SCHEDULE					
	TYPE	QTY	DESCRIPTION	LLF	HEIGHT
L1		4	COLUMN UP LIGHTING (LIGHTING (FACE))		@ GRADE
L2		2	700 OWTWR 830 18 C H UNV S 12V OUTPUT	0.950	5'-0" ABOVE GRADE
L3		24	700 OS IKN 92730 B 120	0.950	1'-6" ABOVE GRADE
L4		9	EN3R LO 9 30 40 A I / EN3R F B S W	0.950	10" CEILING
L5		12	LANDSCAPE LIGHTING - TERRACE WALLS	0.950	@ GRADE

Legend 2
1/4" = 1'-0"



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KEY PLAN

[illegible]

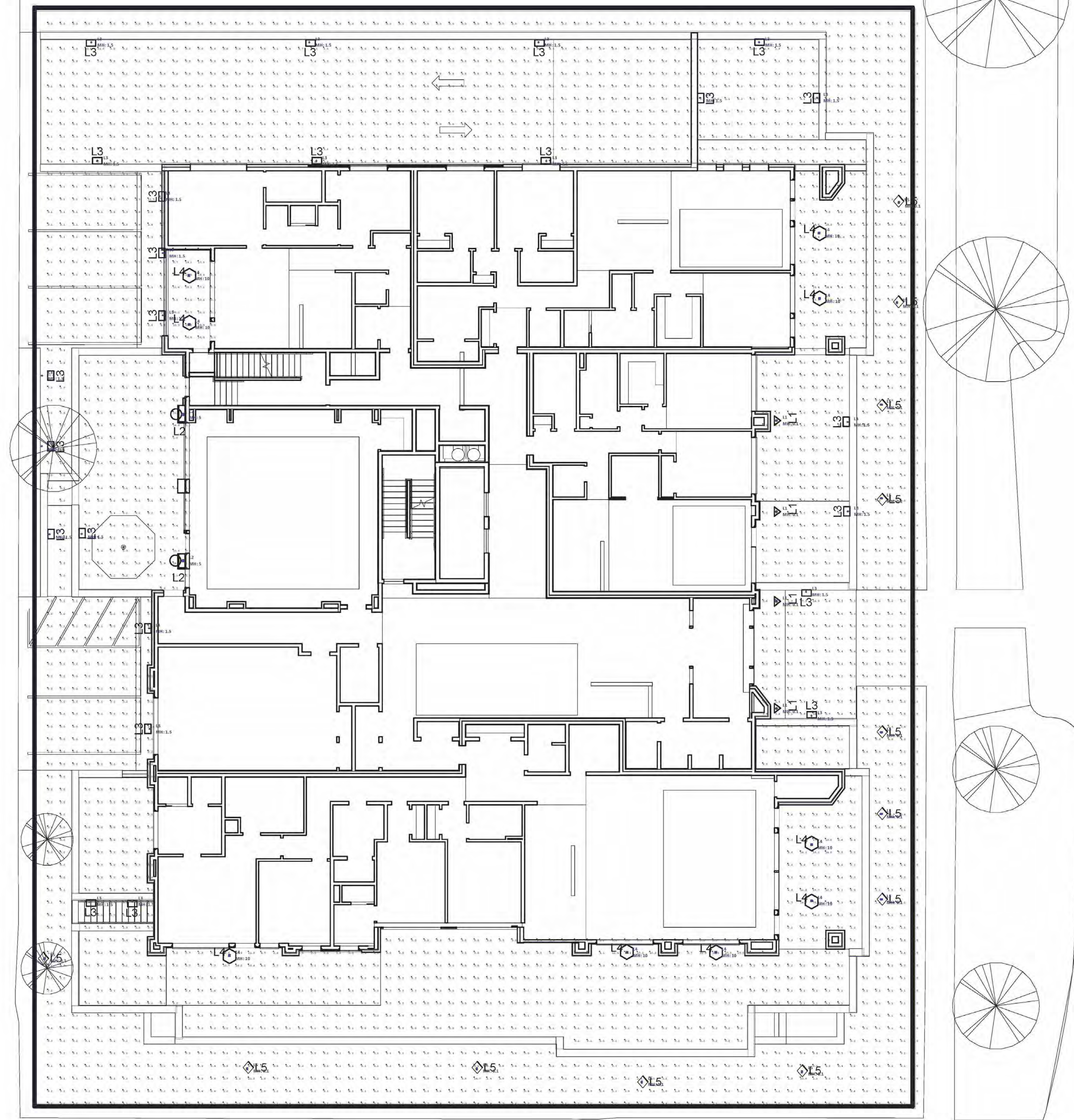
THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

SITE LIGHTING

Project Number	202401
Date	SEPT 16, 2025
Drawn By	Author
Checked By	Checker

A8.10

Scale As indicated



Luminaire Schedule				
Symbol	Qty	LLF	Description	Type
	22	0.950	EN3R LO 9 30 40 A I EN3R F B S W	L4
	24	0.950	700OSIKN92730x120	L3
	4	0.950	SAF1 LED P3 30K 80CRI 15DEG MVOLT L1 C2	L1
	2	0.950	700 OWTUR 830 18 C H UNV	L2
	12	0.950	SAF1 LED P3 30K 80CRI 70DEG MVOLT L1 C1	L5

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Object_1_Planar	Illuminance	Fc	7.33	18.5	0.7	10.47	26.43
Object_11_Planar	Illuminance	Fc	1.28	76.6	0.0	N.A.	N.A.
Object_2_Planar	Illuminance	Fc	8.88	18.4	2.1	4.23	8.76
Object_3_Planar	Illuminance	Fc	7.44	18.1	0.6	12.40	30.17
Object_5_Planar	Illuminance	Fc	8.42	19.4	0.8	10.53	24.25
Object_7_Planar	Illuminance	Fc	5.17	18.6	0.2	25.85	93.00
Object_8_Planar	Illuminance	Fc	2.52	18.7	0.0	N.A.	N.A.

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Notes :

1. Calculation Work Plane : Ground / Floor Level
2. Fixture Mounting Height : Noted Above
3. Calculation Point Spacing : 2' x 2'

LIGHTING & CONTROLS

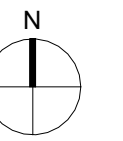
ASK

1650 2nd St - Highland Park



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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

LIGHTING METRICS

Project Number	202401
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Date **SEPT 16, 2025**

Drawn By	Author
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Checked By	Checker
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A8.20

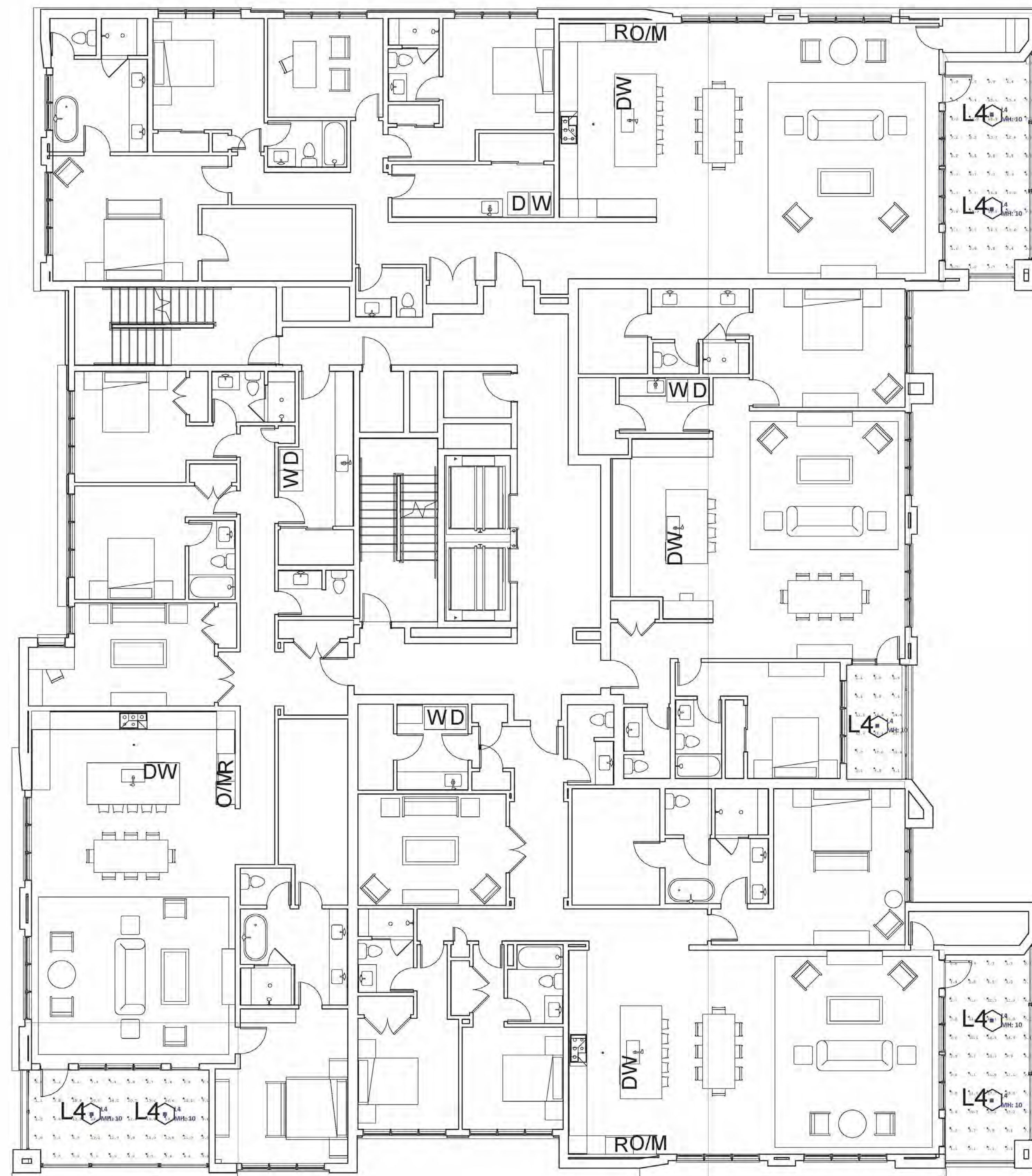
Scale

Drawn By: Scott Shellberg

Date: 4/15/2025

Notes :

Page 1 of 3



Luminaire Schedule				
Symbol	Qty	LLF	Description	Type
	22	0.950	EN3R LO 9 30 40 A I EN3R F B S W	L4
	24	0.950	700OSIKN92730x120	L3
	4	0.950	SAF1 LED P3 30K 80CRI 15DEG MVOLT L1 C2	L1
	2	0.950	700 OWTUR 830 18 C H UNV	L2
	12	0.950	SAF1 LED P3 30K 80CRI 70DEG MVOLT L1 C1	L5

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Object_1_Planar	Illuminance	Fc	7.33	18.5	0.7	10.47	26.43
Object_11_Planar	Illuminance	Fc	1.28	76.6	0.0	N.A.	N.A.
Object_2_Planar	Illuminance	Fc	8.88	18.4	2.1	4.23	8.76
Object_3_Planar	Illuminance	Fc	7.44	18.1	0.6	12.40	30.17
Object_5_Planar	Illuminance	Fc	8.42	19.4	0.8	10.53	24.25
Object_7_Planar	Illuminance	Fc	5.17	18.6	0.2	25.85	93.00
Object_8_Planar	Illuminance	Fc	2.52	18.7	0.0	N.A.	N.A.

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Notes :

1. Calculation Work Plane : Ground / Floor Level
2. Fixture Mounting Height : Noted Above
3. Calculation Point Spacing : 2' x 2'

Drawn By: Scott Shellberg

Date: 4/15/2025

Notes:

Page 2 of 3

LIGHTING & CONTROLS

ASK

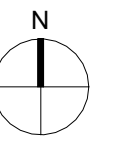
1650 2nd St - Highland Park



FULTON

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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

LIGHTING METRICS

Project Number	202401
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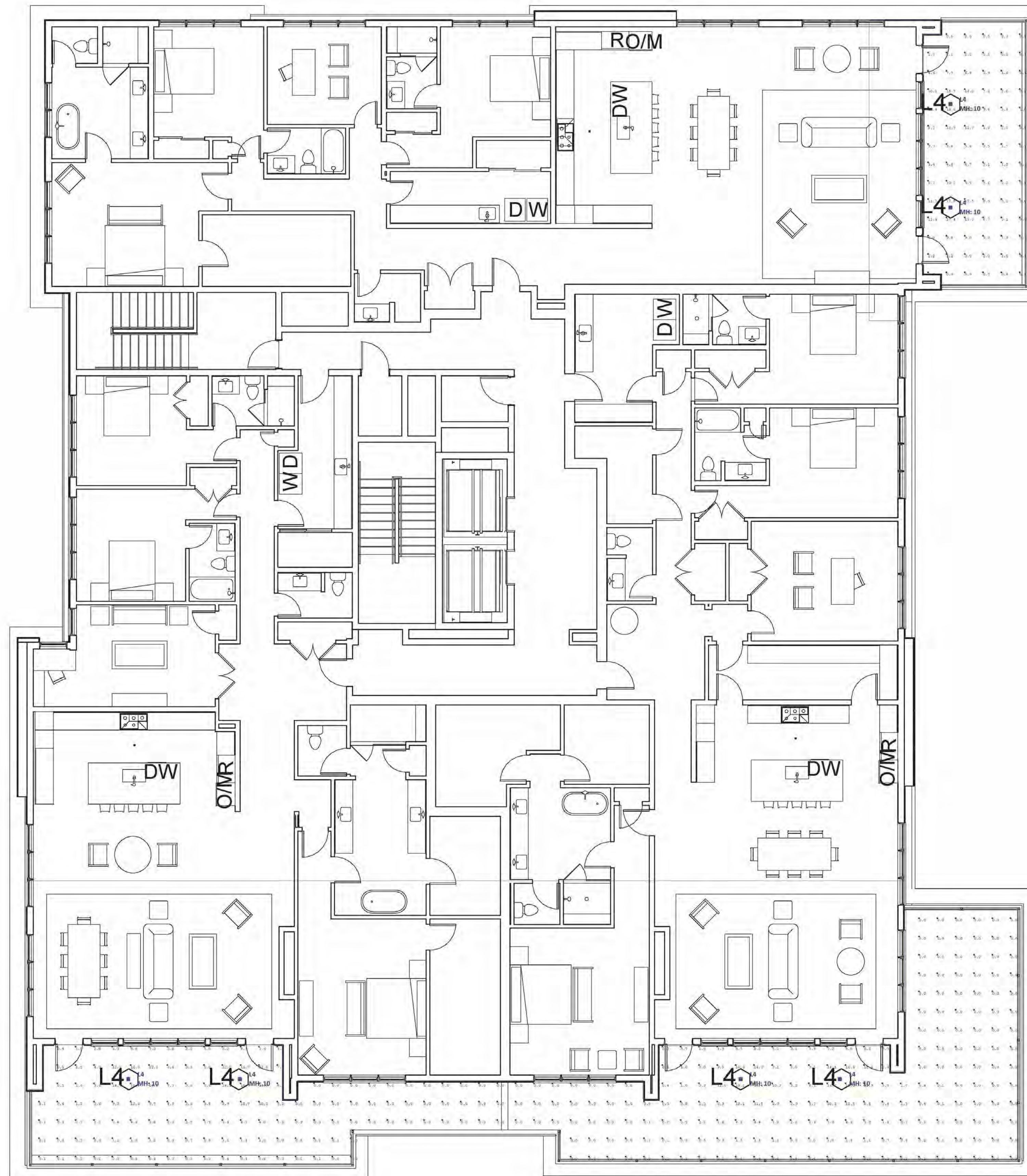
Date **SEPT 16, 2025**

Drawn By	Author
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Checked By	Checker
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A8.30

Scale



Luminaire Schedule				
Symbol	Qty	LLF	Description	Type
	22	0.950	EN3R LO 9 30 40 A I EN3R F B S W	L4
	24	0.950	700OSIKN92730x120	L3
	4	0.950	SAF1 LED P3 30K 80CRI 15DEG MVOLT L1 C2	L1
	2	0.950	700 OWTUR 830 18 C H UNV	L2
	12	0.950	SAF1 LED P3 30K 80CRI 70DEG MVOLT L1 C1	L5

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Object_1_Planar	Illuminance	Fc	7.33	18.5	0.7	10.47	26.43
Object_11_Planar	Illuminance	Fc	1.28	76.6	0.0	N.A.	N.A.
Object_2_Planar	Illuminance	Fc	8.88	18.4	2.1	4.23	8.76
Object_3_Planar	Illuminance	Fc	7.44	18.1	0.6	12.40	30.17
Object_5_Planar	Illuminance	Fc	8.42	19.4	0.8	10.53	24.25
Object_7_Planar	Illuminance	Fc	5.17	18.6	0.2	25.85	93.00
Object_8_Planar	Illuminance	Fc	2.52	18.7	0.0	N.A.	N.A.

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Notes :

1. Calculation Work Plane : Ground / Floor Level
2. Fixture Mounting Height : Noted Above
3. Calculation Point Spacing : 2' x 2'

Drawn By: Scott Shellberg

Date: 4/15/2025

Notes :

Page 3 of 3

LIGHTING & CONTROLS

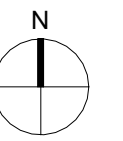
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1650 2nd St - Highland Park



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KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

LIGHTING METRICS

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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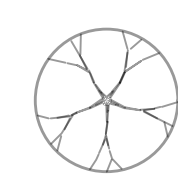
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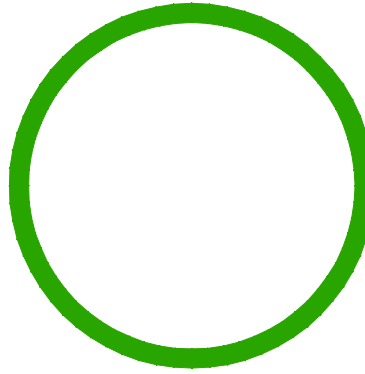
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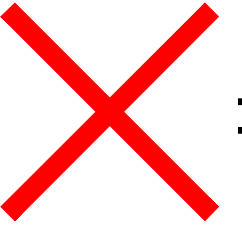
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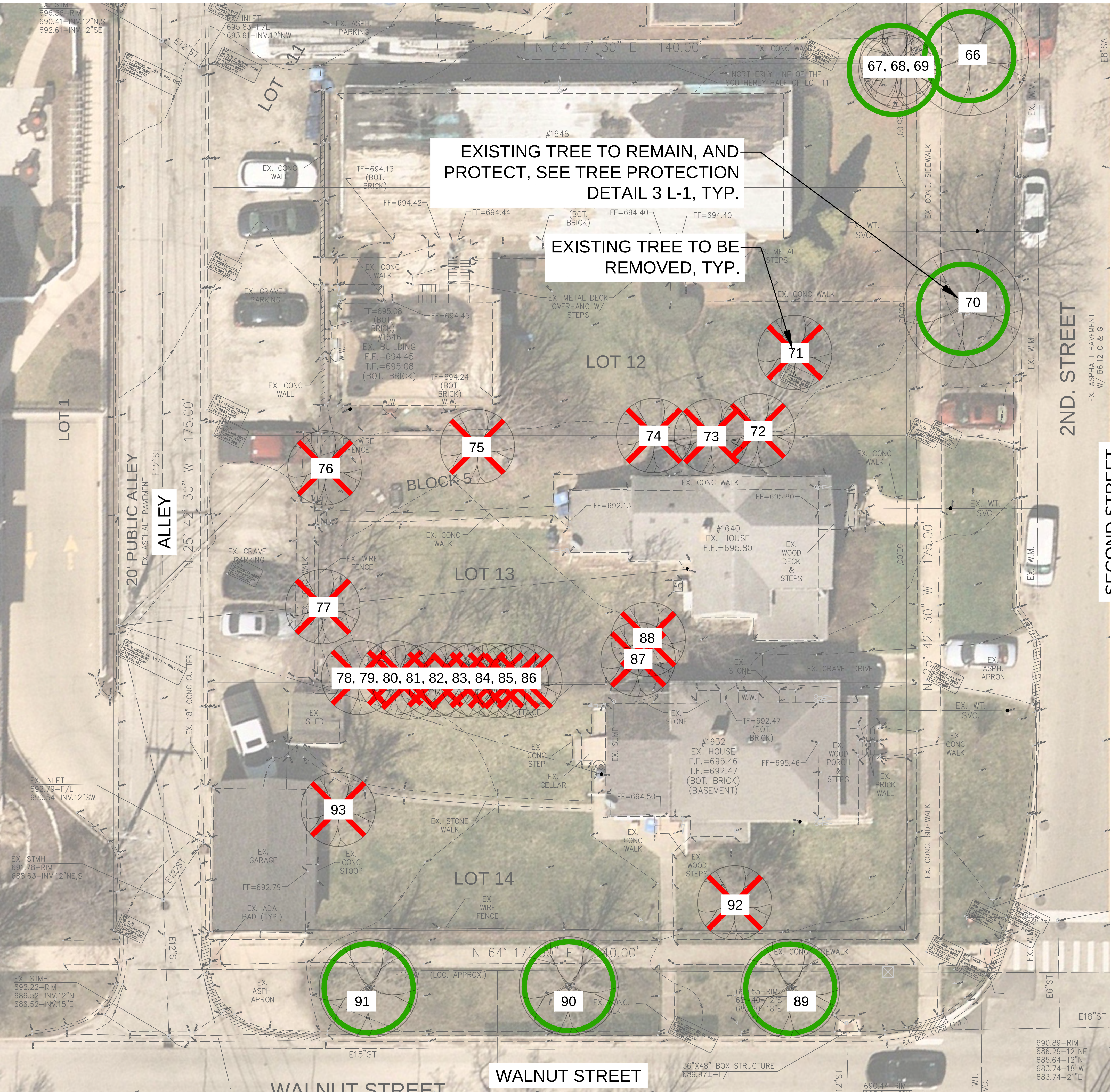
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LEGEND:

 : EXISTING TREES

 TREE PROTECTION FENCE

 : TREE REMOVAL SYMBOL



1 TREE REMOVAL PLAN (SURVEY BY GREENGARD INC. TREE INVENTORY BY SUNRISE TREE CARE)
SCALE: NTS

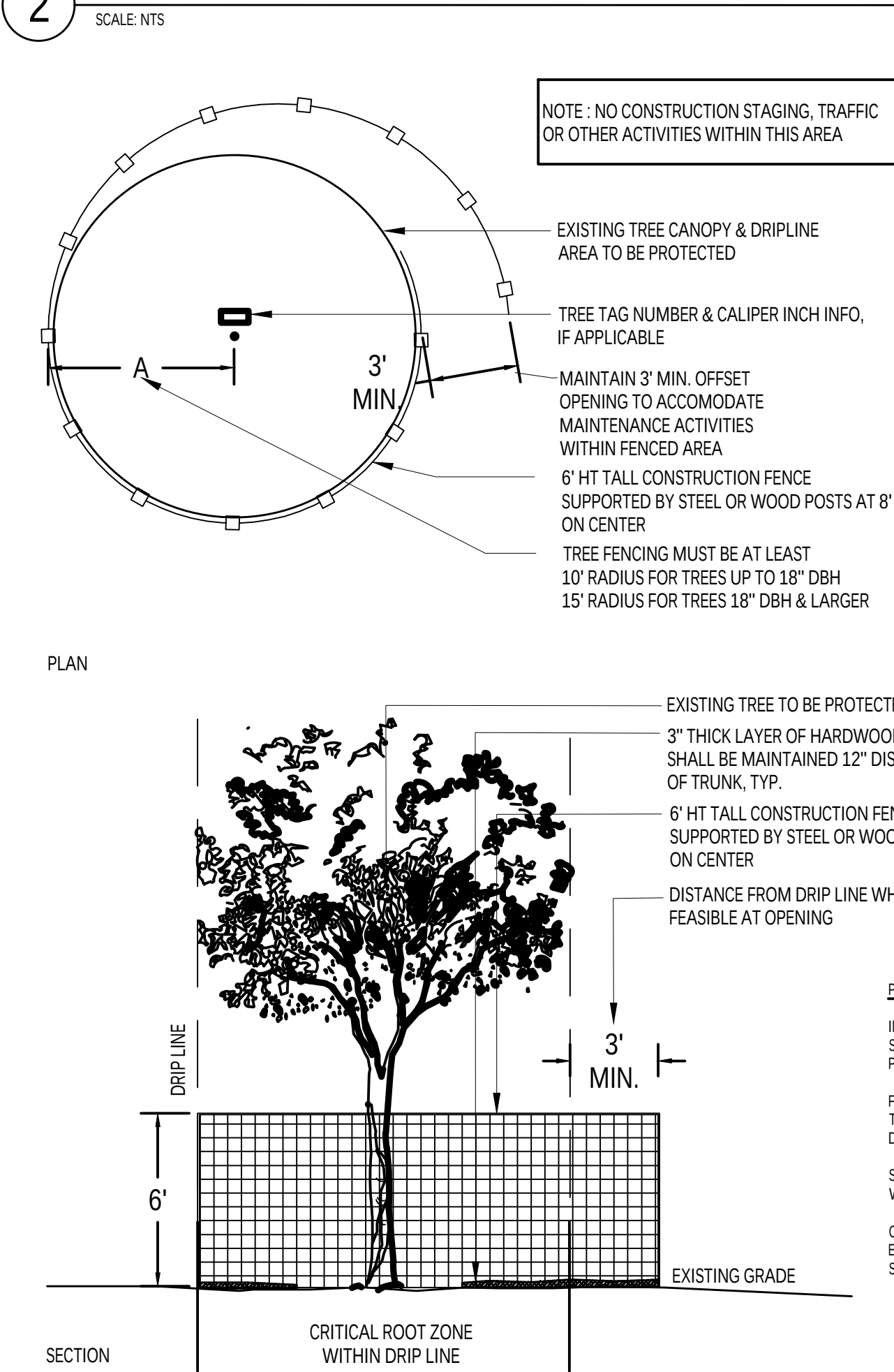
PROPOSED TREE REMOVALS PLAN
1650 SECOND STREET
HIGHLAND PARK, IL

TREE INVENTORY

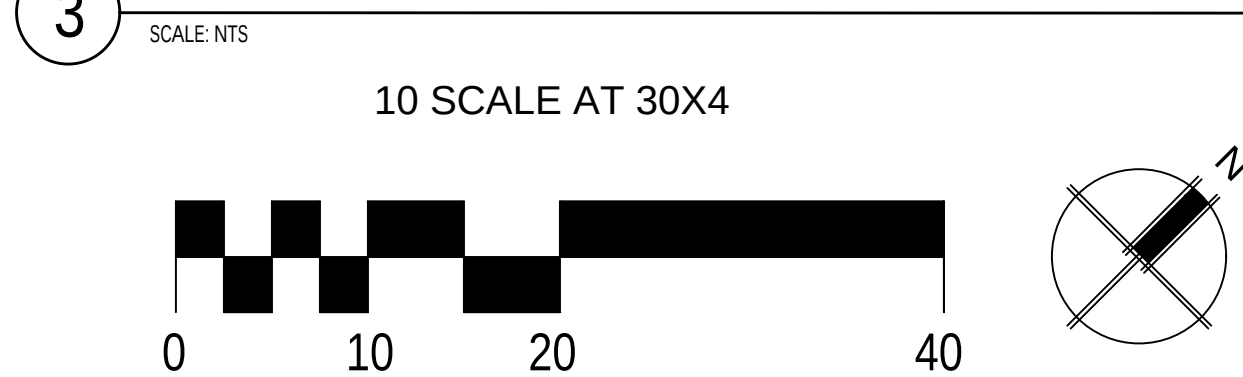
TREE TAG #	SIZE (DBH)	SPECIES	CONDITION 1-6 (1 IS BEST, 6 IS DEAD)	ACTION	REMARKS	CATEGORY	REPLACEMENT FACTOR	REPLACEMENT CATEGORY
66	23"	NORWAY MAPLE	3	PRESERVE	STREET TREE	PROTECTED	N/A	---
67	14"	AMERICAN ELM	3	PRESERVE		PROTECTED	N/A	---
68	5"	NORWAY MAPLE	3	PRESERVE		N/A	N/A	---
69	7"	NORWAY MAPLE	3	PRESERVE		N/A	N/A	---
70	23"	LINDEN	3	PRESERVE	STREET TREE	PROTECTED	N/A	---
71	24"	PRUNUS	4	REMOVE		PROTECTED	2 TREES	A OR B OR C
72	16"	BLACK CHERRY	3	REMOVE		PROTECTED	2 TREES	A OR B OR C
73	11"	AMERICAN ELM	6	REMOVE	DEAD	PROTECTED	NONE	---
74	7"	AMERICAN ELM	3	REMOVE		N/A	NONE	---
75	14"	TREE OF HEAVEN	3	REMOVE	INVASIVE	PROTECTED	NONE	---
76	14"	HACKBERRY	3	REMOVE		KEY TREE	3 TREES	A OR B
77	13"	BLACK WALNUT	3	REMOVE		KEY TREE	3 TREES	A OR B
78	8"	AMERICAN ELM	3	REMOVE		PROTECTED	2 TREES	A OR B OR C
79	7"	AMERICAN ELM	3	REMOVE		N/A	NONE	---
80	7"	AMERICAN ELM	3	REMOVE		N/A	NONE	---
81	8"	AMERICAN ELM	3	REMOVE		PROTECTED	2 TREES	A OR B OR C
82	6"	PRUNUS	6	REMOVE	DEAD	N/A	NONE	---
83	6"	AMERICAN ELM	3	REMOVE		N/A	NONE	---
84	6"	CRABAPPLE	3	REMOVE		N/A	NONE	---
85	6"	AMERICAN ELM	3	REMOVE		N/A	NONE	---
86	8"	AMERICAN ELM	4	REMOVE		PROTECTED	2 TREES	A OR B OR C
87	12"	AMERICAN ELM	3	REMOVE		PROTECTED	2 TREES	A OR B OR C
88	9"	AMERICAN ELM	3	REMOVE		PROTECTED	2 TREES	A OR B OR C
89	14"	GINKGO	3	PRESERVE	STREET TREE	KEY TREE	N/A	---
90	13"	GINKGO	3	PRESERVE	STREET TREE	KEY TREE	N/A	---
91	12"	GINKGO	3	PRESERVE	STREET TREE	KEY TREE	N/A	---
92	14"	PEAR	3	REMOVE	INVASIVE	PROTECTED	NONE	---
93	15"	PEAR	3	REMOVE	INVASIVE	PROTECTED	NONE	---
TOTAL							20 TREES	

SEE TREE REPLACEMENT CALCULATION ON SHEET L-3

2 TREE SURVEY TABLE (INVENTORY BY SUNRISE TREE CARE)



3 TREE PROTECTION DETAIL



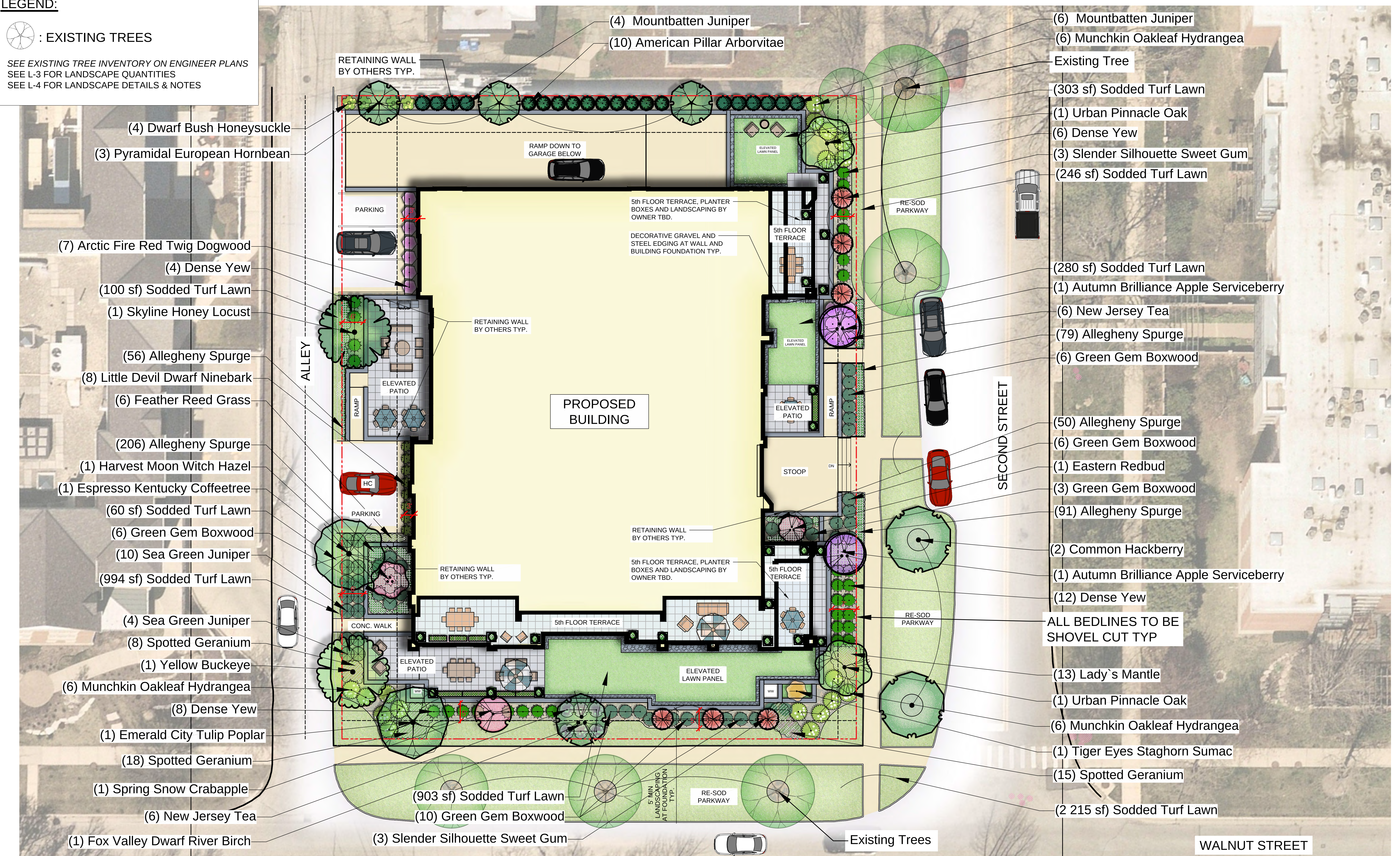
L-1



April 25, 2025

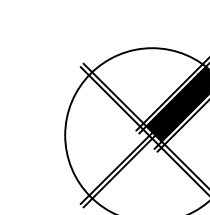
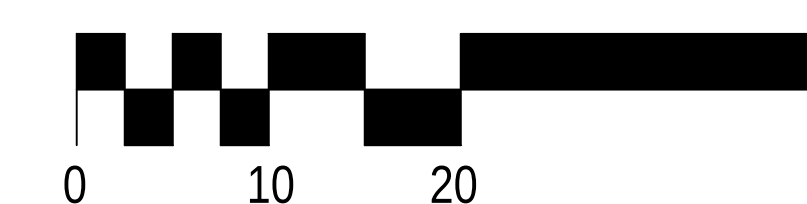
 : EXISTING TREES

SEE EXISTING TREE INVENTORY ON ENGINEER PLANS
SEE L-3 FOR LANDSCAPE QUANTITIES
SEE L-4 FOR LANDSCAPE DETAILS & NOTES



HIGHLAND PARK, IL

10 SCALE AT 30X4



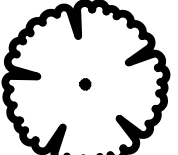
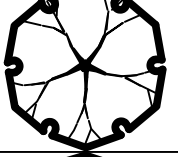
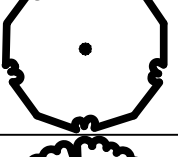
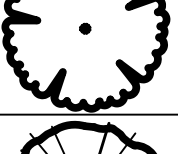
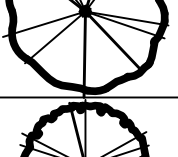
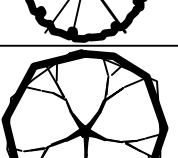
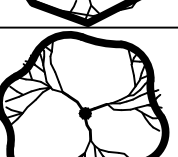
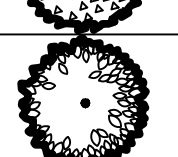
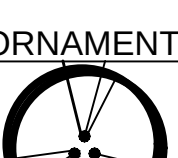
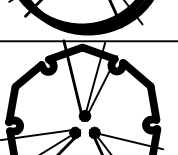
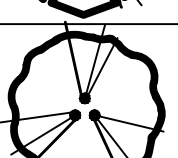
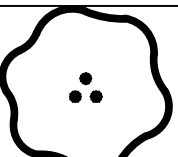
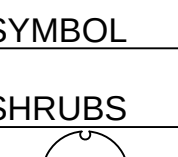
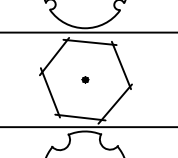
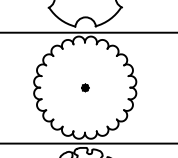
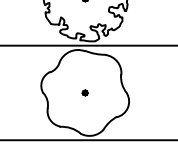
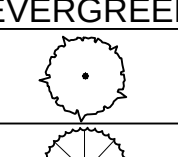
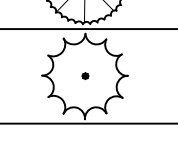
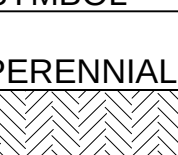
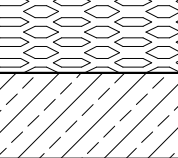
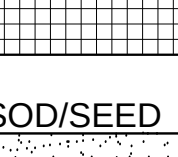
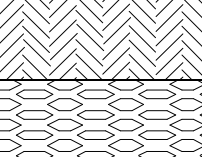
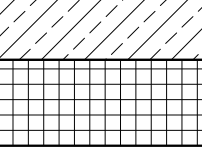
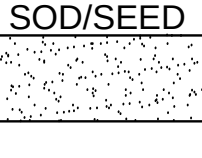
April 25, 2025



FULTON
DESIGN+BUILD



L-2

PLANT SCHEDULE OVERALL					
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING
TREES					
	1	AESCULUS FLAVA / YELLOW BUCKEYE	3" CAL.	B&B	AS SHOWN
	3	CARPINUS BETULUS 'FASTIGIATA' / PYRAMIDAL EUROPEAN HORNBEAN	8' HT.	B&B	AS SHOWN
	2	CELTIS OCCIDENTALIS 'CHICAGOLAND' / COMMON HACKBERRY	3" CAL.	B&B	AS SHOWN
	1	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / SKYLINE HONEY LOCUST	3" CAL.	B&B	AS SHOWN
	1	GYMNOCLADUS DIOICA 'ESPRESSO' / ESPRESSO KENTUCKY COFFEETREE	3" CAL.	B&B	AS SHOWN
	6	LIQUIDAMBAR STYRACIFLUA 'SLENDER SILHOUETTE' / SLENDER SILHOUETTE SWEET GUM	3" CAL.	B&B	AS SHOWN
	1	LIRIODENDRON TULIPIFERA 'JFS-OZ' / EMERALD CITY TULIP POPLAR	3" CAL.	B&B	AS SHOWN
	2	QUERCUS MACROCARPA 'JFS-KW3' / URBAN PINNACLE OAK	3" CAL.	B&B	AS SHOWN
EVERGREEN TREES					
	10	JUNIPERUS CHINENSIS 'MOUNTBATTEN' / MOUNTBATTEN JUNIPER	8' HT.	B&B	AS SHOWN
	10	THUJA OCCIDENTALIS 'AMERICAN PILLAR' / AMERICAN PILLAR ARBORVITAE	8' HT.	B&B	AS SHOWN
ORNAMENTAL TREE					
	2	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY	8' HT., MULTI-STEM	B&B	AS SHOWN
	1	BETULA NIGRA 'LITTLE KING' / FOX VALLEY DWARF RIVER BIRCH	8' HT., MULTI-STEM	B&B	AS SHOWN
	1	CERCIS CANADENSIS / EASTERN REDBUD	8' HT., MULTI-STEM	B&B	AS SHOWN
	1	HAMAMELIS VIRGINIANA 'HARVEST MOON' / HARVEST MOON WITCH HAZEL	8' HT., MULTI-STEM	B&B	AS SHOWN
	1	MALUS 'SPRING SNOW' / SPRING SNOW CRABAPPLE	8' HT.	B&B	AS SHOWN
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING
SHRUBS					
	12	CEANOTHUS AMERICANUS / NEW JERSEY TEA	24" HT.	POT	AS SHOWN
	7	CORNUS SERICEA 'FARROW' / ARCTIC FIRE RED TWIG DOGWOOD	24" HT.	POT	AS SHOWN
	4	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	24" HT.	POT	AS SHOWN
	18	HYDRANGEA QUERCIFOLIA 'MUNCHKIN' / MUNCHKIN OAKLEAF HYDRANGEA	24" HT.	POT	AS SHOWN
	8	PHYSOCARPUS OPULIFOLIUS 'LITTLE DEVIL' / LITTLE DEVIL DWARF NINEBARK	24" HT.	POT	AS SHOWN
	1	RHUS TYPHINA 'BALTIGER' / TIGER EYES STAGHORN SUMAC	36" HT.	B&B	AS SHOWN
EVERGREEN SHRUBS					
	31	BUXUS X 'GREEN GEM' / GREEN GEM BOXWOOD	24" HT.	POT	AS SHOWN
	14	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	24" HT.	POT	AS SHOWN
	30	TAXUS X MEDIA / DENSE YEW	24" HT.	POT	AS SHOWN
SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	CONTAINER	
PERENNIALS & ORNAMENTAL GRASSES					
	13	ALCHEMILLA MOLLIS / LADY'S MANTLE	1 GAL.	POT	24" o.c.
	6	CALAMAGROSTIS X ACUTIFLORA 'AVALANCHE' / FEATHER REED GRASS	1 GAL.	POT	24" o.c.
	41	GERANIUM MACULATUM / SPOTTED GERANIUM	1 GAL.	POT	24" o.c.
	487	PACHYSANDRA PROCUMBENS / ALLEGHENY SPURGE	1 GAL.	POT	12" o.c.
SOD/SEED					
	7 585 SF	SODDED TURF LAWN (SEED AND BLANKET) / SODDED TURF LAWN	SOD		

1

PLANTING SCHEDULE

SCALE: NTS

LANDSCAPE SCHEDULE

1650 SECOND STREET

HIGHLAND PARK, IL

LANDSCAPE PLANTING QUANTITIES					
TYPE OF TREE / SHRUB	NUMBER OF TREES / SHRUBS REQUIRED	CALCULATION	SIZE AND VARIETY	PLANTS REQUIRED	PLANTS PROVIDED
Shade or Ornamental Trees	3 caliper inches for every 40 linear feet of the subject lot length or major fraction thereof (measured at the lot line)	609 / 40 = 16	Minimum of 3 caliper inches or 8-foot height at installation. No fewer than 3 types, no one type to exceed 50% of total	16	23 INCLUDING (2 STREETS TREES)
Evergreen Trees	3 caliper inches for every 60 linear feet of the subject lot length or major fraction thereof (measured at the lot line), except for lot lines adjacent to streets	609 / 60 = 11	Minimum of 3 caliper inches or 8-foot height at installation	11	20
Shrubs	1 for every 5 linear feet of the subject lot length or major fraction thereof (measured at the lot line)	609 / 5 = 122	Minimum 24 inches in height at time of installation. No fewer than 3 types, no one type to exceed 50% of total	122	125

PROPERTY LINE IS 609 LF, EXCLUDING DRIVEWAY ENTRANCE

2

SEC. 150.2230. - LANDSCAPE PLANTING QUANTITIES

SCALE: NTS

REPLACEMENT TREES REQUIRED FOR REMOVING:
2 KEY TREES AND 7 PROTECTED TREES:
2 KEY TREES x 3 = 6 TOTAL FROM A OR B CATEGORIES
7 PROTECTED TREES x 2 = 14 TOTAL FROM A, B, OR C CATEGORIES
20 TOTAL TREES NEEDED TO MEET REPLACEMENT

NOTE: PER CITY FORESTER, INVASIVE AND CONDITION 6 (DEAD) TREES DO NOT REQUIRE REPLACEMENTS. FURTHER DIRECTION FOR REPLACEMENT DETERMINED BY CITY FORESTER.

REQUIRED REPLACEMENT TREES = 20 TREES

PROPOSED REPLACEMENT TREES : 23 TREES
-17 FROM A CATEGORY
-0 FROM B CATEGORY
-6 FROM C CATEGORY

SEE LANDSCAPE PLANS ON L-2.0 AND PLANT SCHEDULE ON L-3.0 FOR DETAILS.

CATEGORIES FROM
CITY OF HIGHLAND PARK CODE PLANT PALETTE -2021 REVISION.

3

TREE REPLACEMENT NOTES

SCALE: NTS

PLANT REMARKS	
PLANT CATEGORY	ALL PLANT MATERIAL TO BE SELECTED AS SHOWN BELOW.
SHADE TREES	STRAIGHT CENTRAL LEADER, FULL EVEN CROWN, PRUNE ONLY AFTER PLANTING
EVERGREEN TREES	FULL, EVENLY SHAPED WITH BRANCHING TO GROUND
ORNAMENTAL TREES	FULL, WELL BALANCED WITH FULL APPEARANCE
SHRUBS	FULL, WELL ROOTED, EVENLY SHAPED
ORNAMENTAL GRASSES	FULL, WELL ROOTED, EVENLY SHAPED
GROUNDCOVERS	FULL, WELL ROOTED, EVENLY SHAPED
SODDED LAWN	FULL, WELL ROOTED, 2 YEARS OLD MIN, FREE AND CLEAR OF WEEDS

4

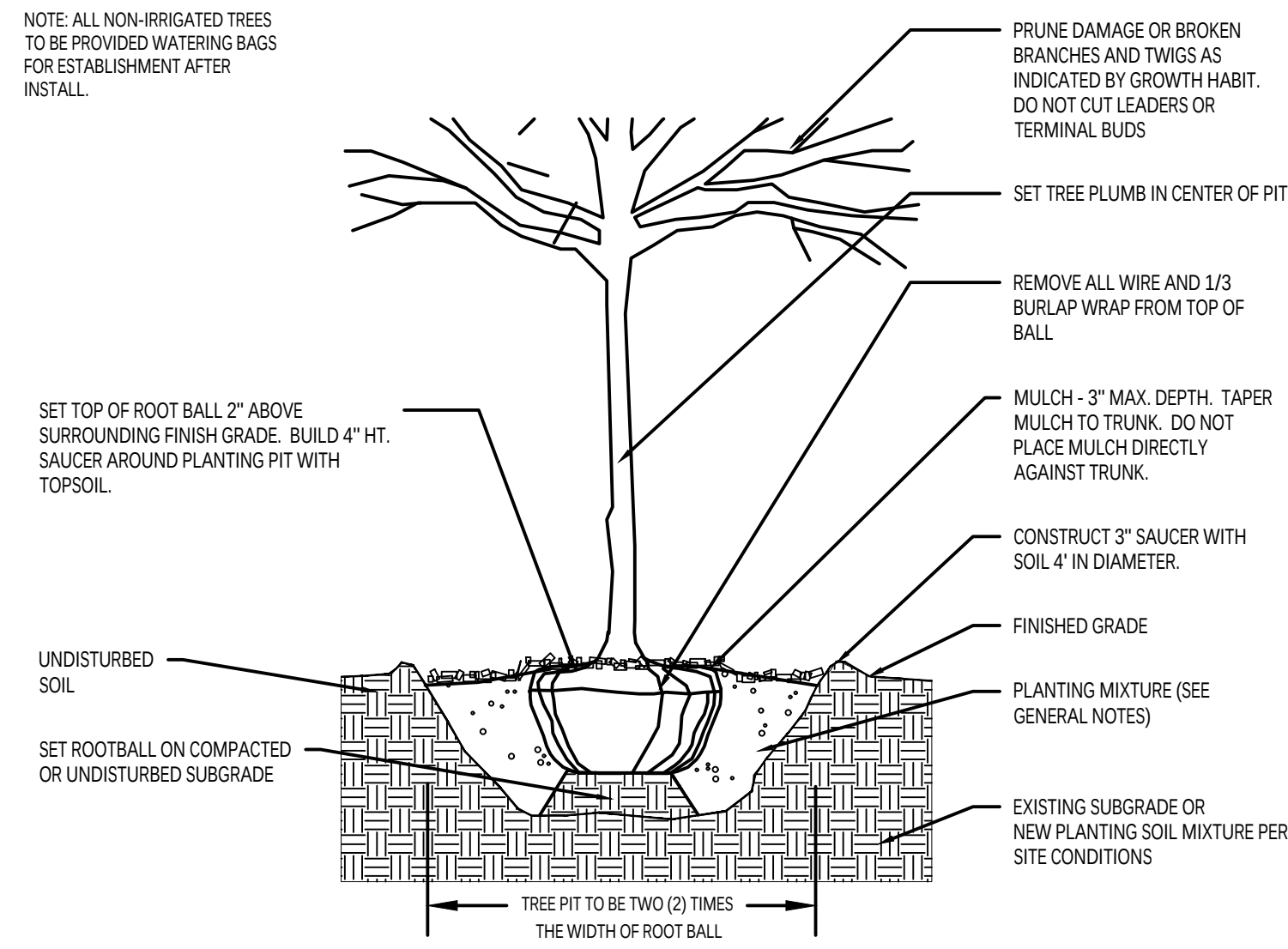
PLANT REMARKS

SCALE: NTS

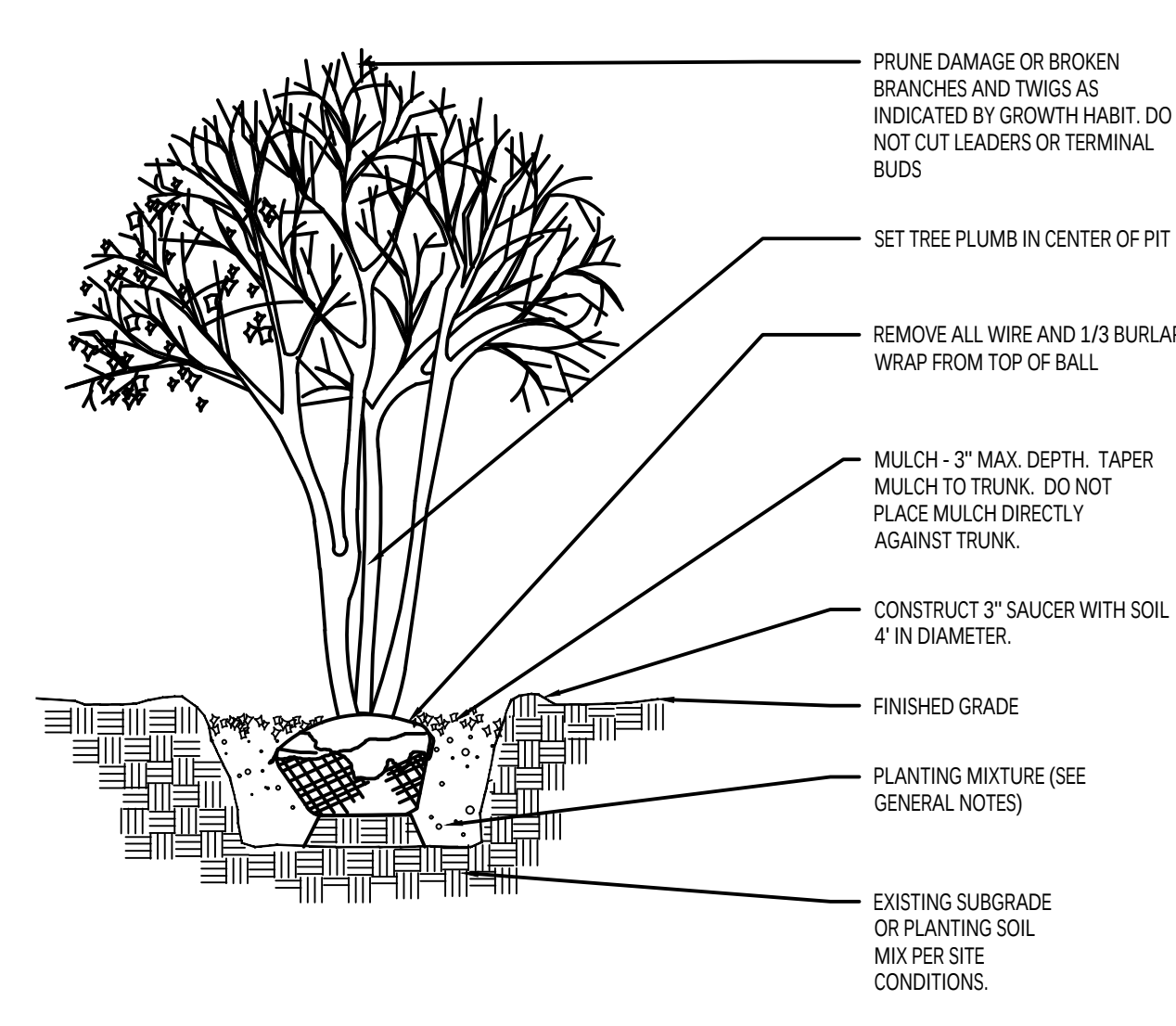
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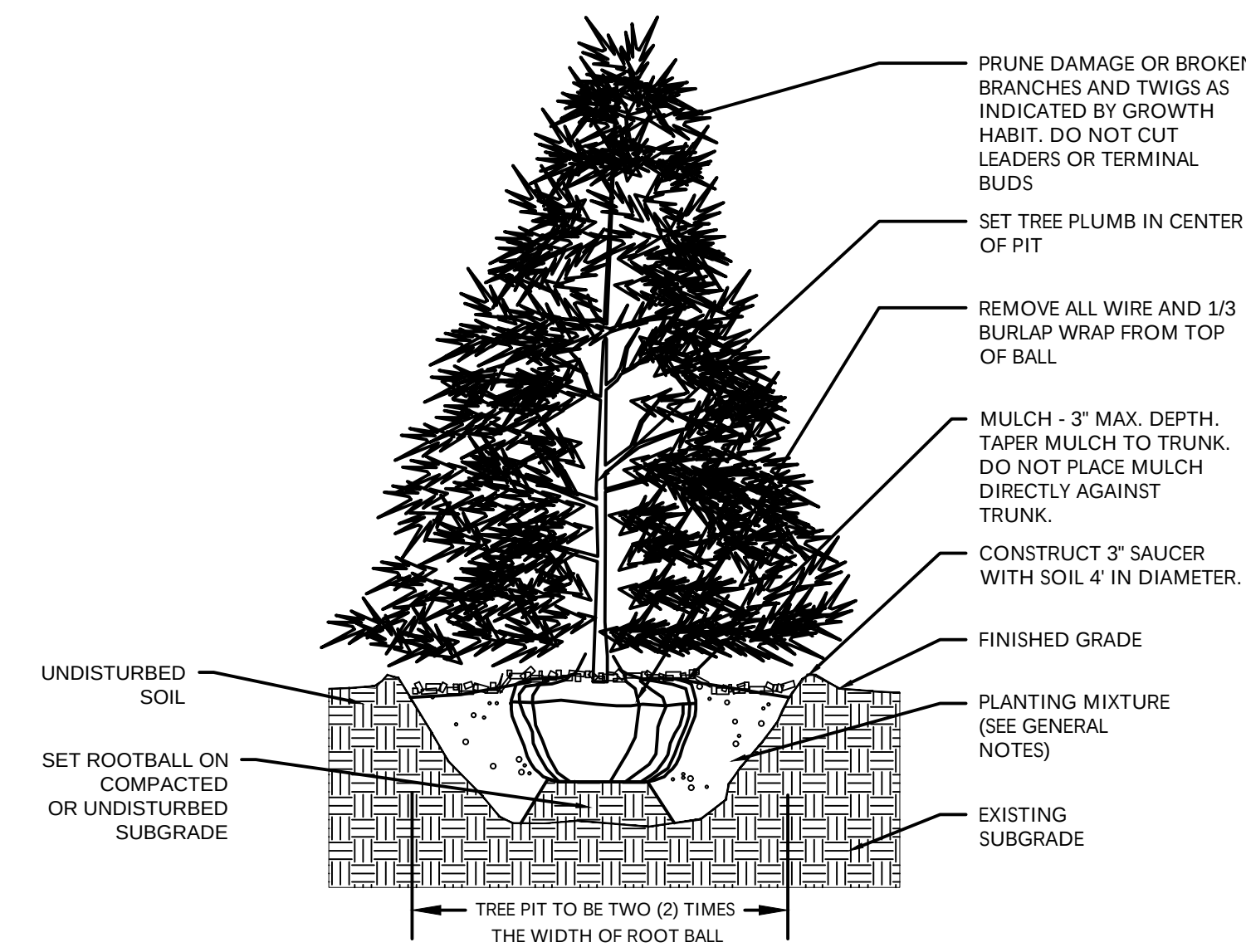
April 25, 2025



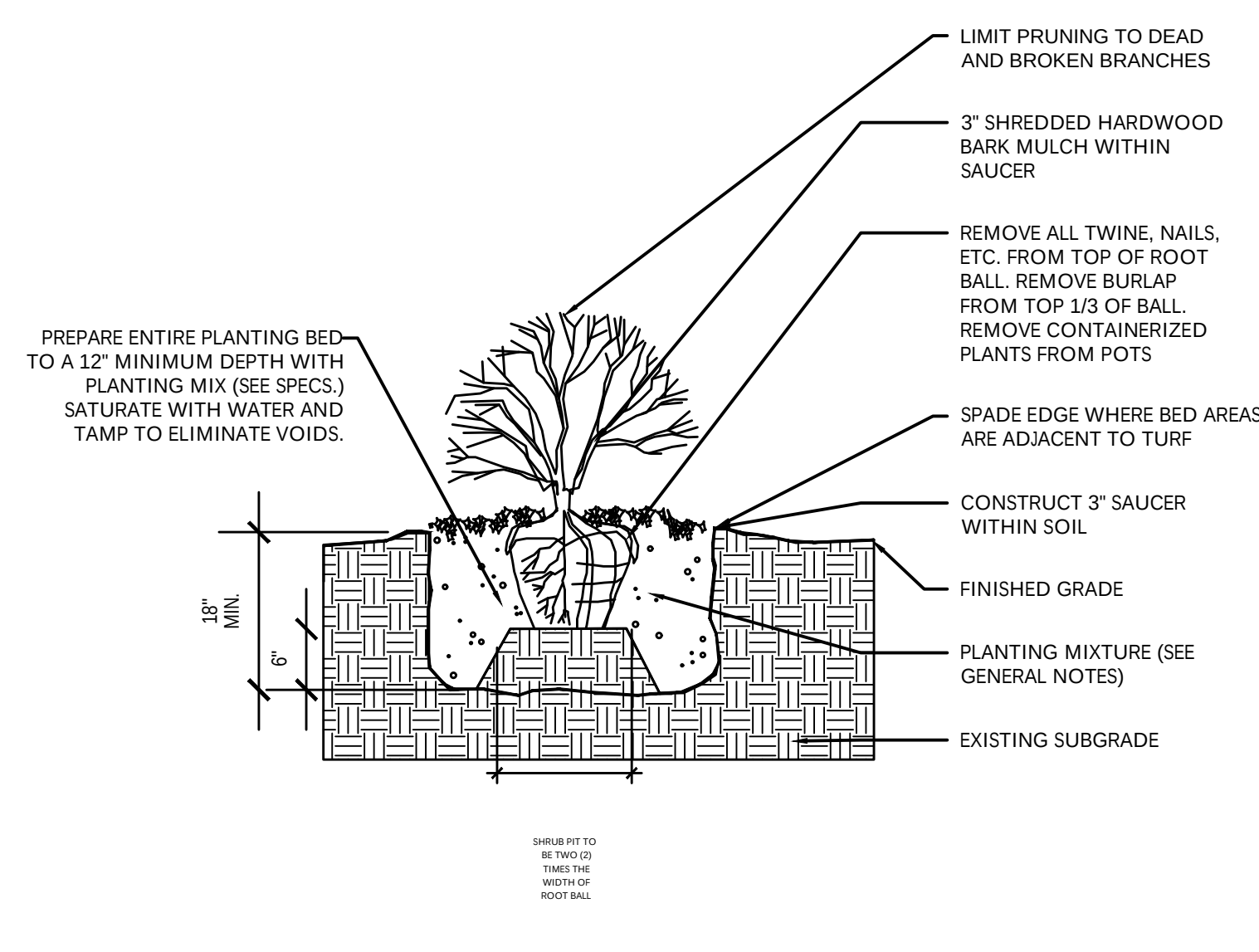
1 TYP. DECIDUOUS TREE PLANTING DETAIL
SCALE: NTS



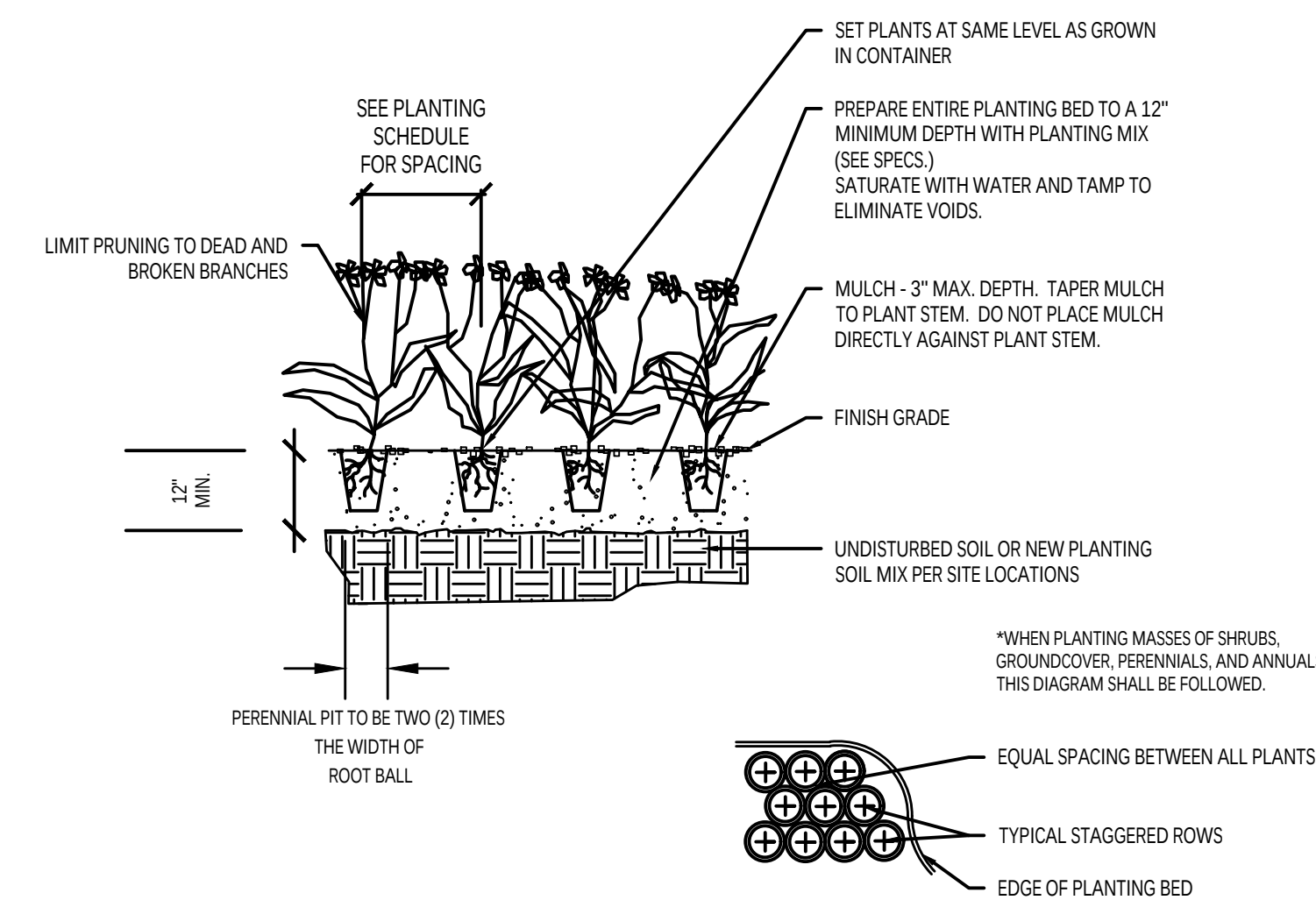
2 TYP. ORNAMENTAL TREE PLANTING DETAIL
SCALE: NTS



3 TYP. EVERGREEN TREE PLANTING DETAIL
SCALE: NTS



4 TYP. SHRUB PLANTING DETAIL
SCALE: NTS



5 TYP. PERENNIAL PLANTING DETAIL
SCALE: NTS

LANDSCAPE GENERAL NOTES:

- PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL NOTIFY J.U.L.I.E. (811) OR (800) 892.0123 TO DETERMINE THE LOCATION OF ANY UNDERGROUND UTILITIES, WHICH MAY AFFECT PROPOSED SITE WORK. CONTRACTOR SHALL NOTIFY THE OWNER/LANDSCAPE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES, OBSTACLES AND/OR PROBLEMS.
- VERIFICATION OF DIMENSIONS AND GRADES, BOTH EXISTING AND PROPOSED, SHALL BE THE CONTRACTOR'S RESPONSIBILITY PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL NOTIFY THE OWNER/LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- ALL SURFACE DRAINAGE SHALL BE DIRECTED AWAY FROM STRUCTURES. SURFACE DRAINAGE SHALL BE DIRECTED TO EXISTING CATCH BASINS DESIGNATED FOR THE COLLECTION OF SURFACE RUN-OFF.
- PLANT MATERIAL SIZES SHOWN ON PLANT SCHEDULE ARE MINIMUM ACCEPTABLE SIZES. ALL PLANT MATERIAL SHALL BE OF SPECIMEN QUALITY. NO 'PARK GRADE' MATERIAL WILL BE ACCEPTED.
- ALL PLANT MATERIAL SHALL BE OBTAINED FROM AN APPROVED NORTHERN ILLINOIS NURSERY WITH HEAVY CLAY SOILS.
- ALL PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK AS SPONSORED BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND APPROVED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE, INC. (ANSI)
- IF SPECIFIED SPECIES AND/ OR QUALITY OF PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, THE LANDSCAPE ARCHITECT, AT HIS/HER DISCRETION, MAY SUBSTITUTE SIMILAR PLANTS WITH THE SAME WHOLESALE VALUE.
- ALL PLANTS TO BE BALLED IN BURLAP (B&B) OR CONTAINER GROWN (CG) AS SPECIFIED IN PLANT SCHEDULE. ALL NYLON/PLASTIC/BURLAP ROOT WRAPPING MATERIAL AND METAL WIRE BASKETS SHALL BE REMOVED.
- SOIL TO BE USED FOR THE PLANTING MEDIUM FOR THE PROJECT SHALL BE FERTILE, WELL-DRAINED, OF UNIFORM QUALITY, FREE OF STONES OVER 1" IN DIAMETER, STICKS, OILS, CHEMICALS, PLASTER, CONCRETE AND OTHER DELETERIOUS MATERIAL.
- ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH ALL APPLICABLE CODES AND ORDINANCES.
- ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH THE ACCEPTED INDUSTRY'S STANDARD 'BEST MANAGEMENT PRACTICE' TECHNIQUES AS IDENTIFIED BY THE ILLINOIS LANDSCAPE CONTRACTORS ASSOCIATION (ILCA).
- THE OWNER AND/OR LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL IN POOR CONDITION/FORM OR NOT INSTALLED ACCORDING TO 'BEST MANAGEMENT PRACTICE' TECHNIQUES.
- THE LANDSCAPE CONTRACTOR SHALL PREPARE PLANTING BEDS BY ADDING SOIL AMENDMENTS TO TOPSOIL MIX IN THE FOLLOWING QUANTITIES: TOPSOIL MIX FOR TREES & SHRUBS SHALL BE THREE (3) PARTS TOPSOIL, ONE (1) PART PEAT, AND ONE (1) PART SAND. TOPSOIL MIX FOR PERENNIALS & GROUNDCOVER SHALL BE THREE (3) PARTS TOPSOIL, ONE (1) PART SAND, AND TWO (2) PARTS COMPOST.
- ALL WOODY PLANTINGS TO RECEIVE 3" OF SHREDDED HARDWOOD MULCH. ALL HERBACEOUS PLANTINGS TO RECEIVE 2" OF LEAF COMPOST.
- CONTRACTOR SHALL WATER PLANTS IMMEDIATELY AFTER PLANTING. FLOODING PLANTS TWICE DURING FIRST TWENTY-FOUR HOURS AFTER PLANTING.
- ALL ROAD AND WALK SURFACES SHALL BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES.
- CONTRACTOR SHALL REPAIR IN KIND ANY AREAS DAMAGED AS A RESULT OF LANDSCAPE OPERATIONS.
- GUARANTEE SPECIFICATIONS ARE AS FOLLOWS: THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT BEGINNING ON THE FIRST DAY OF THE OWNER'S POSSESSION. THIS AGREEMENT SHALL PROVIDE FOR THE REPLACEMENT OF DEAD OR DYING PLANT MATERIAL. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A TYPEWRITTEN LIST OF SPECIFIC MAINTENANCE INSTRUCTIONS FOR EACH TYPE OF PLANT INSTALLED WITH THE WRITTEN AGREEMENT AND BOND.
- EROSION CONTROL BLANKETS REQUIRED ON ALL SLOPES GREATER THAN 3:1.

6 LANDSCAPE NOTES
SCALE: NTS

LANDSCAPE DETAILS 1650 SECOND STREET

HIGHLAND PARK, IL

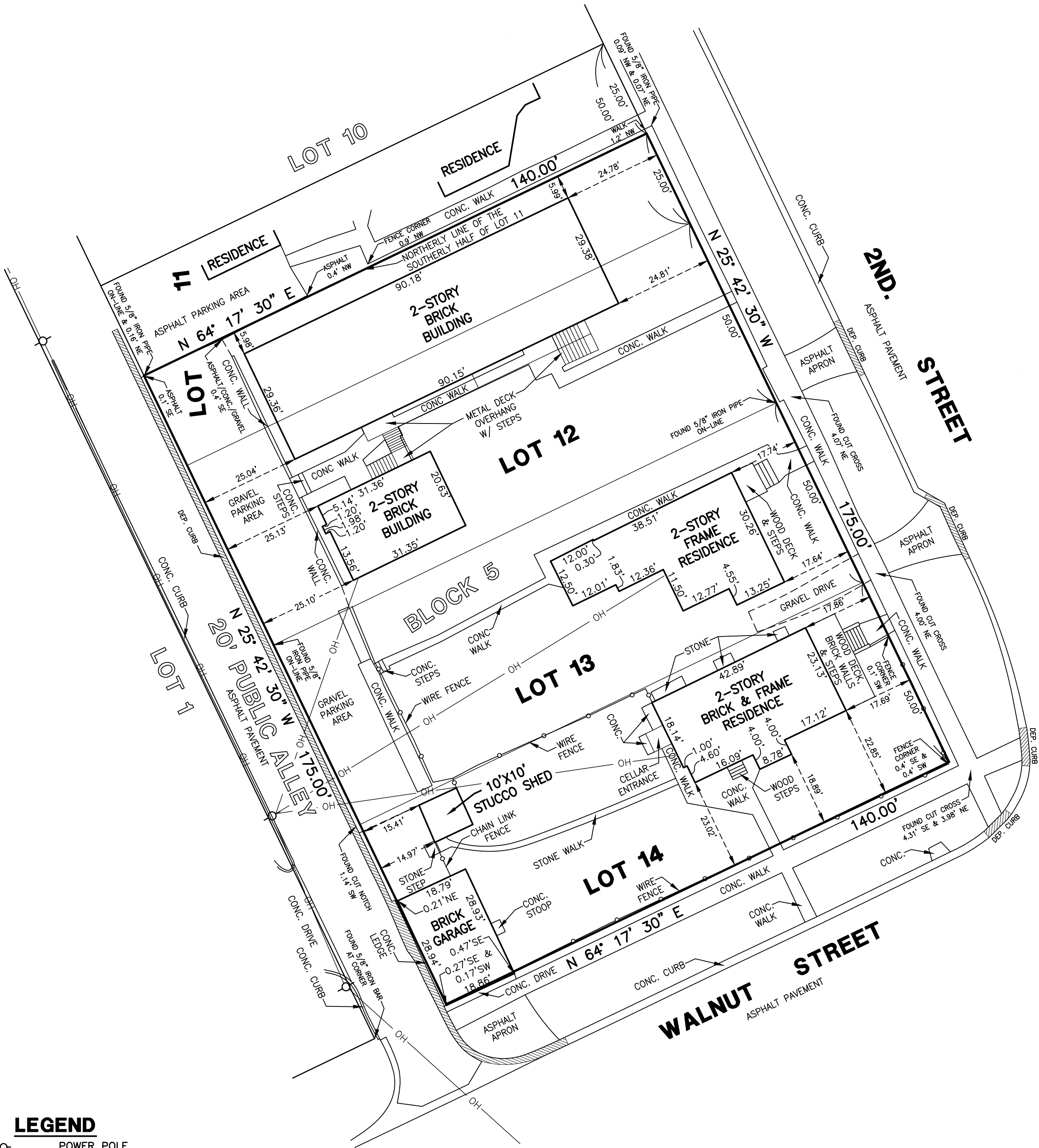
April 25, 2025



L-4

PLAT OF SURVEY

THE SOUTHERLY HALF OF LOT 11 AND ALL OF LOTS 12, 13 AND 14 IN BLOCK 5 IN THE CITY OF HIGHLAND PARK, IN THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 7, 1869, IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.



LEGEND

- POWER POLE
— OH — OVERHEAD LINES

SURVEYORS NOTES:

- THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
- () DENOTES RECORD DIMENSION.
- BEARINGS HEREON SHOWN ARE ON AN ASSUMED BASIS.
- ORIGINAL CLIENT— FULTON DEVELOPERS
- ORIGINAL FIELD WORK COMPLETED— 10-14-24

GENERAL NOTES:

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF.
- NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
- ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISION ARE SHOWN HEREON. THERE MAY BE ADDITIONAL TERMS, POWERS, PROVISIONS AND LIMITATIONS CONTAINED IN AN ABSTRACT DEED, LOCAL ORDINANCES, DEEDS, TRUSTS, COVENANTS OR OTHER INSTRUMENTS OF RECORD.
- COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.

AREA

24,500 Sq. Ft. OR 0.56 ACRES (MORE OR LESS)

STATE OF ILLINOIS }
COUNTY OF LAKE } SS

WE, GREENGARD INC., DO HEREBY STATE THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 28TH DAY OF OCTOBER, A.D., 2024.



GREENGARD, INC.
111 BARCLAY BOULEVARD, SUITE 310
LINCOLNSHIRE, ILLINOIS 60069

Joseph R. Sadosi
JOSEPH R. SADOSKI
ILLINOIS

PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES 11-30-24.

DATE	REVISIONS	BY
DESIGNED BY: SLM	DATE: 10-28-24	
CHECKED BY: JRS	DATE: 10-28-24	



GREENGARD, INC.
Engineers • Surveyors • Planners
111 Barclay Blvd., Suite 310, Lincolnshire, Illinois 60069-3615
PHONE: 847-634-3883 FAX: 847-634-0687
E-MAIL: 231@GREENGARDINC.COM
ILL. REGISTRATION NO. 184-000995

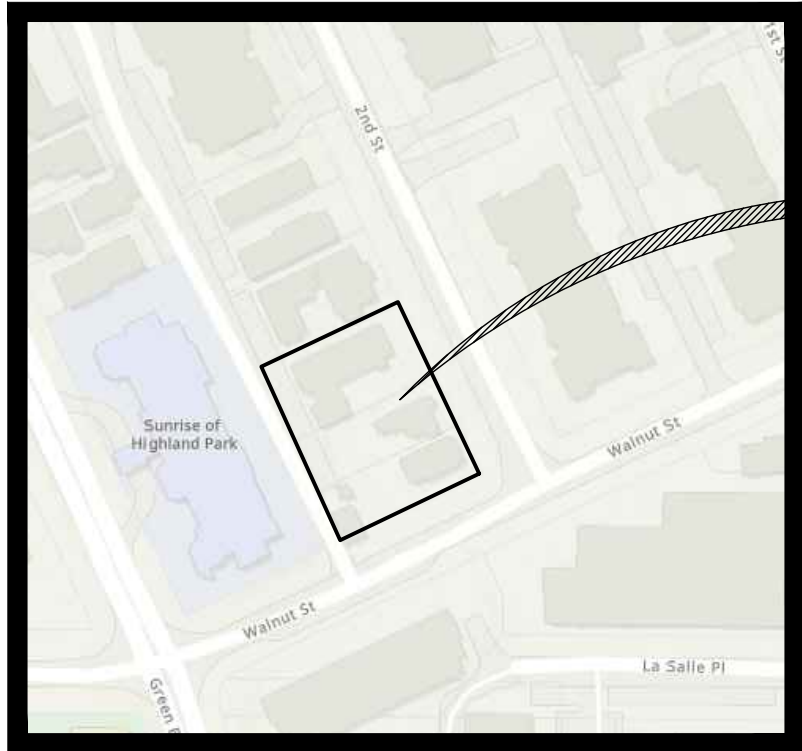
SCALE:	1"=20'
DRAWING No.	70214
SHEET	1 OF 1

1632-1640-1646 2ND. STREET - HIGHLAND PARK, ILLINOIS

PLAT OF SURVEY

THE WALTON RESUBDIVISION

, BEING A RESUBDIVISION OF THE SOUTHERLY HALF OF LOT 11 AND ALL OF LOTS 12, 13 AND 14 IN BLOCK 5 IN THE CITY OF HIGHLAND PARK, IN THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



LOCATION MAP
NOT TO SCALE



OWNER'S CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

THIS IS TO CERTIFY THAT ONE REALTY GROUP LLC, AS OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, HAS CAUSED THE SAME TO BE SURVEYED AND RESUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED AND HAVE DETERMINED TO THE BEST OF ITS KNOWLEDGE THE SCHOOL DISTRICTS IN WHICH THE LOT LIES, AS FOLLOWS:

SCHOOL DISTRICTS LOT NUMBERS
NORTH SHORE SCHOOL DISTRICT 112 }
TOWNSHIP HIGH SCHOOL DISTRICT 113 } ALL LOTS
COLLEGE OF LAKE COUNTY }

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

PRINTED NAME AND TITLE

NOTARY CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

I, _____, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, DO HEREBY

CERTIFY THAT _____ OF THE

_____ DID PERSONALLY APPEAR BEFORE ME THIS DAY AND ACKNOWLEDGE THAT THEY DID SIGN THE HEREON DRAWN PLAT AS THEIR FREE AND VOLUNTARY ACT.

GIVEN MY SIGNATURE AND SEAL DATED THIS _____ DAY OF _____, A.D. 20_____.

NOTARY PUBLIC

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

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

ON _____ DAY OF _____, A.D. 20_____.

BY: _____
CITY COLLECTOR

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

APPROVED BY THE PLAN COMMISSION OF THE CITY OF HIGHLAND PARK.

ON _____ DAY OF _____, A.D. 20_____.

BY: _____
CHAIRMAN

PRINTED NAME: _____

ATTEST: _____
SECRETARY

PRINTED NAME: _____

MUNICIPALITY CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

APPROVED AND ACCEPTED BY THE CITY OF HIGHLAND PARK.

ON _____ DAY OF _____, A.D. 20_____.

BY: _____
MAYOR

PRINTED NAME: _____

ATTEST: _____
CITY CLERK

PRINTED NAME: _____

COUNTY CLERK'S 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 THE STATUTORY FEES IN CONNECTION WITH THE PLAT.

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

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

BY: _____
LAKE COUNTY CLERK

MORTGAGE CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

THE UNDERSIGNED AS MORTGAGEE UNDER THE PROVISIONS

OF A CERTAIN MORTGAGE DATED _____ AND RECORDED IN THE RECORDER'S OFFICE OF LAKE

COUNTY, ILLINOIS, ON THE _____ DAY OF _____,

A.D. 20_____, AS DOCUMENT _____, HEREBY CONSENTS TO THE HEREON DRAWN PLAT.

DATED THIS _____ DAY OF _____, A.D. _____.

SIGNED: _____

PRINTED NAME AND TITLE

ADDRESS: WINTRUST BANK

NOTARY CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

I, _____, NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, DO HEREBY

CERTIFY THAT _____ OF THE

_____ DID PERSONALLY APPEAR BEFORE ME THIS DAY AND ACKNOWLEDGE THAT THEY DID SIGN THE HEREON DRAWN PLAT AS THEIR FREE AND VOLUNTARY ACT.

GIVEN MY SIGNATURE AND SEAL DATED THIS _____ DAY OF _____, A.D. 20_____.

NOTARY PUBLIC

CITY ENGINEER'S CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

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

ON _____ DAY OF _____, A.D. 20_____.

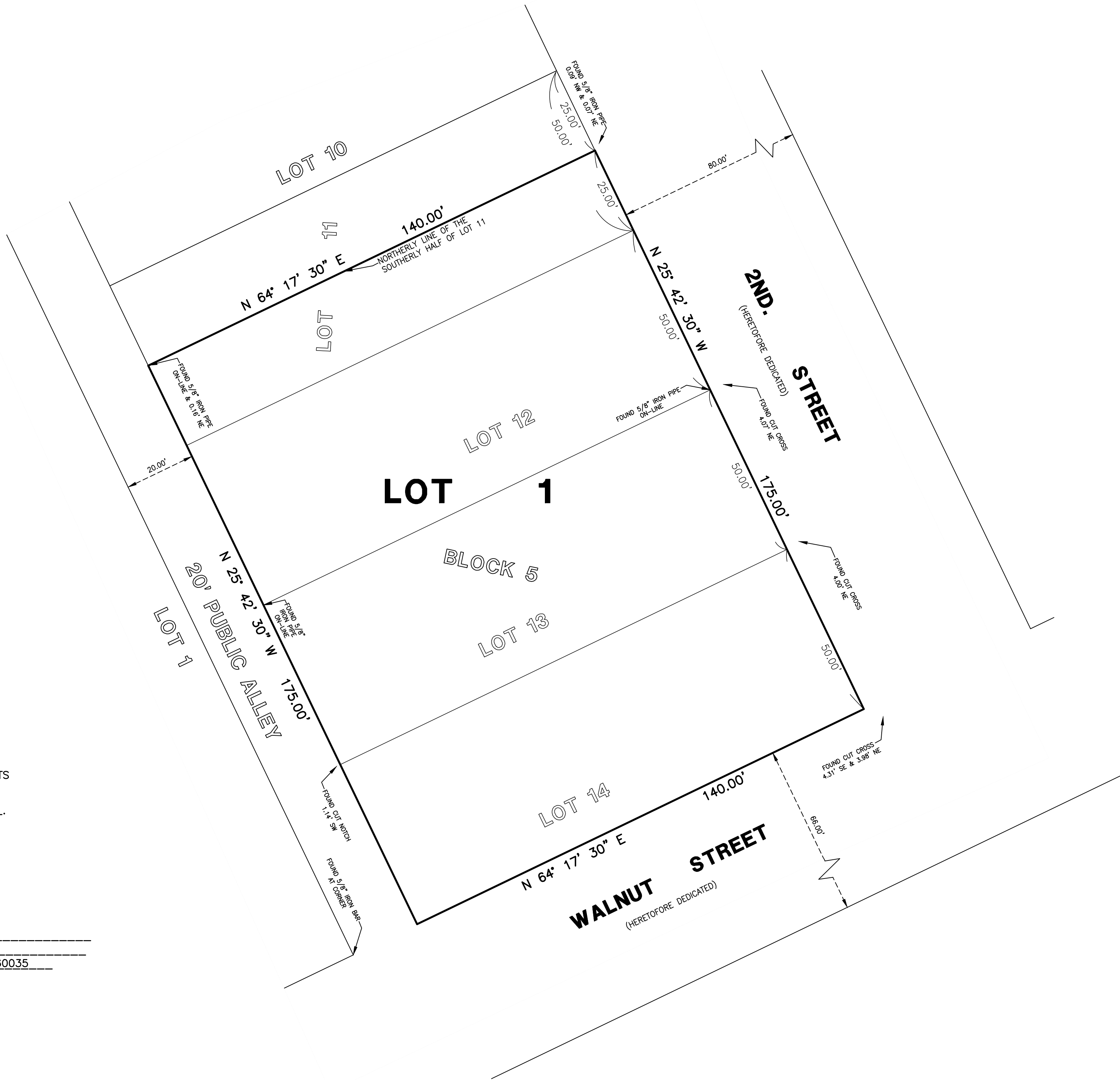
BY: _____
CITY ENGINEER

THIS PLAT SUBMITTED FOR RECORDING BY, AND RETURN TO:

NAME: DEPARTMENT OF COMMUNITY DEVELOPMENT

ADDRESS: 1150 HALF DAY ROAD

CITY: HIGHLAND PARK STATE: ILLINOIS ZIP: 60035



SURVEYORS CERTIFICATE

STATE OF ILLINOIS } SS
COUNTY OF LAKE }

THIS IS TO STATE THAT THE BELOW DESCRIBED PROPERTY WAS SURVEYED AND RESUBDIVIDED BY GREENGARD, INC., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID PROPERTY.

THE SOUTHERLY HALF OF LOT 11 AND ALL OF LOTS 12, 13 AND 14 IN BLOCK 5 IN THE CITY OF HIGHLAND PARK, IN THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 7, 1869, IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.

THIS IS ALSO TO STATE THAT IRON PIPES AT ALL LOT CORNERS AND POINT CHANGES IN ALIGNMENT, WILL BE SET.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS

CONTAINING .056 ACRES, MORE OR LESS.

THIS IS ALSO TO STATE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE CITY OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS.

THIS IS ALSO TO STATE THAT FROM OUR INTERPRETATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN "NO-SCREEN" DEFINED AS OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FLOOD INSURANCE RATE MAP PANEL NUMBER 17097C0291L, WITH MAP REVISED DATE OF OCTOBER 5, 2023.

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



GIVEN UNDER MY HAND AND SEAL AT LINCOLNSHIRE, ILLINOIS,

THIS _____ DAY OF _____, A.D. _____.

GREENGARD, INC.
111 BARCLAY BOULEVARD, SUITE 310
LINCOLNSHIRE, ILLINOIS 60069

JOSEPH R. SADOSKI
ILLINOIS
PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES NOVEMBER 30, 2026

PERMISSION TO RECORD

THE UNDERSIGNED HEREBY AUTHORIZES THE CITY OF HIGHLAND PARK AND/OR ITS DESIGNATED AGENTS TO RECORD THIS PLAT OF SUBDIVISION WITH THE OFFICE OF THE LAKE COUNTY RECORDER OF DEEDS ON BEHALF OF THE UNDERSIGNED PURSUANT TO PARAGRAPH 2 OF THE PLAT ACT, ILLINOIS REVISED STATUTES, CHAPTER 19, SECTION 2, AS AMENDED.

DATED THIS _____ DAY OF _____, A.D. _____.

GREENGARD, INC.
111 BARCLAY BOULEVARD, SUITE 310
LINCOLNSHIRE, ILLINOIS 60069

JOSEPH R. SADOSKI
ILLINOIS
PROFESSIONAL LAND SURVEYOR NO. 3316
MY RENEWABLE LICENSE EXPIRES NOVEMBER 30, 2026



GENERAL NOTES:

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF.
2. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
3. () DENOTES RECORD DIMENSION.

DESIGNED BY: SLM	DATE: 06-05-25		GREENGARD, INC. Engineers • Surveyors • Planners 111 Barclay Blvd., Suite 310, Lincolnshire, Illinois 60069-3615 PHONE: 847-634-3883 FAX: 847-634-0687 E-MAIL: 231@GREENGARDINC.COM ILL. REGISTRATION NO. 184-000995	SCALE: 1"=20'	1650 2ND. STREET – HIGHLAND PARK, ILLINOIS
CHECKED BY: JRS	DATE: 06-05-25			DRAWING No. 70214	
APPROVED BY:	DATE:			SHEET 1 of 1	
DRAWN BY:	DATE:	REVISIONS	DRAWN BY:	DATE:	REVISIONS

PLAT OF RESUBDIVISION



KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

SITE LIGHTING

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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Checked By	Checker
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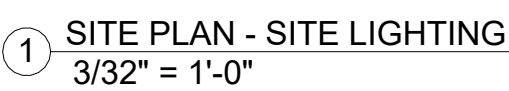
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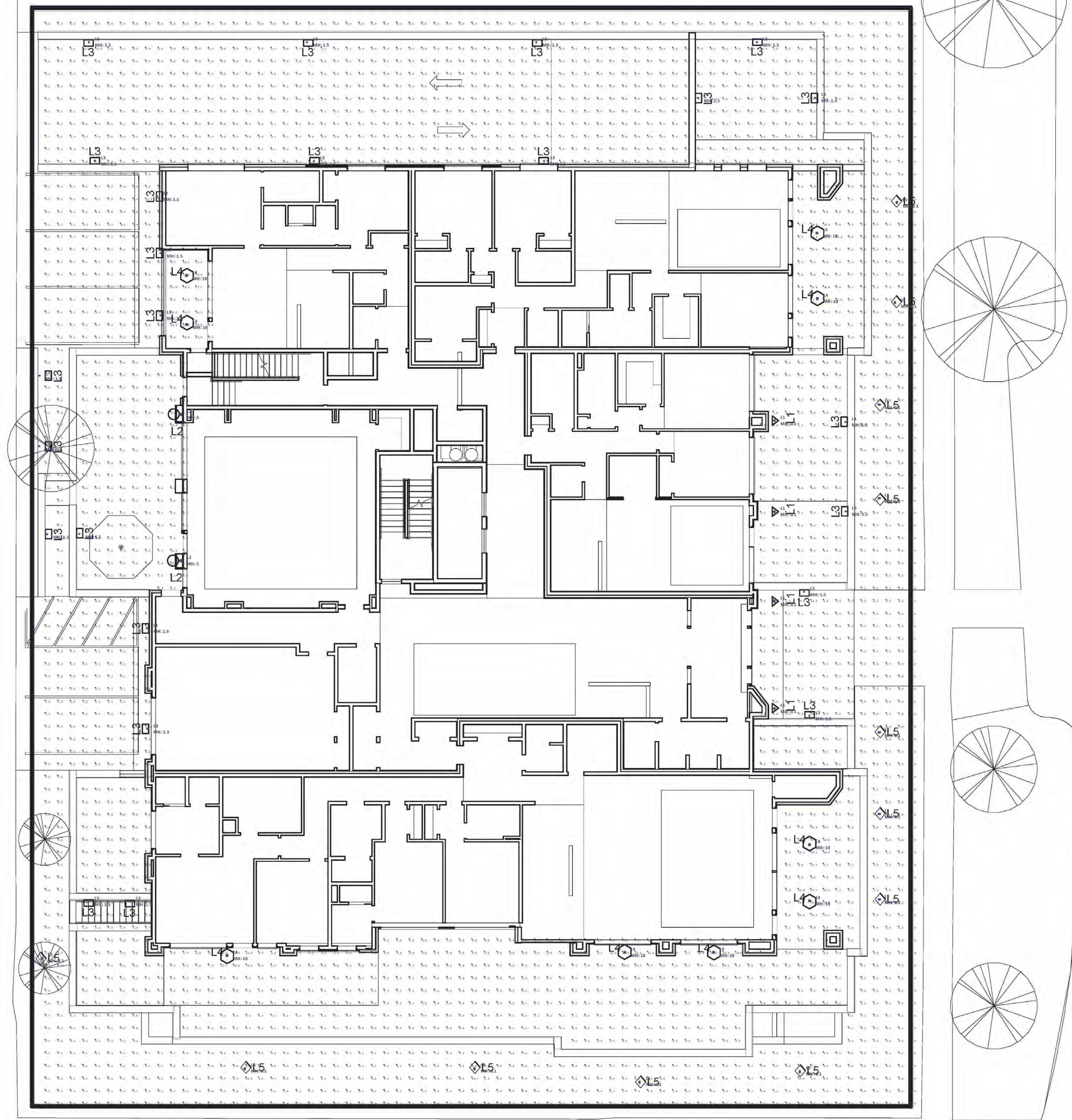
Scale	As indicated
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FIRST FLOOR LUMINAIRE SCHEDULE					
	TYPE	QTY	DESCRIPTION	LLF	HEIGHT
L1		4	COLUMN UP LIGHTING LIGHTING (FACE)		@ GRADE
L2		2	700 OWTUR 830 18 C H UNV S 12V OUTPUT	0.950	5'-0" ABOVE GRADE
L3		24	700 OS IKN 92730 B 120	0.950	1'-6" ABOVE GRADE
L4		9	EN3R LO 9 30 40 A I / EN3R F B S W	0.950	10' CEILING
L5		12	LANDSCAPE LIGHTING - TERRACE WALLS	0.950	@ GRADE

Legend 2
1/4" = 1'-0"





Luminaire Schedule				
Symbol	Qty	LLF	Description	Type
	22	0.950	EN3R LO 9 30 40 A I EN3R F B S W	L4
	24	0.950	700OSIKN92730x120	L3
	4	0.950	SAF1 LED P3 30K 80CRI 15DEG MVOLT L1 C2	L1
	2	0.950	700 OWTUR 830 18 C H UNV	L2
	12	0.950	SAF1 LED P3 30K 80CRI 70DEG MVOLT L1 C1	L5

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Object_1_Planar	Illuminance	Fc	7.33	18.5	0.7	10.47	26.43
Object_11_Planar	Illuminance	Fc	1.28	76.6	0.0	N.A.	N.A.
Object_2_Planar	Illuminance	Fc	8.88	18.4	2.1	4.23	8.76
Object_3_Planar	Illuminance	Fc	7.44	18.1	0.6	12.40	30.17
Object_5_Planar	Illuminance	Fc	8.42	19.4	0.8	10.53	24.25
Object_7_Planar	Illuminance	Fc	5.17	18.6	0.2	25.85	93.00
Object_8_Planar	Illuminance	Fc	2.52	18.7	0.0	N.A.	N.A.

*This document contains confidential and proprietary information of KSA Lighting & Controls. This document may only be used by or for the benefit of KSA Lighting & Controls representatives and customers. This lighting layout is not a professional engineering drawing and is provided for informational purposes only, without warranty as to accuracy, completeness, reliability or otherwise. KSA Lighting & Controls is not responsible for specifying the light fixtures or illumination requirements for any specific project, nor is it responsible for meeting municipal or building code requirements. It is the obligation of the end-user to consult with a professional engineering advisor to determine whether this lighting layout meets the applicable project requirements for lighting system performance, safety, suitability and effectiveness for use in a particular application. Field verification is recommended when calculations are based on end-user or customer-provided information. End-user environment and application (including, but not limited to, voltage variation and dirt accumulation) can cause actual field performance to differ from the calculated photometric performance represented in this lighting layout. In no event will KSA Lighting & Controls be responsible for any loss resulting from any use of this drawing.

Notes :

1. Calculation Work Plane : Ground / Floor Level
2. Fixture Mounting Height : Noted Above
3. Calculation Point Spacing : 2' x 2'

LIGHTING & CONTROLS

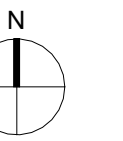
ASK

1650 2nd St - Highland Park



WWW.FULTONDEVELOPERS.COM

KEY PLAN

[illegible]

THE WALTON
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

LIGHTING METRICS

Project Number	202401
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Date	SEPT 16, 2025
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Drawn By	Author
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Checked By	Checker	AM
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A8.20

Scale

Drawn By: Scott Shellberg

Date: 4/15/2025

Notes :

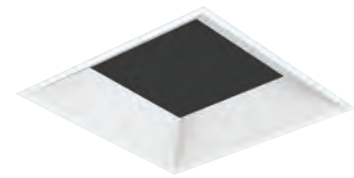
Page 1 of 3

ENTRA™ 3" LED

ADJUSTABLE DOWNLIGHT & WALL WASH

The ENTRA 3" Adjustable Downlight presents a cost-effective alternative for delivering architectural-grade aesthetics and quality, meeting budget-sensitive residential and commercial specifications. Custom-engineered for high performance and reliability, ENTRA 3" offers a complete feature set providing flexibility without overwhelming options. The ENTRA 3" Adjustable Downlight offers LED options with Static White and Warm Dim.

- SDCM: 2-step static white and warm dim
- Hot aiming (0-30° tilt + 359° rotation)
- Interchangeable optics: 20°, 40°, 65° (all included)
- Flanged/flangeless die-cast Bevel and Flat trims
- Available in IC Airtight, Chicago Plenum, and Fire-Rated



SHOWN IN FLANGELESS BEVEL SQUARE

LUMEN MULTIPLIER (CRI/CCT)

CCT	90 CRI MULTIPLIER
2700K	0.92
3000K	1.00
3500K	1.03
4000K	1.07

SPECIFICATIONS

	STATIC WHITE		WARM DIM	
	HIGH OUTPUT	LOW OUTPUT	HIGH	LOW
DELIVERED LUMENS	1165	856	981	721
WATTS	15	11	15	11
EFFICACY	78	78	66	66
CRI	90			
CBCP (AT 3000K)	20° - 4,213 40° - 2,327 65° - 1,244			
CCT	2700K, 3000K, 3500K, or 4000K		3000K - 1800K	
COLOR CONSISTENCY	2-step			
VOLTAGE	Universal 120V or 277V			
DIMMING¹	Standard reverse-phase, forward-phase, TRIAC, and 0-10V dimming down to 1%			
POWER SUPPLY	Constant current driver with +.9 power factor and >87% efficiency			
OPTICS	20°, 40°, 65° (all included); accepts 2 optical media			
ADJUSTABILITY	0-30° tilt, 359° rotation			
CEILING APPEARANCE	Flanged or flangeless			
CEILING THICKNESS	Flanged or flangeless: 1/2" to 1.5"			
CEILING APERTURE	4" ceiling cutout			
HOUSING	Fire-Rated, IC Airtight, Chicago Plenum. IC suitable up to R60 spray foam insulation.			
CONSTRUCTION	Housing: Heavy-gauge, cold-rolled steel Trim: Die-cast aluminum			
FINISH	Housing: Black powder coat Trim: Black or White (paintable)			
GENERAL LISTINGS	ETL listed, Damp Location. Shower version Wet Listed.			
CALIFORNIA TITLE 24	Registered CEC Appliance Database. Can be used to comply with CEC 2019 Title 24 Part 6 (JA8-2016, JA8-2019).			
L70	50,000 hours min			
WARRANTY²	5 years			

Data in chart reflect 3000K/90 CRI values unless noted.

Ordering grids available on page 2.

Accepts two optical controls and an optional trim-mounted lens.

¹See visualcomfort.com for dimmer compatibility.

²Visit visualcomfort.com for specific warranty limitations and details.



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Visual Comfort & Co. reserves the right to change specifications for product improvements without notification.

ENTRA™ 3" LED

ADJUSTABLE DOWNLIGHT & WALL WASH

ORDERING GRIDS

HOUSING

PRODUCT	LAMP	CRI	TEMPERATURE	BEAM	FUNCTION	HOUSING RATING
EN3R ENTR 3" ROUND	-LH HIGH OUTPUT	9 90 CRI	27 2700K, 2-STEP STATIC WHITE	A 20° - 40° - 65° ²	A ADJUSTABLE ³	I IC AIRTIGHT
EN3S ENTR 3" SQUARE	-LO LOW OUTPUT ¹		30 3000K, 2-STEP STATIC WHITE			C CHICAGO PLENUM
			35 3500K, 2-STEP STATIC WHITE			F FIRE-RATED, IC AIRTIGHT ⁴
			40 4000K, 2-STEP STATIC WHITE			
			WD WARM DIM (3000K-1800K), 2-STEP			
	-	9		A	A	

Includes an LED driver with universal input 120V-277V, dimmable by reverse-phase, forward-phase, TRIAC, or 0-10V controls. 277V is only compatible with 0-10V dimming. Housing ships with plaster plate for use on Flangeless installation. Do not use plate for flanged installs.

Trims are required and must be ordered separately.

¹LO - Sauna/steam-room use available only with combination of low output housing (-LO) and shower trim (-H or -S).

²A - LED module ships with 40° optic installed. Includes 20° and 65° optics as well.

³A - Use with 40° optic and adjust to 30° tilt for wall wash.

⁴F - Certified to ASTM E119, UL 263, and CAN/ULC-S101. Fire Rating of 1 and 2 hours, respectively. Fire-Rated is available in LH high output only.

TRIM

PRODUCT	CEILING APPEARANCE	STYLE	APERTURE	FINISH
EN3R ENTR 3" ROUND	L FLANGELESS	B BEVEL	-O NO LENS	B BLACK
EN3S ENTR 3" SQUARE	L15 FLANGELESS 1" - 1.5" CEILING THICKNESS ¹	F FLAT	-S SHOWER (SOLITE LENS) ²	W WHITE (PAINTABLE)
	F FLANGED 0.5" - 0.75" CEILING THICKNESS	W WALL WASH ¹	-H SHOWER (SANDBLASTED LENS) ^{2,3}	
	F1 FLANGED 0.75" - 1" CEILING THICKNESS		-W WALL WASH (LENSED) ¹	
	F15 FLANGED 1" - 1.5" CEILING THICKNESS ¹			
			-	

¹W - Wall wash style trim can only be used with wall wash lensed aperture (-W). Wall wash not available with thicker ceiling trims (L15 and F15) as standard. Available through quotes as custom.

²H/S - Shower (Sandblasted or Solite) lens aperture requires bevel trim (B). Sauna/steam-room use available only with combination of low output housing (-LO) and shower trim (-H or -S). Shower lens includes a gasket.

³H - Sandblasted shower lens not available with thicker ceiling trims (L15 and F15). Not available with black trim (B).

LENSES/LOUVERS

PRODUCT ¹	
140MR16SF	SOLITE SOFT FOCUS LENS
140MR16SB	SANDBLASTED LENS
140MR16LL	LINEAR SPREAD LENS
140MR16DF	DIFFUSER SPREAD LENS
140MR16GL	CLEAR GLASS LENS
700A02-BK	EGGCRATE/HEXCELL LOUVER

¹For additional lenses, louvers, optical controls and accessories, reference visualcomfort.com. Lens/louvers mounted to lamp assembly only (max 2).

PLASTER PLATES

PRODUCT	
150EN3RPPLT	ROUND STANDARD PLASTIC PLASTER PLATE ¹
150EN3SPPLT	SQUARE STANDARD PLASTIC PLASTER PLATE ¹
150EN3RDCPPLT-B	ROUND DIE-CAST METAL PLASTER PLATE ²
150EN3SDCPPLT-B	SQUARE DIE-CAST METAL PLASTER PLATE ²

Plaster plates are used to convert flanged housings into flangeless housings.

¹Ships standard with all ENTR 3" housings.

²Optional, durable die-cast design eliminates warping for a smooth, seamless appearance. Counter-sunk screw holes simplify mudding and sanding. Integrated gunsights ensure optimal trim alignment.

150EN3RDCPPLT-B, 150EN3SDCPPLT-B - Die-Cast will be available July 2024.

REFLECTOR TRIMS

PRODUCT	
EN3TREFNS1	ROUND, BEVEL, FIXED
EN3TREFNS1	ROUND, FLAT, FIXED
EN3TREFNS2	SQUARE, BEVEL, FIXED
EN3TREFNS2	SQUARE, FLAT, FIXED
EN3TREFS1	ROUND, BEVEL, ADJUSTABLE
EN3TREFS2	ROUND, FLAT, ADJUSTABLE
EN3TREFS1	SQUARE, BEVEL, ADJUSTABLE

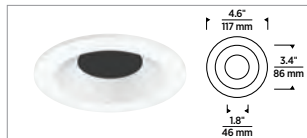
Square, flat, adjustable is not available. Not for use with sloped ceilings.

ENTRA™ 3" LED

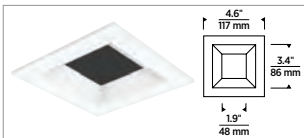
ADJUSTABLE DOWNLIGHT & WALL WASH

TRIMS

FLANGED



ROUND BEVEL

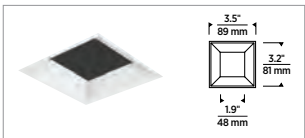


SQUARE BEVEL

FLANGELESS



ROUND BEVEL



SQUARE BEVEL

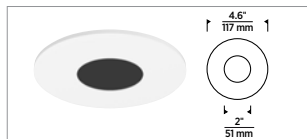
FINISH



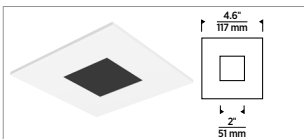
BLACK



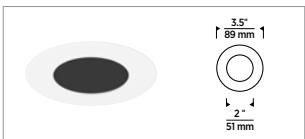
WHITE
(PAINTABLE)



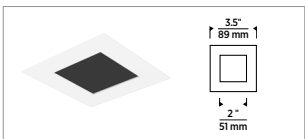
ROUND FLAT



SQUARE FLAT



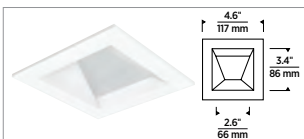
ROUND FLAT



SQUARE FLAT



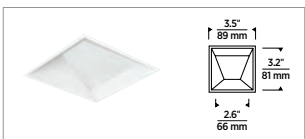
ROUND WALL WASH



SQUARE WALL WASH



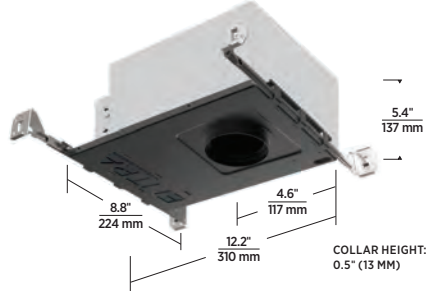
ROUND WALL WASH



SQUARE WALL WASH

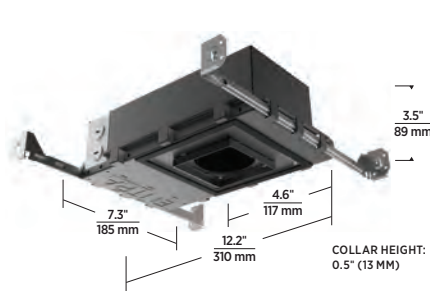
HOUSING

HIGH OUTPUT



IC AIRTIGHT/FIRE-RATED
CHICAGO PLENUM

LOW OUTPUT



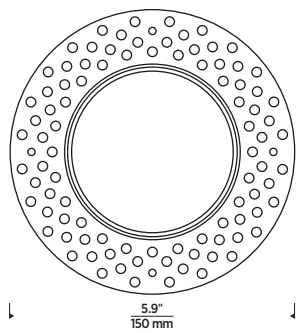
IC AIRTIGHT/
CHICAGO PLENUM

ENTRA™ 3" LED

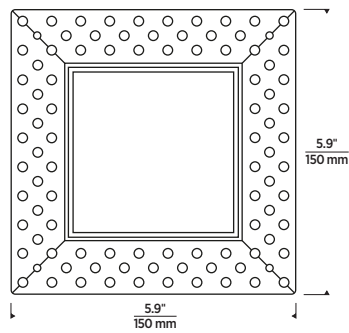
ADJUSTABLE DOWNLIGHT & WALL WASH

PLASTER PLATES

INCLUDED PLASTIC

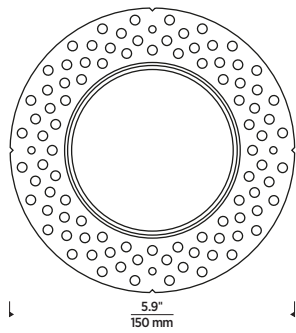


ROUND PLASTIC
(INCLUDED FOR FLANGELESS INSTALLATION)

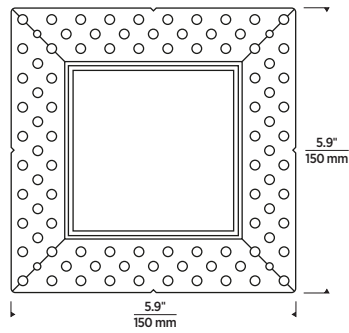


SQUARE PLASTIC
(INCLUDED FOR FLANGELESS INSTALLATION)

OPTIONAL DIE-CAST



ROUND DIE-CAST



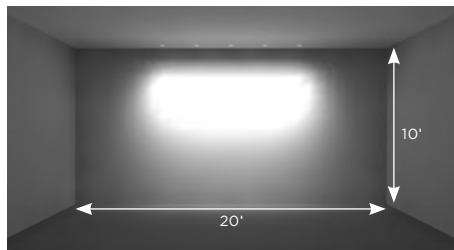
SQUARE DIE-CAST

ENTRA™ 3" LED

ADJUSTABLE DOWNLIGHT & WALL WASH

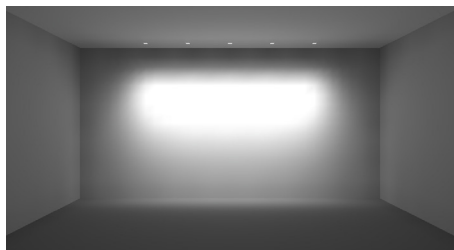
WALL WASH PERFORMANCE

2' FROM WALL



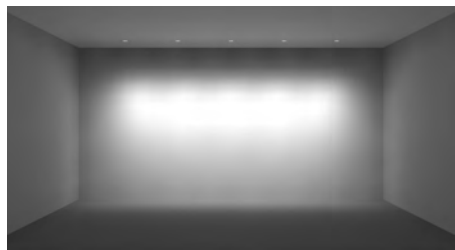
2' ON CENTER, 5 FIXTURES

2.5' FROM WALL



2.5' ON CENTER, 5 FIXTURES

3' FROM WALL



3' ON CENTER, 5 FIXTURES

FOOT-CANDLES ON WALL FROM MULTIPLE FIXTURES

HEIGHT ON WALL	2' FROM WALL								
	└─2'─┐ on center			└─2.5'─┐ on center			└─3'─┐ on center		
10'	0.4	0.8	0.4	0.5	0.8	0.5	0.5	0.6	0.5
9'	28.9	33.3	28.9	28.5	25.8	28.5	27.2	20.3	27.2
8'	63.1	71.6	63.1	63.5	54.1	63.5	61.0	38.1	61.0
7'	48.7	55.8	48.7	46.5	46.3	46.5	43.2	36.7	43.2
6'	29.9	32.7	29.9	27.7	28.5	27.7	25.3	24.6	25.3
5'	18.2	18.6	18.2	16.5	16.7	16.5	14.8	14.7	14.8
4'	10.9	10.7	10.9	10.0	9.9	10.0	9.0	9.0	9.0
3'	6.8	6.3	6.8	6.2	6.0	6.2	5.6	5.6	5.6
2'	4.5	3.9	4.5	4.1	3.8	4.1	3.7	3.6	3.7
1'	3.0	2.5	3.0	2.7	2.5	2.7	2.5	2.4	2.5

HEIGHT ON WALL	2.5' FROM WALL								
	└─2'─┐ on center			└─2.5'─┐ on center			└─3'─┐ on center		
10'	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
9'	10.3	12.9	10.3	9.4	11.5	9.4	8.5	11.0	8.5
8'	37.8	47.9	37.8	38.0	38.9	38.0	37.1	30.1	37.1
7'	45.0	54.0	45.0	42.6	45.8	42.6	39.9	37.2	39.9
6'	33.7	38.1	33.7	32.0	34.1	32.0	29.8	29.6	29.8
5'	23.0	24.2	23.0	21.5	22.2	21.5	19.7	19.9	19.7
4'	15.1	15.1	15.1	14.2	14.1	14.2	13.0	12.9	13.0
3'	9.8	9.4	9.8	9.2	9.0	9.2	8.5	8.4	8.5
2'	6.5	6.0	6.5	6.1	5.8	6.1	5.6	5.5	5.6
1'	4.5	4.0	4.5	4.2	3.9	4.2	3.9	3.7	3.9

HEIGHT ON WALL	3' FROM WALL								
	└─2'─┐ on center			└─2.5'─┐ on center			└─3'─┐ on center		
10'	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
9'	4.1	5.8	4.1	3.7	5.7	3.7	3.3	5.3	3.3
8'	21.2	27.6	21.2	20.5	23.6	20.5	19.4	19.1	19.4
7'	33.6	41.3	33.6	32.5	36.2	32.5	30.8	30.7	30.8
6'	33.0	38.1	33.0	31.6	34.7	31.6	29.6	30.6	29.6
5'	25.2	27.1	25.2	23.8	25.1	23.8	22.2	22.9	22.2
4'	18.1	18.3	18.1	17.0	17.2	17.0	15.9	16.0	15.9
3'	12.4	12.2	12.4	11.8	11.7	11.8	11.1	11.0	11.1
2'	8.6	8.2	8.6	8.1	7.9	8.1	7.6	7.5	7.6
1'	6.0	5.5	6.0	5.7	5.4	5.7	5.4	5.2	5.4

ENTRA™ 3" LED

ADJUSTABLE DOWNLIGHT & WALL WASH

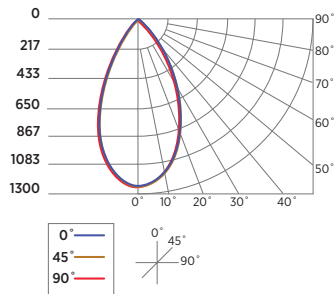
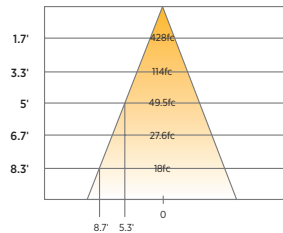
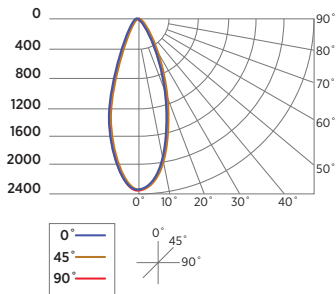
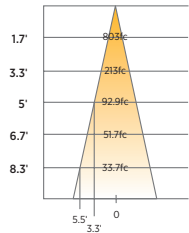
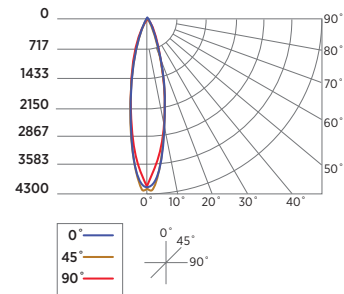
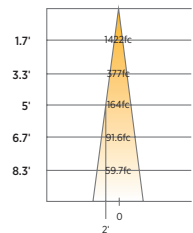
PHOTOMETRICS

Description:	ENTRA 3" LED 20° Beam, 0° Tilt 90 CRI, 3000K High Output	Description:	ENTRA 3" LED 40° Beam, 0° Tilt 90 CRI, 3000K High Output	Description:	ENTRA 3" LED 65° Beam, 0° Tilt 90 CRI, 3000K High Output
Input Power (Watts):	14.7	Input Power (Watts):	14.7	Input Power (Watts):	14.7
Input Power Factor:	0.99	Input Power Factor:	0.99	Input Power Factor:	0.99
Absolute Luminous Flux (Lumens):	1081	Absolute Luminous Flux (Lumens):	1165	Absolute Luminous Flux (Lumens):	1142
Lumen Efficacy (Lumens per Watt):	73.5	Lumen Efficacy (Lumens per Watt):	79.3	Lumen Efficacy (Lumens per Watt):	77.7

ANGLE	0°	45°	90°
0°	4110	4110	4110
5°	3643	3217	3758
10°	2436	2229	2533
15°	1446	1393	1508
20°	845	817	846
25°	472	465	469
30°	242	253	252
35°	116	138	129
40°	59	77	64
45°	33	42	31
50°	19	23	17
55°	11	13	11
60°	6	7	6
65°	4	4	4
70°	3	3	3
75°	3	3	2
80°	2	2	1
85°	1	2	1
90°	1	1	1

ANGLE	0°	45°	90°
0°	2322	2322	2322
5°	2193	2232	2222
10°	1885	1940	1928
15°	1468	1497	1520
20°	1023	1038	1068
25°	648	664	675
30°	383	407	387
35°	218	244	210
40°	121	145	117
45°	66	83	62
50°	37	44	35
55°	21	24	20
60°	10	14	9
65°	4	7	3
70°	3	4	3
75°	2	2	2
80°	2	2	2
85°	1	1	1
90°	1	1	1

ANGLE	0°	45°	90°
0°	1237	1237	1237
5°	1220	1218	1212
10°	1146	1130	1120
15°	1025	1005	988
20°	872	849	833
25°	710	692	670
30°	543	534	507
35°	382	390	356
40°	246	262	239
45°	149	164	152
50°	85	96	92
55°	36	53	47
60°	12	26	18
65°	3	13	4
70°	3	4	3
75°	3	3	2
80°	2	2	2
85°	2	1	2
90°	2	1	1



ENTRA™ 3" LED

ADJUSTABLE DOWNLIGHT & WALL WASH

PROJECT INFORMATION

JOB NAME AND INFORMATION

FIXTURE TYPE AND QUANTITY

NOTES

TURBO 18 OUTDOOR WALL

VISUAL COMFORT & CO.

PRODUCT FEATURES

- Powerful, long lasting (L70, 70,000 hours) dimmable LED tested against the highest quality standards to ensure it delivers consistent LED performance and color over time.
- Die-cast aluminum structure, powder coat finish, and stainless steel hardware for robust durability in harsh elements. appropriate for commercial use.
- Universal 120-277 volt driver with integral transient surge protection at 2.5KV per American National Standard (ANSI) and IEEE standards.
- Wet listed, IP65 (International Protection rating indicating resistance to dust and water. suitable and safe for commercial use).
- Backplate can be adjusted to multiple height positions to customize mounting and aesthetic. Available in modern finishes
- 5-year Warranty. Go to www.techlighting.com for warranty details.

LAMPING



Black



Bronze



Charcoal



Black

ORDERING INFORMATION

7000WTUR	CRI	COLOR TEMP	LENGTH (A)	FINISH	VOLTAGE
	8 80 CRI	30 3000K 40 4000K	18 18"	B BLACK Z BRONZE H CHARCOAL	UNV UNV 120-277V

7000WTUR

JOB NAME

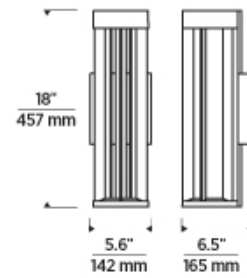
NOTES

TURBO 18 OUTDOOR WALL

VISUAL COMFORT & CO.

SPECIFICATIONS

PRIMARY MATERIAL	Aluminum
SHADE MATERIAL	Aluminum
NET WEIGHT	8.5 lbs
HEIGHT	18in
WIDTH	6.5in
LENGTH	5.6in
WET LISTED	
DAMP LISTED	
DRY LISTED	
GENERAL LISTING	ETL Listed
INCLUDES	



LAMPING SPECIFICATIONS

	LED LAMP	INTEGRATED LED	NON LED	NO LAMP
DELIVERED LUMENS		598		
WATTS		15.8		
MAX WATTAGE PER BULB		15.8W		
		Universal 120V-277V 0-10, ELV		
CCT		3000K 4000K		
CRI		80 CRI		
LED LIFETIME				
L70		>60000		
AVERAGE BULB HOURS				
FIELD SERVICEABLE LED				
LAMP BASE		Integrated LED		
LAMP SHAPE		Integrated LED		
LAMP INCLUDED?		True		
WARRANTY**		5 Years		

* Dimming information available at www.techlighting.com/Downloads#dimming

** Visit techlighting.com for specific warranty limitations and details.

T20 / T24 / JA8 INFORMATION

	Integrated LED	Replacement LED Lamp	No Lamp *
This product can be used to comply with California Building Energy Efficiency Standards 2016 Title 24 Part 6 / JA8.	Yes		
This product can be used to comply with California Appliance Efficiency Standards 2016 Title 20 and may be shipped to and sold in California.	N/A		

* If a light fixture or component does not include a lamp or light source, it is the responsibility of the customer to select a lamp that meets the T24 and T20 requirements.



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7400 Linder Avenue, Skokie, IL 60077
T 847.410.4400 | F 847.410.4500 | techlighting.com

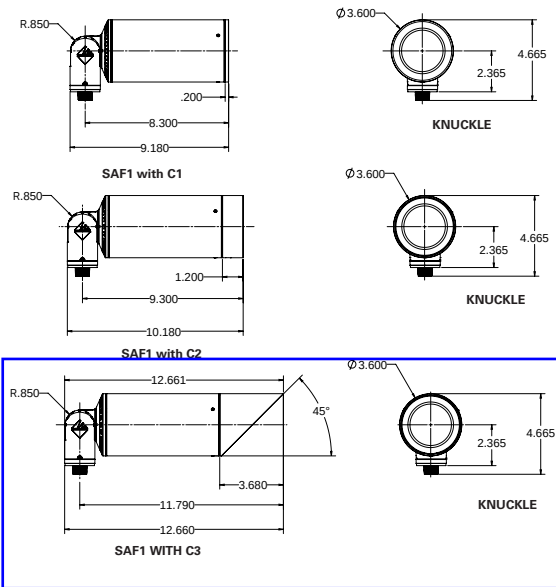


Specifications

Weight: 4 lbs.

EPA: C1: 0.266 Square Feet
C2: 0.294 Square Feet
C3: 0.314 Square Feet

DIMENSIONS



SAF1 LED SPECIALTY ARCHITECTURAL FLOOD MVOLT LED

HIGHLIGHTS

- Suitable for a variety of mounting applications including ground, wall, pole, stanchion and tree
- 0-10V, Reverse phase Dimming
- Taper-Lock technology provides full aiming integrity utilizing a rugged knuckle design
- Available in 80CRI
- 1500 lm
- Minimalist design that provides clean and intentional lines and transitions
- Slightly convex watershed lens that evades water build up and staining
- NOM Listed
- 3G vibration rating per ANSI C136.31

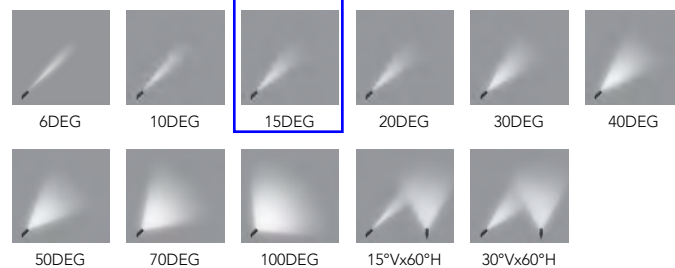


LUMEN PACKAGES

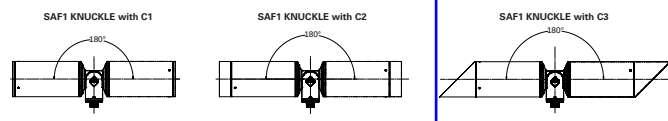
	6DEG	10DEG	15DEG	20DEG	30DEG	40DEG
Delivered Lumens	731	691	1,487	1,479	1,463	1,441
Watts	16	16	21	21	21	21
LPW	46	43	71	70	70	69
Max Candela	48,860	17,042	12,343	10,447	4,191	2,880
	50DEG	70DEG	100DEG	15°Vx60H	30°Vx60H	
Delivered Lumens	1,386	1,320	1,285	1,468	1,379	
Watts	21	21	21	21	21	
LPW	66	63	62	70	66	
Max Candela	1,442	964	647	2,923	1,897	

Note: Information based on 4000K @ P2, for 6DEG and 10DEG and P3 for 15DEG+ with C1. See page 3 for more information.

STANDARD DISTRIBUTION



AIMING DETAIL



ORDERING INFORMATION

EXAMPLE: SAF1 LED P1 80CRI 27K MVOLT 6DEG CWL KM CJB L1 ZT C1 BL

SAF1														
Series*		Source*	Performance Packages*	CRI*	Color Temperature*		Voltage*	Distribution*		Lens*		Mounting*		
SAF1	Specialty Architectural Flood	LED	P1	80CRI	27K	2700K	MVOLT	6DEG	6°	CWL	Clear Watershed Lens	KM	Knuckle	
			P2		30K	3000K		10DEG	10°					
			P3		35K	3500K		15DEG	15°					
			Note: P3 not available in 6DEG & 10DEG		40K	4000K		20DEG	20°					
					AMBLW ¹ Amber Limited Wavelength (591nm)			30DEG	30°					
					Note: AMBLW not available in 6DEG, 20DEG and 40DEG			40DEG	40°					
					Note: AMBLW only available in P1			50DEG	50°					
								70DEG	70°					
								100DEG	100°					
								15VX60H	15° x 60°					
								30VX60H	30° x 60°					
Mounting Accessories														
Options Internal Accessory				Control Input		External Caps*		Finish*						
AMPC_/_ Architectural Mid Pole Clamp available to fit on a 4" or 6" pole with 1 or 2 fixtures				L1	Prismatic Lens	ZT	0-10V dimming to 1%	C1	Short Flush	BL	Black Textured			
AWMC Architectural Wall Mount Cover				L2	Linear Spread Lens	ELV	Reverse phase	C2	Recessed Lens	BRS	Bronze Smooth			
AWSC Architectural Wall Splice Cover				L3	Softening Lens			C3	45° Angle Cut	BRT	Bronze Textured			
CAJB Cylindrical Architectural Junction box				IHL	Honeycomb Louver					DBL	Black Smooth			
CJB Cylindrical Junction Box				Note: Only one Internal accessory can be chosen						DDB	Designer Bronze			
CPM Cylindrical Pedestal Mount										DNA	Natural Aluminum			
CPMSA Cylindrical Pole Mount Splice Access				Internal Filters						NBS	Natural Bronze Smooth			
CSM_ Cylindrical Stanchion Mount 12"-48" available in 6" increments				FG	Green					VET	Verde Textured			
Note: Multi Head (AMHM) mounting accessory is available and can be ordered separately, please see below and spec sheet for options.				FGD	Green Dichroic					WH	White Textured			
Note: Aluminum or Bronze Stake Mounted J-Box (SBA_ or SBB_) is available in 12" or 18" and can be ordered separately, please see below and spec sheet for options.				FLB	Light Blue					WHS	White Smooth			
Note: Polymer Ground Spike (PSS) is available in 18", 24" and 36" and can be ordered separately, please see below and spec sheet for options.				FM	Mercury Vapor					_Z	Zinc Undercoat (i.e.BLZ)			
				FMB	Medium Blue					Note: Zinc Undercoat provides corrosion protection for Marine Environment and Natatorium Construction				
				FMBD	Medium Blue Dichroic					CF	Custom Finish			
				FR	Red					RALTBD	RAL Paint Finishes			
				FRD	Red Dichroic					Note: RALTBD for pricing only, replace with applicable RAL call out when ready to order. See the RALBROCHURE for available options. It is recommended that Hydrel products only use textured paint.				
				Note: Only one Internal Accessory can be chosen										
Extended Arms														
EA_		12", 24" or 36"												
EA45_		45° -12", 24" or 36"												
EA90_		90° -12", 24" or 36"												
Note: EA used with AWSC and AWMC mountings only														

PERFORMANCE DATA

LUMEN OUTPUT – SAF1

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Distribution Type	Field Angle		Beam Angle		27K (2700K, 80CRI)			30K (3000K, 80CRI)			35K (3500K, 80CRI)			40K (4000K, 80CRI)		
			°H	°V	°H	°V	Max CD	Lumens	LPW	Max CD	Lumens	LPW	Max CD	Lumens	LPW	Max CD	Lumens	LPW
P1	9W	6DEG	11	11	5	5	31,205	467	52	32,798	491	55	34,853	522	58	35,328	529	59
		10DEG	19	19	9	9	10,884	441	49	11,440	464	52	12,157	493	55	12,322	499	55
	6W	15DEG	33	33	16	16	3,746	451	75	3,902	470	78	4,017	484	81	4,064	490	82
		20DEG	36	36	17	17	3,171	449	75	3,303	468	78	3,400	481	80	3,439	487	81
		30DEG	57	57	31	31	1,272	444	74	1,325	463	77	1,364	476	79	1,380	482	80
		40DEG	69	69	38	38	874	438	73	911	456	76	937	469	78	948	475	79
		50DEG	92	92	58	58	438	421	70	456	438	73	469	451	75	475	456	76
		70DEG	107	107	75	75	293	401	67	305	417	70	314	430	72	317	435	72
		100DEG	127	127	94	94	196	390	70	205	406	73	211	418	75	213	423	76
		15Vx60H	95	44	66	21	887	445	74	924	464	77	951	478	80	962	483	81
		30Vx60H	94	72	62	38	576	419	70	600	436	73	618	449	75	625	454	76
	P2	6DEG	11	11	5	5	43,157	646	40	45,361	679	42	48,203	721	45	48,860	731	46
		10DEG	19	19	9	9	15,053	610	38	15,822	641	40	16,813	681	43	17,042	691	43
		15DEG	33	33	16	16	7,155	862	78	7,453	898	82	7,672	925	84	7,761	935	85
		20DEG	36	36	17	17	6,055	857	78	6,307	893	81	6,493	919	84	6,568	930	85
		30DEG	57	57	31	31	2,430	848	77	2,531	883	80	2,605	909	83	2,635	920	84
		40DEG	69	69	38	38	1,669	836	76	1,739	870	79	1,790	896	81	1,811	906	82
		50DEG	92	92	58	58	836	803	73	871	837	76	896	862	78	907	872	79
		70DEG	107	107	75	75	559	765	70	582	797	72	599	821	75	606	830	75
		100DEG	127	127	94	94	375	745	69	391	776	71	402	799	74	407	808	74
		15Vx60H	95	44	66	21	1,694	851	77	1,765	886	81	1,817	912	83	1,838	923	84
P3	21W	30Vx60H	94	72	62	38	1,100	880	73	1,146	893	76	1,179	857	78	1,193	867	79
		15DEG	33	33	16	16	11,379	1,371	65	11,853	1,428	68	12,202	1,470	70	12,343	1,487	71
		20DEG	36	36	17	17	9,631	1,364	65	10,032	1,421	68	10,327	1,462	70	10,447	1,479	70
		30DEG	57	57	31	31	3,864	1,349	64	4,025	1,405	67	4,143	1,446	69	4,191	1,463	70
		40DEG	69	69	38	38	2,655	1,329	63	2,766	1,384	66	2,847	1,425	68	2,880	1,441	69
		50DEG	92	92	58	58	1,329	1,278	61	1,385	1,331	63	1,426	1,370	65	1,442	1,386	66
		70DEG	107	107	75	75	889	1,217	58	926	1,268	60	953	1,305	62	964	1,320	63
		100DEG	127	127	94	94	596	1,185	57	621	1,234	60	639	1,270	62	647	1,285	62
		15Vx60H	95	44	66	21	2,695	1,353	64	2,807	1,409	67	2,890	1,451	69	2,923	1,468	70
		30Vx60H	94	72	62	38	1,749	1,272	61	1,822	1,324	63	1,876	1,363	65	1,897	1,379	66

Performance Package	System Watts	Distribution Type	Field Angle		Beam Angle		AMBLW		
			°H	°V	°H	°V	Max CD	Lumens	LPW
P1	8W	10DEG	19	19	9	9	3,132	127	16
		15DEG	33	33	16	16	1,031	124	16
		30DEG	57	57	31	31	350	122	15
		50DEG	92	92	58	58	120	116	14
		70DEG	107	107	75	75	81	110	14
		100DEG	131	131	100	100	36	82	10
		15Vx60H	95	44	66	21	244	123	15
		30Vx60H	94	72	62	38	159	115	14

PROJECTED LED LUMEN MAINTENANCE

Data references the extrapolated performance projections for the Fixture platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	20,000	40,000	60,000
Lumen Maintenance Factor	1	0.9309	0.8726	0.818

Note: Based on P1 Performance Package 6Deg & 10DEG

Operating Hours	0	20,000	40,000	60,000
Lumen Maintenance Factor	1	0.9664	0.948	0.9299

Note: Based on P1 Performance Package 15+Deg

LED LIFE: L70@ > 36,000 hours for 6DEG & 10DEG

L70@ > 60,000 hours for 15+DEG

CSA LISTING TEMPERATURE: -30°C through 40°C (P1 6DEG & 10DEG)

-30°C through 30°C (P2 6DEG & 10DEG)

-30°C through 50°C (P1 15+ DEG)

-30°C through 35°C (P2 15+ DEG)

-30°C through 25°C (P3 15+ DEG)

-30°C through 45°C (AMBER)

PHOTOMETRIC DIAGRAMMS

To see complete photometric reports or download .ies files for this product, visit www.hydrel.com

PERFORMANCE DATA

ELECTRICAL LOAD

Light Engines	Drive Current (mA)	System Watts	Input Current (A)			
			120	208	240	277
Static White P1 6Deg & 10Deg	1800mA	9.4	0.077	0.045	0.04	0.035
Static White P2 6Deg & 10Deg	3000mA	17	0.144	0.082	0.071	0.062
Static White P1 15+Deg	180mA	5.6	0.046	0.027	0.024	0.021
Static White P2 15+Deg	350mA	10.8	0.089	0.053	0.047	0.042
Static White P3 15+Deg	690mA	18.4	0.179	0.105	0.092	0.081
Amber P1 10+Deg	667mA	8.5	0.071	0.041	0.035	0.031

LUMEN AMBIENT TEMPERATURE (LAT) MULTIPLIERS

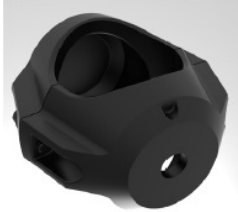
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F)

Ambient		Static White - 6&10Deg Lumen Multiplier	Static White - ≥15Deg Lumen Multiplier	Amber Lumen Multiplier
0°C	32°F	1.06	1.04	1.22
10°C	50°F	1.03	1.02	1.11
20°C	68°F	1.01	1.01	1.04
25°C	77°F	1	1	1
30°C	86°F	0.99	0.99	0.97
40°C	104°F	0.96	0.98	0.91

SAF1 Multiplier	
Symmetric Distributions (6DEG-70DEG)	
C1	1.00
C2	0.98
C3	0.94
L1	0.91
L2	0.90
L3	0.96
IHL	0.60
Asymmetric Distributions (xxVxH)	
C1	1.00
C2	0.97
C3	0.92
L1	0.86
L2	0.84
L3	0.96
IHL	0.38

Color Filter Multiplier	
FG	0.492
FGD	0.399
FMB	0.177
FMBD	0.143
FR	0.102
FRD	0.083

SAF MOUNTING ACCESSORIES

		Part #
	• AMPC Architectural Mid Pole Clamp • Clamp pole mount design for quick install and fixture aiming • Intended for 4" or 6" round straight pole • Mount one or two fixtures • Mounting location mid pole • Designed for SAF7 and SAF14 series with safety cable option	Example: AMPC4/1 78C BL See spec sheet for more options
	• AMHM Architectural Multi Head Mount • Directional multi-head mounting accessory for spot lighting multiple targets from one vantage point • Equipped with inner cavity that allows for quick wire connections • Infinite maneuverability and positioning with taper lock technology so contractors can easily set it and forget it. • Available in Knuckle or Yoke mount • Mount two, three or four fixtures • Multi Head mount is compatible with other mounting accessories such as ADPMR/ADPMS, AMPC, APAR/APAS, AWSC, CAJB, CPM, CPMSA, CSM and CWMAE/CWMAT	Example: AMHM2 KM 78C BL See spec sheet for more options
	• AWMC Architectural Wall Mount Cover • Designed to be mounted over a recessed wall box • Compatible with SAF1	Example: AWMC 78C BL See spec sheet for more options
	• AWSC Architectural Wall Splice Cover • Designed to be mounted over a recessed wall box or can be surface mounted for direct conduit entrance • Supplied with an integral splice access compartment for easy fixture connections	Example: AWSC 78C DNA See spec sheet for more options
	• CAJB Cylindrical Architectural Junction Box • Designed for architectural and landscape applications • Recommended for mounting on a rigid metallic conduit	Example: CAJB 34B 78C DBL See spec sheet for more options
	• CJB Cylindrical Junction Box • Drilled and tapped to 3/4" NPT specifications • For larger hole sizes, consult factory • Recommended to seal conduit to maintain dry components	Example: CJB 34S 78C VET See spec sheet for more options

SAF MOUNTING ACCESSORIES

		Part #
	• CPM Cylindrical Pedestal Mount • Suitable for architectural and landscape applications • Provided with front access cover for easy wiring and installation.	Example: CPM 78C BL See spec sheet for more options
	• CPMSA Cylindrical Pole Mount Splice Access • Designed to mount atop of 4" round poles • Provided with splice compartment	Example: CPMSA 78C DBL See spec sheet for more options
	• CSM Cylindrical Stanchion Mount • Available in heights from 12" to 48" in 6" increments • Provided with front access cover for easy wiring and installation.	Example: CSM12 78C BRT See spec sheet for more options
	• EA-Extended Arms • Available in lengths 12", 24" and 36" • Available in angles 45° and 90° • Material available in aluminum • Extended arms are compatible with AWMC and AWSC wall mounts	Example: AWMC EA12 78C BL AWSC EA4512 78C BRS See spec sheet for more options See spec sheet for more options
	• SBA or SBB Stake mounted J-box • Available in aluminum or bronze material • Available in 12" and 18" • Used for a portable convenient placement of accent fixtures to accommodate 12v or 120v 1/2" knuckle fixture	Example: SBA12 78C CSL6P BL SBB18 78C BZ See spec sheet for more options
	• PS or PSS Polymer Ground Spike • Available in 18", 24" and 36" • Provide a simple and clean installation with selfcontained wiring compartment • PSS is sealed bottom used for 120-277 volt application • PS is open bottom used with 12 volt fixtures	Example: PSS18 78C BL See spec sheet for more options

EXTERNAL CAPS

	• C1 Short Flush Cap
	• C2 Recessed Lens Cap
	• C3 45° Angle Cut Cap

FEATURES & SPECIFICATIONS

MATERIAL: Die cast copper-free aluminum (A360) housing & doors with separate optical and driver compartments to ensure thermal isolation of the electronic drivers and LED's.

LIGHT SOURCE: Proprietary PBCA LED technology with correlated color temperatures (CCT) of 2700K, 3000K, 3500K, 4000K (>80 CRI). All within 3 MacAdam ellipses

VOLTAGE: MVOLT 120V-277V. 50/60Hz

DISTRIBUTION: Available in 6DEG, 10DEG, 15DEG, 20DEG, 30DEG, 40DEG, 50DEG, 70DEG, 100DEG, 15Vx60H and 30Vx60H

LENS: Molded from heat strengthened borosilicate glass for superior clarity and strength.

MOUNTING: Knuckle is 1/2" NPSM, mounts to 7/8" thru hole. Aluminum knuckle & stainless steel locking hardware with infinite aiming adjustment capabilities and a wide array of mounting accessories. Knuckle mount luminaries are provided with 48" leads (qty 3 #18 for power supply and qty 2 #18 for dimming control)

ELECTRICAL: MVOLT (120-277) LED class 2 power supply. 6-21 watts, L83 lifetime $\geq$ 100,000 hours at 25°C. Power factor > 90%, THD < 20%. 6KV surge protection meets a minimum Category C low operation per ANSI/IEEE C62.41.2.

FEATURES: Taper lock knuckle for infinite aiming and an unparalleled locking ability.

FINISH: Exterior parts are protected by a zinc-infused durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climates without cracking or peeling.

GOVERNMENT PROCUREMENT

BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/resources/buy-american for additional information.

LISTING: cCSAus, Suitable for outdoor & wet location. IP66 rated

WARRANTY: 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Consult factory for details.

NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

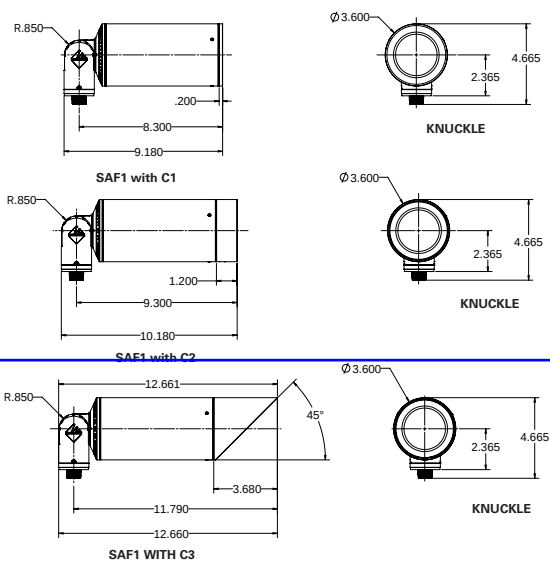


Specifications

Weight: 4 lbs.

EPA: C1: 0.266 Square Feet
C2: 0.294 Square Feet
C3: 0.314 Square Feet

DIMENSIONS



SAF1 LED SPECIALTY ARCHITECTURAL FLOOD MVOLT LED

HIGHLIGHTS

- Suitable for a variety of mounting applications including ground, wall, pole, stanchion and tree
- 0-10V, Reverse phase Dimming
- Taper-Lock technology provides full aiming integrity utilizing a rugged knuckle design
- Available in 80CRI
- 1500 lm
- Minimalist design that provides clean and intentional lines and transitions
- Slightly convex watershed lens that evades water build up and staining
- NOM Listed
- 3G vibration rating per ANSI C136.31



LUMEN PACKAGES

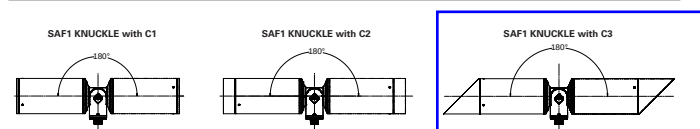
	6DEG	10DEG	15DEG	20DEG	30DEG	40DEG
Delivered Lumens	731	691	1,487	1,479	1,463	1,441
Watts	16	16	21	21	21	21
LPW	46	43	71	70	70	69
Max Candela	48,860	17,042	12,343	10,447	4,191	2,880
	50DEG	70DEG	100DEG	15Vx60H	30Vx60H	
Delivered Lumens	1,386	1,320	1,285	1,468	1,379	
Watts	21	21	21	21	21	
LPW	66	63	62	70	66	
Max Candela	1,442	964	647	2,923	1,897	

Note: Information based on 4000K @ P2, for 6DEG and 10DEG and P3 for 15DEG+ with C1. See page 3 for more information.

STANDARD DISTRIBUTION



AIMING DETAIL



ORDERING INFORMATION

EXAMPLE: SAF1 LED P1 80CRI 27K MVOLT 6DEG CWL KM CJB L1 ZT C1 BL

SAF1														
Series*		Source*	Performance Packages*	CRI*	Color Temperature*		Voltage*	Distribution*		Lens*		Mounting*		
SAF1	Specialty Architectural Flood	LED	P1	80CRI Note: CRI not required with AMBLW	27K	2700K	MVOLT	6DEG	6°	CWL	Clear Watershed Lens	KM	Knuckle	
			P2		30K	3000K		10DEG	10°					
			P3		35K	3500K		15DEG	15°					
			Note: P3 not available in 6DEG & 10DEG		40K	4000K		20DEG	20°					
					AMBLW ¹ Amber Limited Wavelength (591nm)			30DEG	30°					
					Note: AMBLW not available in 6DEG, 20DEG and 40DEG			40DEG	40°					
					Note: AMBLW only available in P1			50DEG	50°					
								70DEG	70°					
								100DEG	100°					
								15VX60H	15° x 60°					
								30VX60H	30° x 60°					
Mounting Accessories				Options Internal Accessory		Control Input		External Caps*		Finish*				
AMPC_/_ Architectural Mid Pole Clamp available to fit on a 4" or 6" pole with 1 or 2 fixtures				L1	Prismatic Lens	ZT	0-10V dimming to 1%	C1	Short Flush	BL	Black Textured			
AWMC Architectural Wall Mount Cover				L2	Linear Spread Lens	ELV	Reverse phase	C2	Recessed Lens	BRS	Bronze Smooth			
AWSC Architectural Wall Splice Cover				L3	Softening Lens			C3	45° Angle Cut	BRT	Bronze Textured			
CAJB Cylindrical Architectural Junction box				IHL	Honeycomb Louver					DBL	Black Smooth			
CJB Cylindrical Junction Box				Note: Only one Internal accessory can be chosen						DDB	Designer Bronze			
CPM Cylindrical Pedestal Mount										DNA	Natural Aluminum			
CPMSA Cylindrical Pole Mount Splice Access				Internal Filters						NBS	Natural Bronze Smooth			
CSM_ Cylindrical Stanchion Mount 12"-48" available in 6" increments				FG	Green					VET	Verde Textured			
Note: Multi Head (AMHM) mounting accessory is available and can be ordered separately, please see below and spec sheet for options.				FGD	Green Dichroic					WH	White Textured			
Note: Aluminum or Bronze Stake Mounted J-Box (SBA_ or SBB_) is available in 12" or 18" and can be ordered separately, please see below and spec sheet for options.				FLB	Light Blue					WHS	White Smooth			
Note: Polymer Ground Spike (PSS) is available in 18", 24" and 36" and can be ordered separately, please see below and spec sheet for options.				FM	Mercury Vapor					_Z	Zinc Undercoat (i.e.BLZ) Note: Zinc Undercoat provides corrosion protection for Marine Environment and Natatorium Construction			
				FMB	Medium Blue					CF	Custom Finish			
				FMBD	Medium Blue Dichroic					RALTBD	RAL Paint Finishes			
				FR	Red					Note: RALTBD for pricing only, replace with applicable RAL call out when ready to order. See the RALBROCHURE for available options. It is recommended that Hydrel products only use textured paint.				
				FRD	Red Dichroic									
				Note: Only one Internal Accessory can be chosen										
Extended Arms														
EA_		12", 24" or 36"												
EA45_		45° -12", 24" or 36"												
EA90_		90° -12", 24" or 36"												
Note: EA used with AWSC and AWMC mountings only														

PERFORMANCE DATA

LUMEN OUTPUT – SAF1

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			°H	°V	°H	°V	Max CD	Lumens	LPW	Max CD	Lumens	LPW	Max CD	Lumens	LPW	Max CD	Lumens	LPW
P1	9W	6DEG	11	11	5	5	31,205	467	52	32,798	491	55	34,853	522	58	35,328	529	59
		10DEG	19	19	9	9	10,884	441	49	11,440	464	52	12,157	493	55	12,322	499	55
	6W	15DEG	33	33	16	16	3,746	451	75	3,902	470	78	4,017	484	81	4,064	490	82
		20DEG	36	36	17	17	3,171	449	75	3,303	468	78	3,400	481	80	3,439	487	81
		30DEG	57	57	31	31	1,272	444	74	1,325	463	77	1,364	476	79	1,380	482	80
		40DEG	69	69	38	38	874	438	73	911	456	76	937	469	78	948	475	79
		50DEG	92	92	58	58	438	421	70	456	438	73	469	451	75	475	456	76
		70DEG	107	107	75	75	293	401	67	305	417	70	314	430	72	317	435	72
		100DEG	127	127	94	94	196	390	70	205	406	73	211	418	75	213	423	76
		15Vx60H	95	44	66	21	887	445	74	924	464	77	951	478	80	962	483	81
		30Vx60H	94	72	62	38	576	419	70	600	436	73	618	449	75	625	454	76
		6DEG	11	11	5	5	43,157	646	40	45,361	679	42	48,203	721	45	48,860	731	46
P2	16W	10DEG	19	19	9	9	15,053	610	38	15,822	641	40	16,813	681	43	17,042	691	43
		15DEG	33	33	16	16	7,155	862	78	7,453	898	82	7,672	925	84	7,761	935	85
	11W	20DEG	36	36	17	17	6,055	857	78	6,307	893	81	6,493	919	84	6,568	930	85
		30DEG	57	57	31	31	2,430	848	77	2,531	883	80	2,605	909	83	2,635	920	84
		40DEG	69	69	38	38	1,669	836	76	1,739	870	79	1,790	896	81	1,811	906	82
		50DEG	92	92	58	58	836	803	73	871	837	76	896	862	78	907	872	79
		70DEG	107	107	75	75	559	765	70	582	797	72	599	821	75	606	830	75
		100DEG	127	127	94	94	375	745	69	391	776	71	402	799	74	407	808	74
		15Vx60H	95	44	66	21	1,694	851	77	1,765	886	81	1,817	912	83	1,838	923	84
		30Vx60H	94	72	62	38	1,100	800	73	1,146	833	76	1,179	857	78	1,193	867	79
	21W	15DEG	33	33	16	16	11,379	1,371	65	11,853	1,428	68	12,202	1,470	70	12,343	1,487	71
		20DEG	36	36	17	17	9,631	1,364	65	10,032	1,421	68	10,327	1,462	70	10,447	1,479	70
		30DEG	57	57	31	31	3,864	1,349	64	4,025	1,405	67	4,143	1,446	69	4,191	1,463	70
		40DEG	69	69	38	38	2,655	1,329	63	2,766	1,384	66	2,847	1,425	68	2,880	1,441	69
		50DEG	92	92	58	58	1,329	1,278	61	1,385	1,331	63	1,426	1,370	65	1,442	1,386	66
		70DEG	107	107	75	75	889	1,217	58	926	1,268	60	953	1,305	62	964	1,320	63
		100DEG	127	127	94	94	596	1,185	57	621	1,234	60	639	1,270	62	647	1,285	62
		15Vx60H	95	44	66	21	2,695	1,353	64	2,807	1,409	67	2,890	1,451	69	2,923	1,468	70
		30Vx60H	94	72	62	38	1,749	1,272	61	1,822	1,324	63	1,876	1,363	65	1,897	1,379	66

Performance Package	System Watts	Distribution Type	Field Angle		Beam Angle		AMBLW		
			°H	°V	°H	°V	Max CD	Lumens	LPW
P1	8W	10DEG	19	19	9	9	3,132	127	16
		15DEG	33	33	16	16	1,031	124	16
		30DEG	57	57	31	31	350	122	15
		50DEG	92	92	58	58	120	116	14
		70DEG	107	107	75	75	81	110	14
		100DEG	131	131	100	100	36	82	10
		15Vx60H	95	44	66	21	244	123	15
		30Vx60H	94	72	62	38	159	115	14

PROJECTED LED LUMEN MAINTENANCE

Data references the extrapolated performance projections for the Fixture platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	20,000	40,000	60,000
Lumen Maintenance Factor	1	0.9309	0.8726	0.818

Note: Based on P1 Performance Package 6Deg & 10DEG

Operating Hours	0	20,000	40,000	60,000
Lumen Maintenance Factor	1	0.9664	0.948	0.9299

Note: Based on P1 Performance Package 15+Deg

LED LIFE: L70@ > 36,000 hours for 6DEG & 10DEG

L70@ > 60,000 hours for 15+DEG

CSA LISTING TEMPERATURE: -30°C through 40°C (P1 6DEG & 10DEG)

-30°C through 30°C (P2 6DEG & 10DEG)

-30°C through 50°C (P1 15+ DEG)

-30°C through 35°C (P2 15+ DEG)

-30°C through 25°C (P3 15+ DEG)

-30°C through 45°C (AMBER)

PHOTOMETRIC DIAGRAMMS

To see complete photometric reports or download .ies files for this product, visit www.hydrel.com

PERFORMANCE DATA

ELECTRICAL LOAD

Light Engines	Drive Current (mA)	System Watts	Input Current (A)			
			120	208	240	277
Static White P1 6Deg & 10Deg	1800mA	9.4	0.077	0.045	0.04	0.035
Static White P2 6Deg & 10Deg	3000mA	17	0.144	0.082	0.071	0.062
Static White P1 15+Deg	180mA	5.6	0.046	0.027	0.024	0.021
Static White P2 15+Deg	350mA	10.8	0.089	0.053	0.047	0.042
Static White P3 15+Deg	690mA	18.4	0.179	0.105	0.092	0.081
Amber P1 10+Deg	667mA	8.5	0.071	0.041	0.035	0.031

LUMEN AMBIENT TEMPERATURE (LAT) MULTIPLIERS

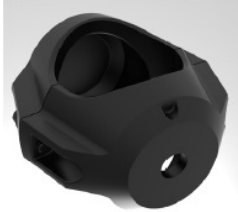
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F)

Ambient		Static White - 6&10Deg Lumen Multiplier	Static White - ≥15Deg Lumen Multiplier	Amber Lumen Multiplier
0°C	32°F	1.06	1.04	1.22
10°C	50°F	1.03	1.02	1.11
20°C	68°F	1.01	1.01	1.04
25°C	77°F	1	1	1
30°C	86°F	0.99	0.99	0.97
40°C	104°F	0.96	0.98	0.91

SAF1 Multiplier	
Symmetric Distributions (6DEG-70DEG)	
C1	1.00
C2	0.98
C3	0.94
L1	0.91
L2	0.90
L3	0.96
IHL	0.60
Asymmetric Distributions (xxVXxxH)	
C1	1.00
C2	0.97
C3	0.92
L1	0.86
L2	0.84
L3	0.96
IHL	0.38

Color Filter Multiplier	
FG	0.492
FGD	0.399
FMB	0.177
FMBD	0.143
FR	0.102
FRD	0.083

SAF MOUNTING ACCESSORIES

		Part #
	• AMPC Architectural Mid Pole Clamp • Clamp pole mount design for quick install and fixture aiming • Intended for 4" or 6" round straight pole • Mount one or two fixtures • Mounting location mid pole • Designed for SAF7 and SAF14 series with safety cable option	Example: AMPC4/1 78C BL See spec sheet for more options
	• AMHM Architectural Multi Head Mount • Directional multi-head mounting accessory for spot lighting multiple targets from one vantage point • Equipped with inner cavity that allows for quick wire connections • Infinite maneuverability and positioning with taper lock technology so contractors can easily set it and forget it. • Available in Knuckle or Yoke mount • Mount two, three or four fixtures • Multi Head mount is compatible with other mounting accessories such as ADPMR/ADPMS, AMPC, APAR/APAS, AWSC, CAJB, CPM, CPMSA, CSM and CWMAE/CWMAT	Example: AMHM2 KM 78C BL See spec sheet for more options
	• AWMC Architectural Wall Mount Cover • Designed to be mounted over a recessed wall box • Compatible with SAF1	Example: AWMC 78C BL See spec sheet for more options
	• AWSC Architectural Wall Splice Cover • Designed to be mounted over a recessed wall box or can be surface mounted for direct conduit entrance • Supplied with an integral splice access compartment for easy fixture connections	Example: AWSC 78C DNA See spec sheet for more options
	• CAJB Cylindrical Architectural Junction Box • Designed for architectural and landscape applications • Recommended for mounting on a rigid metallic conduit	Example: CAJB 34B 78C DBL See spec sheet for more options
	• CJB Cylindrical Junction Box • Drilled and tapped to 3/4" NPT specifications • For larger hole sizes, consult factory • Recommended to seal conduit to maintain dry components	Example: CJB 34S 78C VET See spec sheet for more options

SAF MOUNTING ACCESSORIES

		Part #
	• CPM Cylindrical Pedestal Mount • Suitable for architectural and landscape applications • Provided with front access cover for easy wiring and installation.	Example: CPM 78C BL See spec sheet for more options
	• CPMSA Cylindrical Pole Mount Splice Access • Designed to mount atop of 4" round poles • Provided with splice compartment	Example: CPMSA 78C DBL See spec sheet for more options
	• CSM Cylindrical Stanchion Mount • Available in heights from 12" to 48" in 6" increments • Provided with front access cover for easy wiring and installation.	Example: CSM12 78C BRT See spec sheet for more options
	• EA-Extended Arms • Available in lengths 12", 24" and 36" • Available in angles 45° and 90° • Material available in aluminum • Extended arms are compatible with AWMC and AWSC wall mounts	Example: AWMC EA12 78C BL AWSC EA4512 78C BRS See spec sheet for more options See spec sheet for more options
	• SBA or SBB Stake mounted J-box • Available in aluminum or bronze material • Available in 12" and 18" • Used for a portable convenient placement of accent fixtures to accommodate 12v or 120v 1/2" knuckle fixture	Example: SBA12 78C CSL6P BL SBB18 78C BZ See spec sheet for more options
	• PS or PSS Polymer Ground Spike • Available in 18", 24" and 36" • Provide a simple and clean installation with selfcontained wiring compartment • PSS is sealed bottom used for 120-277 volt application • PS is open bottom used with 12 volt fixtures	Example: PSS18 78C BL See spec sheet for more options

EXTERNAL CAPS

	• C1 Short Flush Cap
	• C2 Recessed Lens Cap
	• C3 45° Angle Cut Cap

FEATURES & SPECIFICATIONS

MATERIAL: Die cast copper-free aluminum (A360) housing & doors with separate optical and driver compartments to ensure thermal isolation of the electronic drivers and LED's.

LIGHT SOURCE: Proprietary PBCA LED technology with correlated color temperatures (CCT) of 2700K, 3000K, 3500K, 4000K (>80 CRI). All within 3 MacAdam ellipses

VOLTAGE: MVOLT 120V-277V. 50/60Hz

DISTRIBUTION: Available in 6DEG, 10DEG, 15DEG, 20DEG, 30DEG, 40DEG, 50DEG, 70DEG, 100DEG, 15Vx60H and 30Vx60H

LENS: Molded from heat strengthened borosilicate glass for superior clarity and strength.

MOUNTING: Knuckle is 1/2" NPSM, mounts to 7/8" thru hole. Aluminum knuckle & stainless steel locking hardware with infinite aiming adjustment capabilities and a wide array of mounting accessories. Knuckle mount luminaries are provided with 48" leads (qty 3 #18 for power supply and qty 2 #18 for dimming control)

ELECTRICAL: MVOLT (120-277) LED class 2 power supply. 6-21 watts, L83 lifetime $\geq$ 100,000 hours at 25°C. Power factor > 90%, THD < 20%. 6KV surge protection meets a minimum Category C low operation per ANSI/IEEE C62.41.2.

FEATURES: Taper lock knuckle for infinite aiming and an unparalleled locking ability.

FINISH: Exterior parts are protected by a zinc-infused durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climates without cracking or peeling.

GOVERNMENT PROCUREMENT

BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/resources/buy-american for additional information.

LISTING: cCSAus, Suitable for outdoor & wet location. IP66 rated

WARRANTY: 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Consult factory for details.

NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

The Ikon outdoor step light features a minimized rectangular aperture that aims illumination downward to light stairs with minimal glare. Ideal for wayfinding and added safety after dark. Available in two finishes, Black and Bronze.

- **Selectable CCT (2700K/3000K)**
- **120V or 12V**
- **Outstanding protection against the elements:**
 - Wet Listed IP66 Rated
 - Stainless Steel Mounting Hardware
 - Powder Coat Finishes

SPECIFICATIONS

DELIVERED LUMENS	202 (2700K)
WATTS	12.2
VOLTAGE	12V (Transformer sold separately) or 120V
DIMMING	12V ELV, MLV and Triac. 120V not dimmable
LIGHT DISTRIBUTION	Symmetric
OPTICS	Not applicable
MOUNTING OPTIONS	Step: 2x4 junction box
CCT	2700K, 3000K Selectable
CRI	90+
COLOR BINNING	3 Step
BUG RATING	B0-U3-G1
DARK SKY	Compliant
WET LISTED	IP66
GENERAL LISTING	ETL
CALIFORNIA TITLE 24	Can be used to comply with CEC 2019 Title 24 Part 6 for outdoor use. Registration with CEC Appliance Database not required.
START TEMP	-30°C
FIELD SERVICEABLE LED	No
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED LIFETIME	L70; >60,000 Hours
WARRANTY*	5 Years
WEIGHT	1 lb.

* Visit techlighting.com for specific warranty limitations and details.



IKON OUTDOOR WALL/STEP LIGHT
shown in black



IKON OUTDOOR WALL/STEP LIGHT
shown in bronze

12V AC TRANSFORMERS*

(OUTDOOR RATED, ORDERED SEPARATELY)

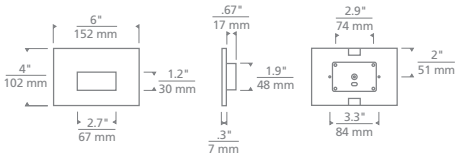
ITEM	DESCRIPTION	HOUSING	DIMMING
7000T150T	MAGNETIC, 150W, 120V	STAINLESS STEEL	MAGNETIC
7000T300T	MAGNETIC, 300W, 120V	STAINLESS STEEL	MAGNETIC

*WE DO NOT RECOMMEND USING GREATER THAN 70% OF THE MAXIMUM WATTAGE SPECIFIED FOR THE LOW VOLTAGE TRANSFORMER DUE TO INRUSH CURRENT REQUIREMENTS.

ORDERING INFORMATION

PRODUCT	CRI/CCT	FINISH	VOLTAGE
7000SIKN	92730 90 CRI 2700K/3000K SELECTABLE	B BLACK Z BRONZE	12 12V* 120 120V

*REQUIRES 12V REMOTE TRANSFORMER



Ikon Outdoor Wall/Step Light

PROJECT INFO

FIXTURE TYPE & QUANTITY	JOB NAME & INFO	NOTES

Traffic Impact Study The Walton

Highland Park, Illinois



Prepared For:



June 6, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed residential development to be located in Highland Park, Illinois. As proposed, the site, which is currently occupied by three buildings, will be redeveloped to contain a condominium building with 19 units and 43 parking spaces. Access to the 38 below grade parking spaces will be provided off the north-south public alley. The five guest parking spaces located on the west side of the building will be accessed directly via the public alley.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

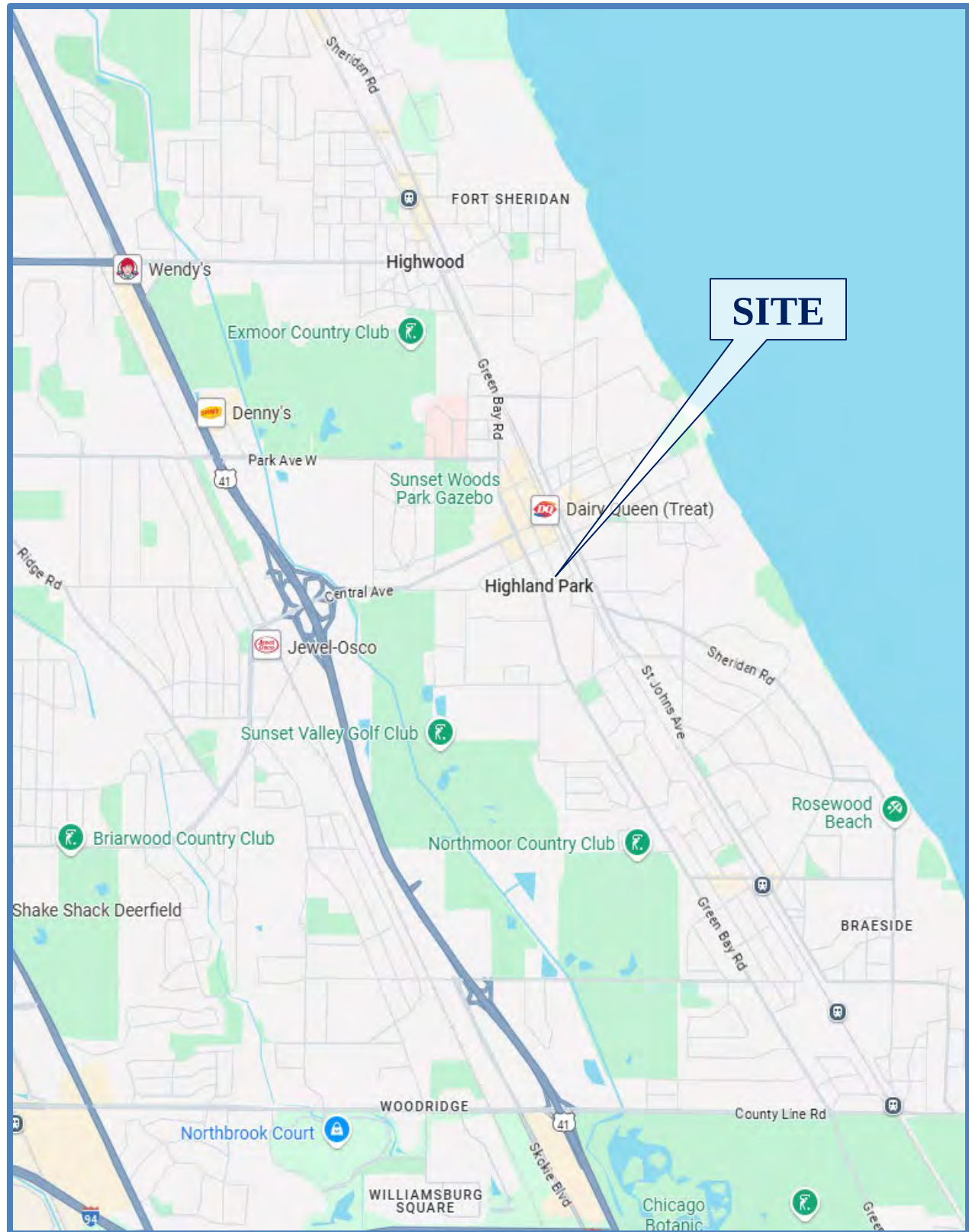
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

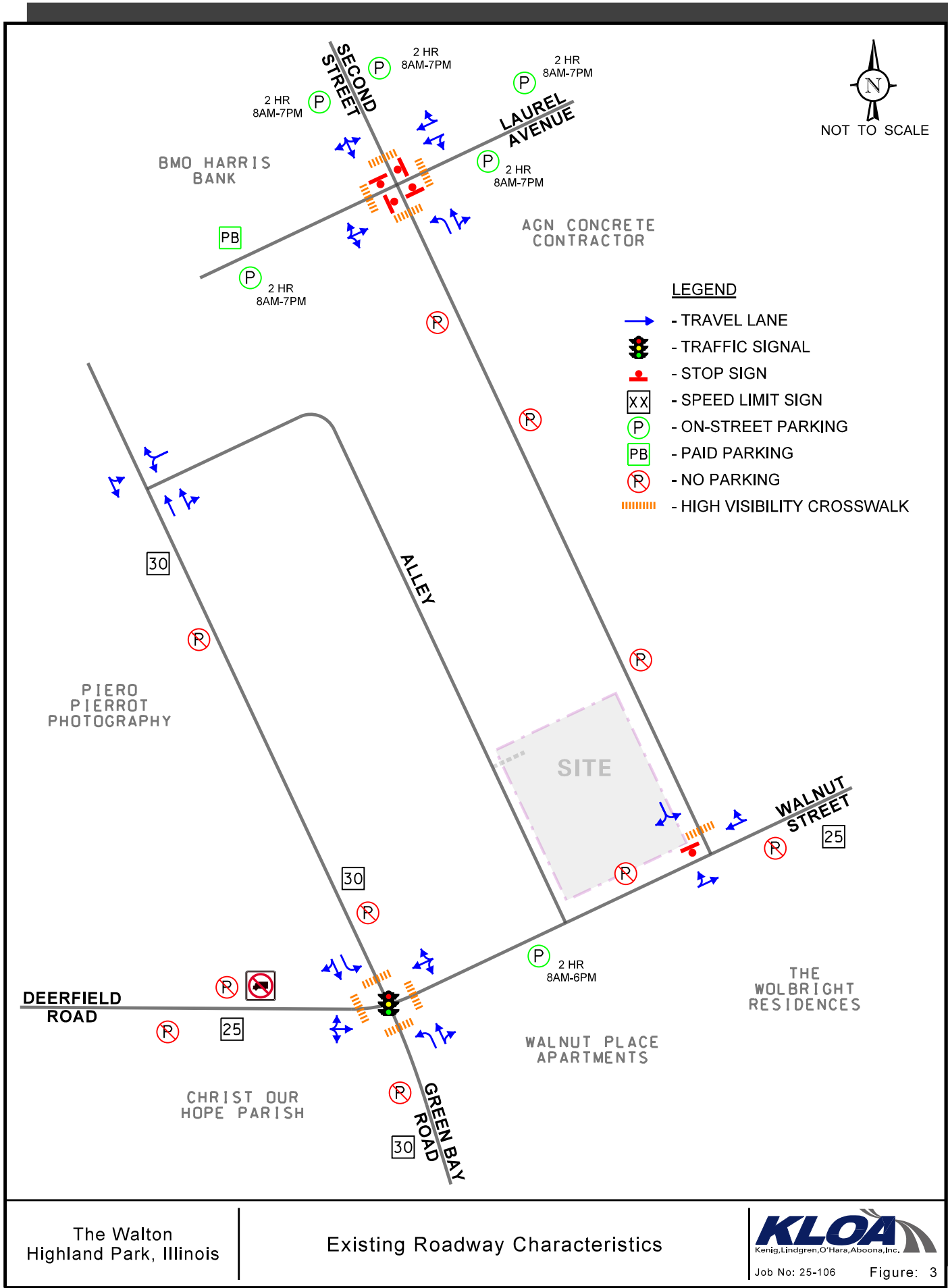
The site, which is currently occupied by three buildings, is located in the northwest corner of the intersection of Second Street with Walnut Street. Land uses in the vicinity of the site are primarily residential to the west, east, north and south and commercial along Laurel Avenue and Green Bay Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Green Bay Road is generally a north-south minor arterial roadway that provides one travel lane in each direction. At its signalized intersection with Deerfield Road/Walnut Street, Green Bay Road provides a left-turn lane and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on both the north and the south legs of the intersection and parking is not permitted on both sides of the street. Green Bay Road is under the jurisdiction of the City of Highland Park, has a posted speed limit of 30 miles per hour, and carries an annual average daily traffic (AADT) volume of 6,800 vehicles (IDOT 2023).

Laurel Avenue is generally an east-west major collector roadway that provides one travel lane in each direction except for the westbound traffic east of Second Street which provides two travel lanes. At its all-way stop sign control intersection with Second Street, Laurel Avenue provides a shared left-turn/through/right-turn lane on the eastbound approach and a shared left-turn/through and a shared through/right-turn lane on the westbound approach. High-visibility crosswalks are provided on both the west and the east legs of the intersection and parking is generally permitted on both sides of the street. Laurel Avenue is under the jurisdiction of the City of Highland Park and carries an AADT volume of 27,300 vehicles (IDOT 2023).



Walnut Street/Deerfield Road is generally an east-west local roadway that provides one travel lane in each direction. At its signalized intersection with Green Bay Road, Walnut Street/Deerfield Road provides a shared left-turn/through/right-turn lane on both approaches. High-visibility crosswalks are provided on both the west and east legs of the intersection. At its unsignalized intersection with Second Street, Walnut Street provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn on the westbound approach. Walnut Street/Deerfield Road is under the jurisdiction of the City of Highland Park and has a posted speed limit of 25 miles per hour. Walnut Street/Deerfield Road carries an AADT volume of 4,300 vehicles (IDOT 2023) west of Green Bay Road and an AADT volume 2,450 vehicles (IDOT 2023) east of Green Bay Road.

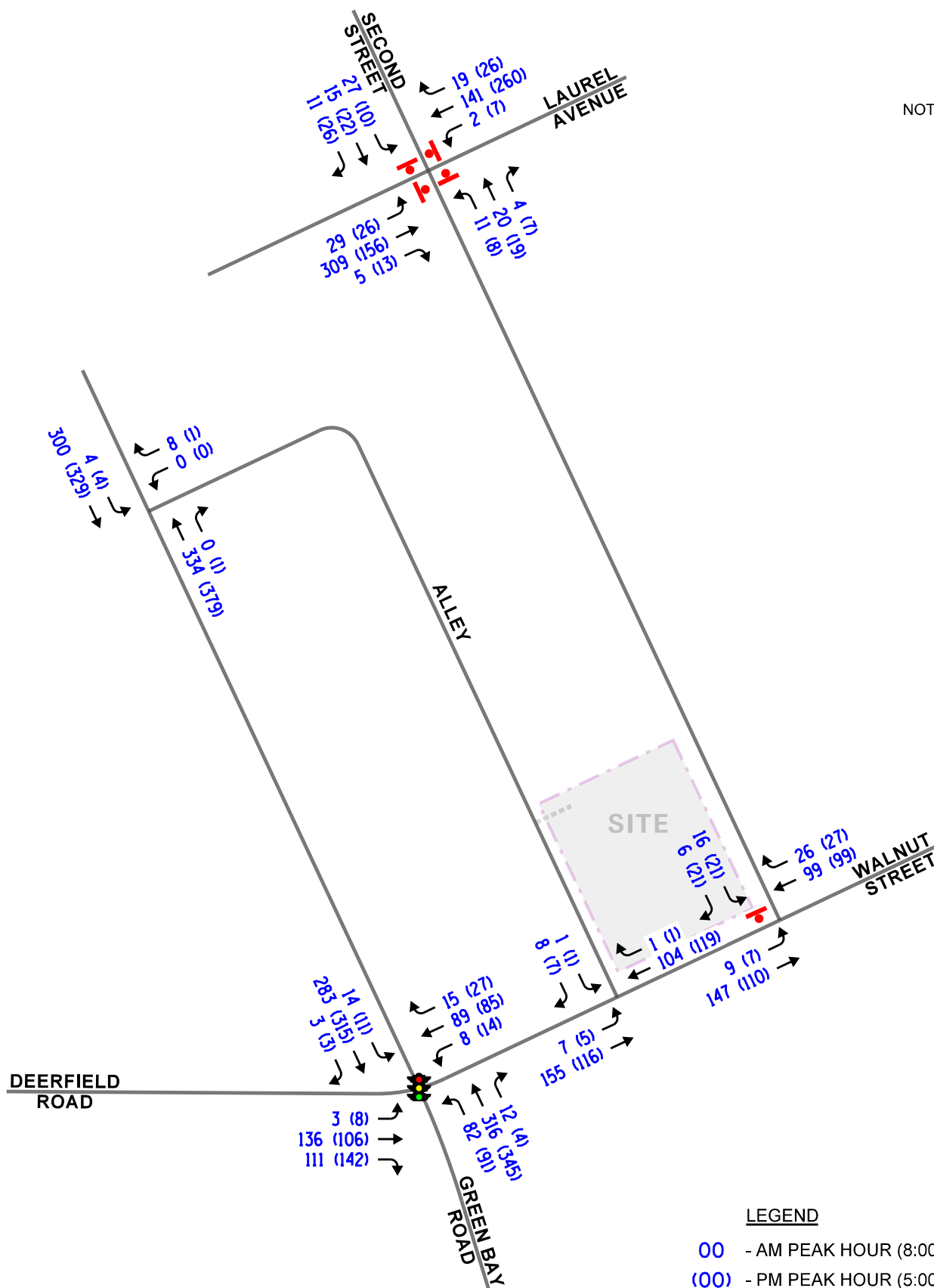
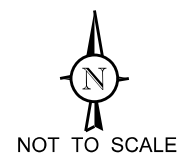
Second Street is generally a north-south local roadway that provides one travel lane in each direction. At its all-way stop sign control intersection with Laurel Avenue, Second Street provides a left turn lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through/right-turn lane on the southbound approach. High-visibility crosswalks are provided on both the north and the south legs of the intersection. At its unsignalized intersection with Walnut Street, Second Street provides a shared left-turn/right-turn lane on the southbound approach that operates under stop sign control. Second Street provides a high-visibility crosswalk on the north leg of the intersection. Second Street is under the jurisdiction of the City of Highland Park, carries an AADT volume of 15,300 vehicles (IDOT 2023) and has a posted speed limit of 25 miles per hour.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, April 29, 2025, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Walnut Street with Second Street
- Second Street with Laurel Avenue
- Walnut Street with North-South Public Alley
- Green Bay Road with East-West Public Alley

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. These counts were supplemented with counts previously conducted at the intersection of Green Bay Road with Deerfield Road/Walnut Street on Wednesday, June 29, 2022, during the same time periods. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)

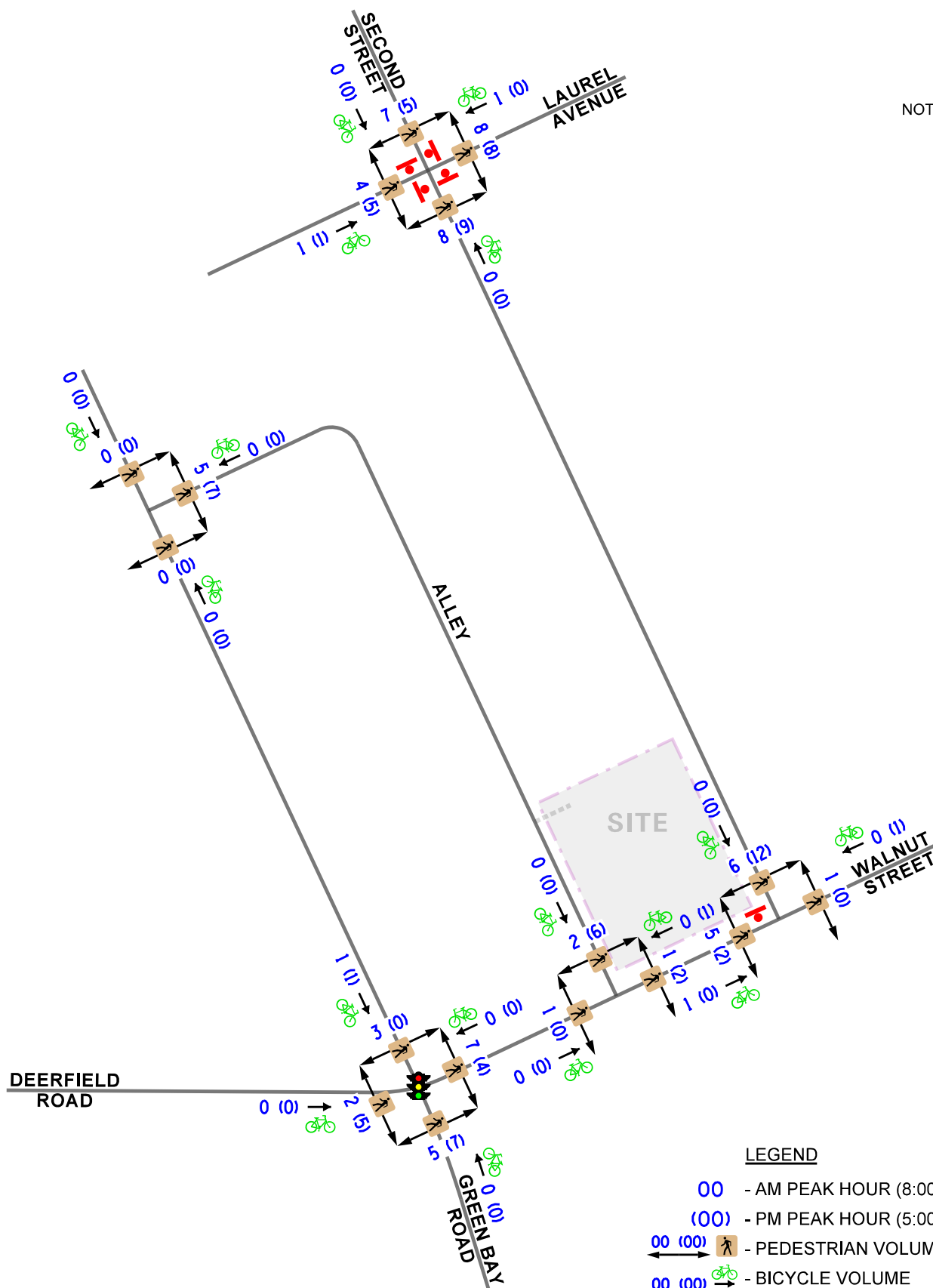
The Walton
Highland Park, Illinois

Existing Traffic Volumes



Job No: 25-106

Figure: 4



Crash Summary

KLOA, Inc. obtained crash data¹ for the past most recent available five years (2019 to 2023) for the intersections of Green Bay Road with Deerfield Road/Walnut Street and Second Street with Laurel Avenue. Additionally, Second Street with Walnut Street experienced no crashes during the reviewed period. The crash data for the intersections are summarized in **Table 1** and **Table 2**. Furthermore, no fatalities were reported at the intersections during the reviewed period.

Table 1

GREEN BAY ROAD WITH DEERFIELD ROAD/WALNUT STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	1	0	0	0	1
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1	0	1
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	0	0	0	3	0	1	0	4
Average	0	0	0	<1.0	0	<1.0	0	<1.0

Table 2

LAUREL AVENUE WITH SECOND STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian	Object	Rear End	Sideswipe	Turning	Other	
2019	3	1	0	0	0	0	0	4
2020	1	0	0	0	0	0	0	1
2021	0	0	0	0	0	1	0	1
2022	0	0	0	0	0	0	0	0
2023	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	4	3	0	0	0	1	0	8
Average	<1.0	<1.0	0	0	0	<1.0	0	1.6

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for the redeveloping the site with a condominium building of 19 units and 43 parking spaces. Access to the 38 below grade resident parking spaces will be provided via a proposed access drive off the north-south public alley. The five surface level parking spaces will be utilized for guest parking and will be accessed via the alley directly. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which residents of the residential development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the residential development were estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. It should be noted that the proposed apartment development is located within one-half mile of the Highland Park Union Pacific – North Metra Commuter Railway Station. As such, some of the residents will be expected to utilize public transportation to get to work. Based on census data provided for households located within one-half mile of the Highland Park Metra Station, approximately 20 percent of residents utilize public transportation to travel to/from work. However, in order to provide a conservative analysis, the trips estimated to be generated by the proposed development were not reduced. Furthermore, the vehicle trips generated by the proposed residential units, it was assumed that 15 percent would be pick-up/drop-off trips. **Table 3** summarizes the peak hour and daily vehicle trips that will be generated by the proposed development.

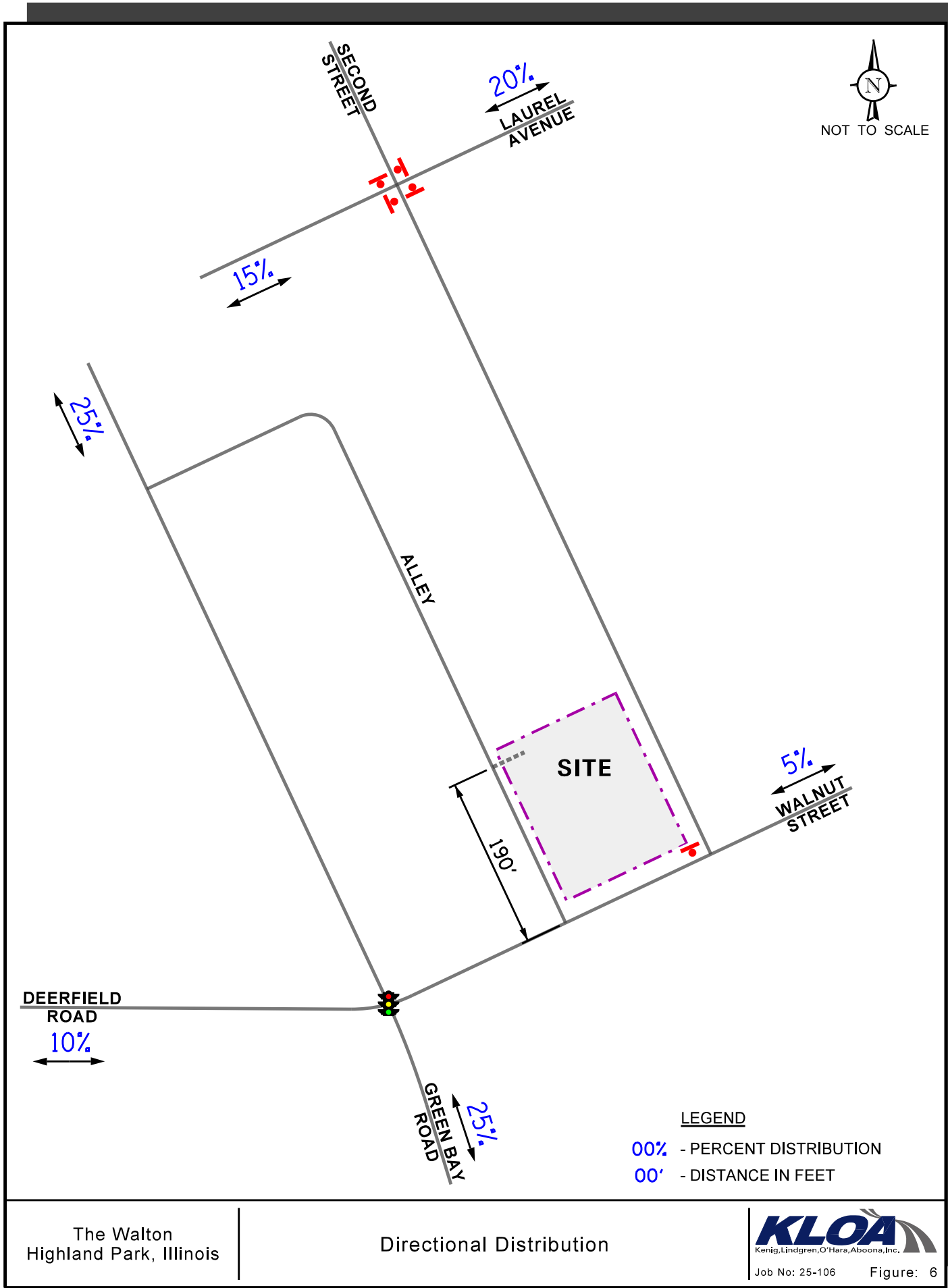


Table 3

ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 19 units	2	5	7	5	3	8	43	43	86
	<i>85% Garage Trips</i>	<i>1</i>	<i>4</i>	<i>5</i>	<i>4</i>	<i>2</i>	<i>6</i>	<i>37</i>	<i>37</i>	<i>74</i>
	<i>15% Drop-Off/Pick-Up Trips</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>6</i>	<i>6</i>	<i>12</i>

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and weekday evening hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment for the development is illustrated in **Figure 7**.

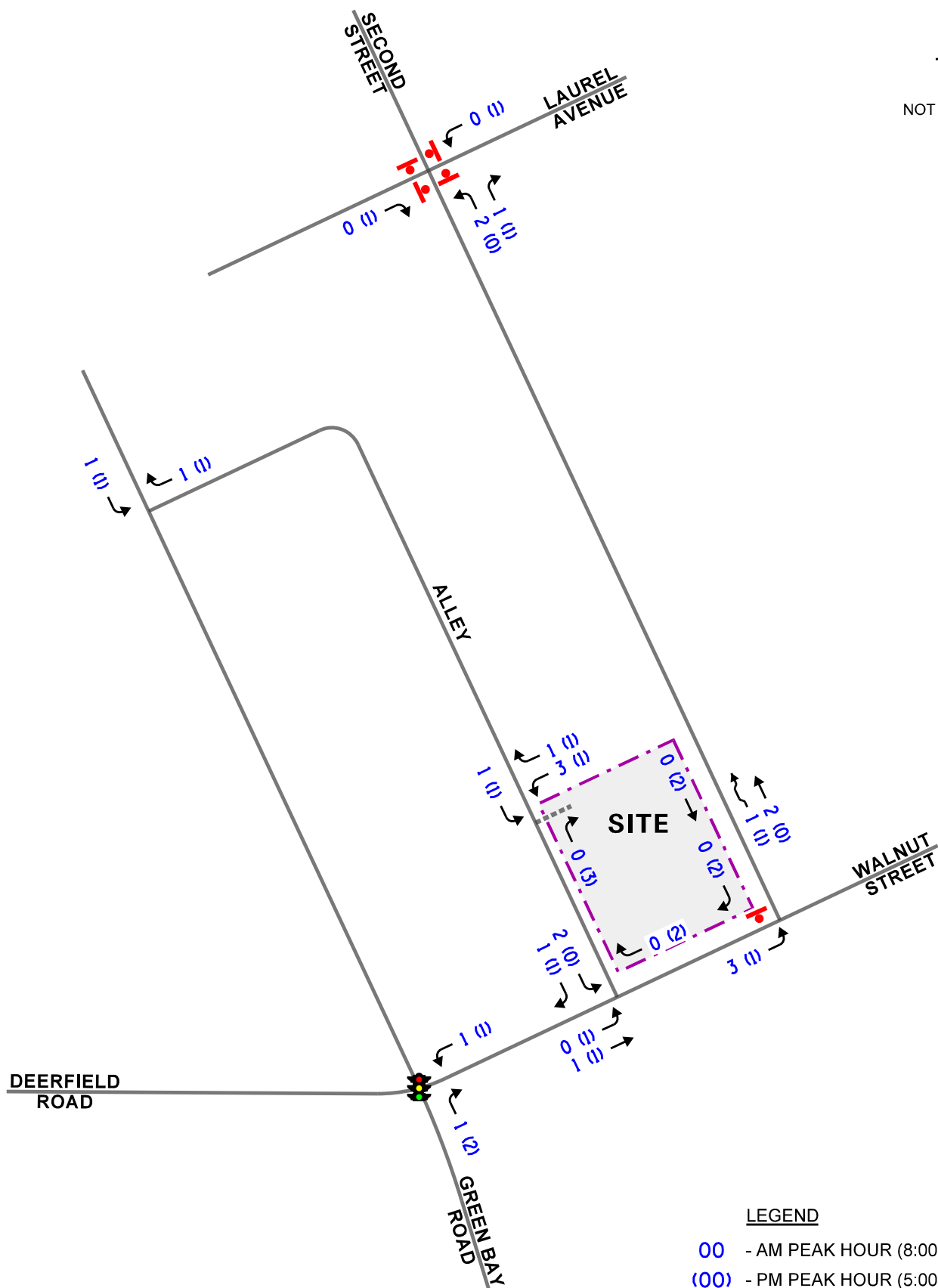
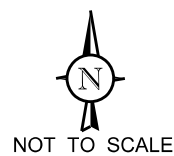
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.33 percent per year for six years (buildout year plus five years) for a total of approximately two percent to project Year 2031 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Figure 8 illustrates the Year 2031 no-build conditions.

Total Projected Traffic Volumes

The Year 2031 total projected traffic volumes include the no-build traffic volumes, and the traffic estimated to be generated by the proposed development. **Figure 9** shows the Year 2031 total projected traffic volumes.



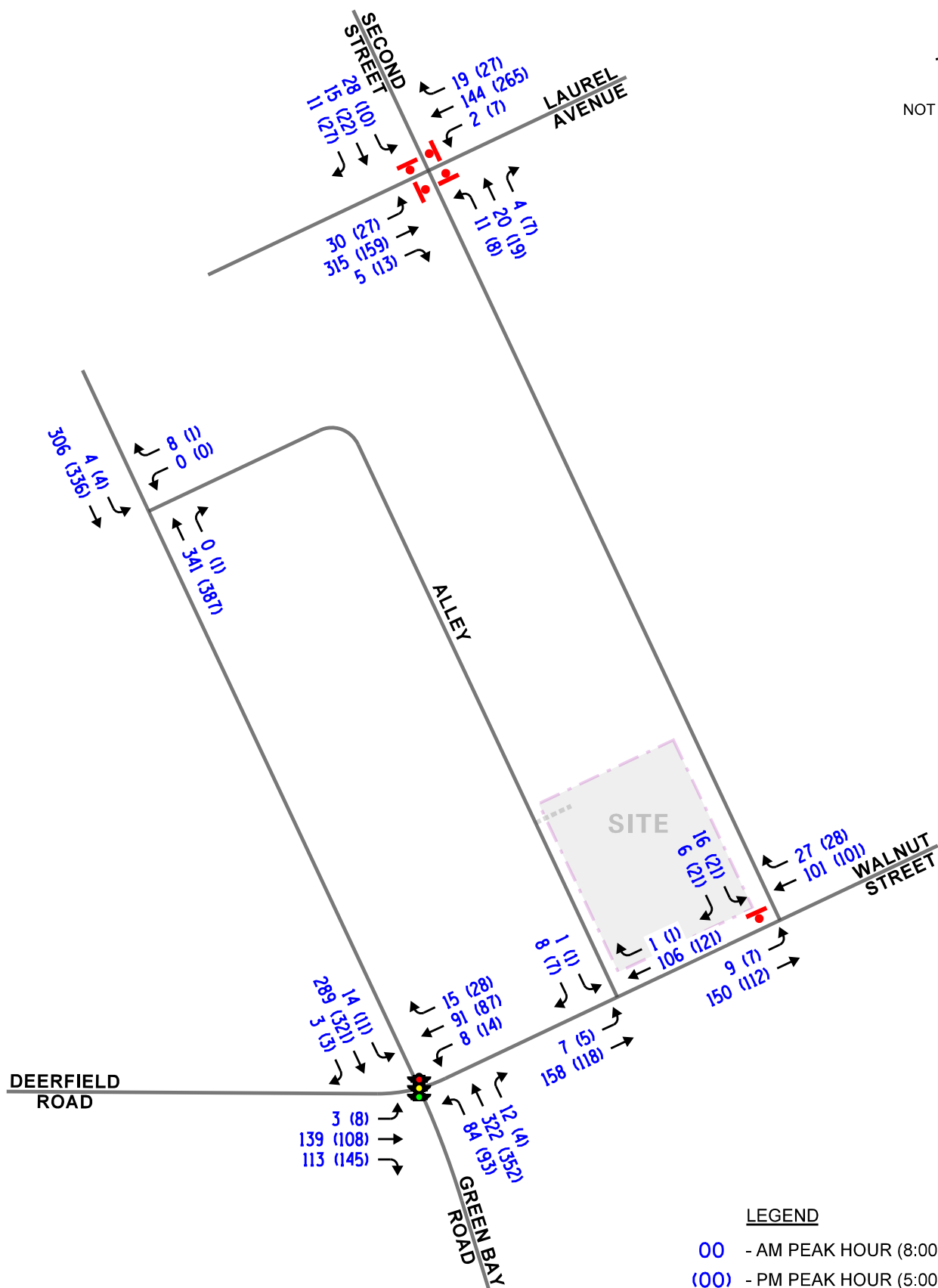
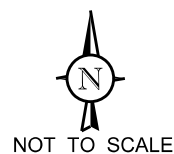
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Highland Park, Illinois

Site-Generated Traffic Volumes



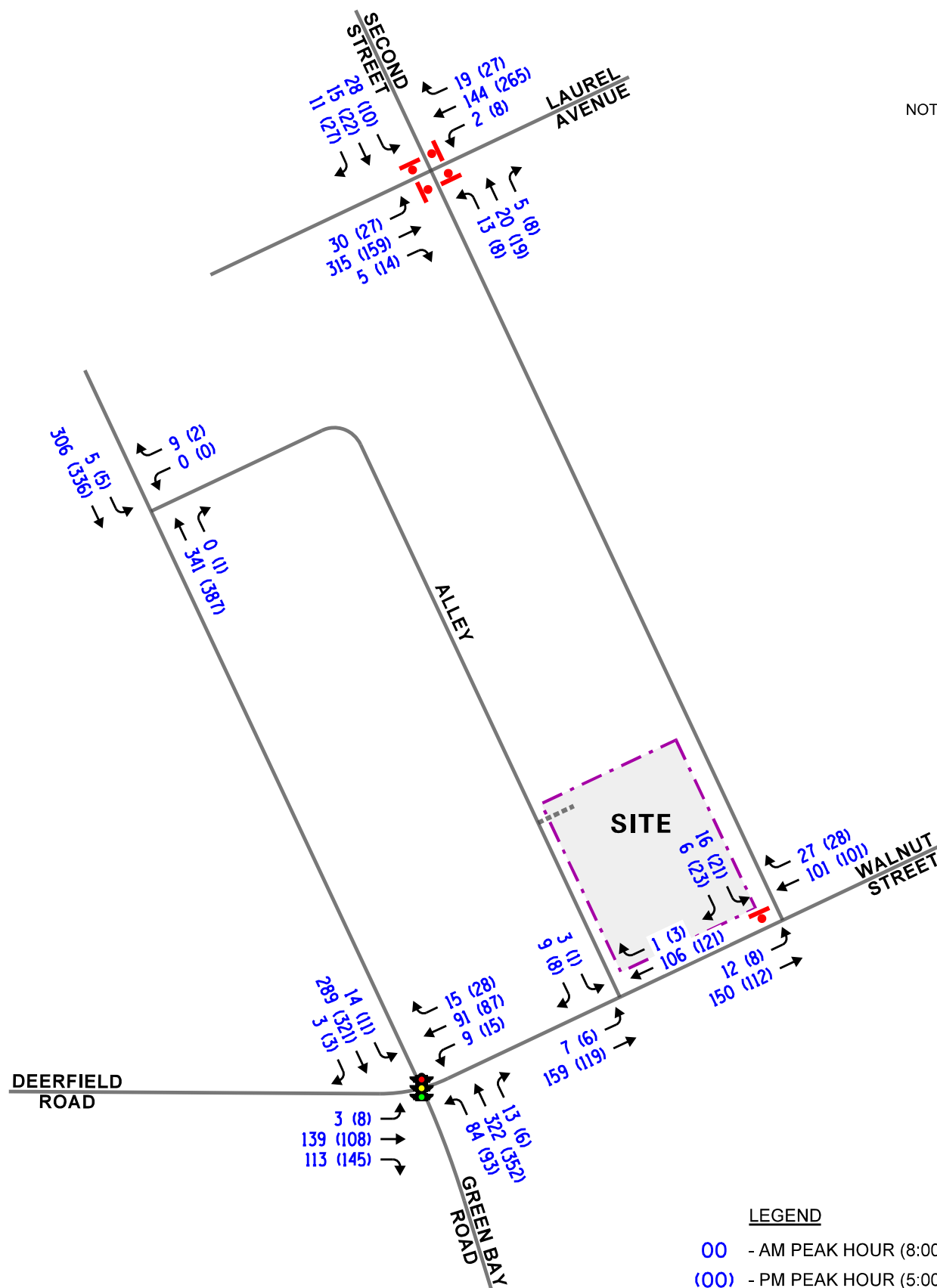
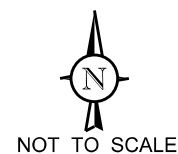
Job No: 25-106

Figure: 7



The Walton
Highland Park, Illinois

Year 2031 No-Build Traffic Volumes



The Walton
Highland Park, Illinois

Year 2031 Total Traffic Volumes

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2025) and future projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using the Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 4** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4

CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH DEERFIELD ROAD/WALNUT STREET – SIGNALIZED

Existing Conditions	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall	
		L	T	R	L	T	R	L	T	R	L	T	R		
	Weekday Morning	--	C 23.6	--	--	B 18.5	--	A 8.1	B 13.0	--	A 7.6	B 18.2	--	B 17.0	
		C – 23.6			B – 18.5			B – 12.0			B – 17.8				
	Weekday Evening	--	C 26.8	--	--	C 23.9	--	A 6.0	B 10.1	--	A 5.9	B 14.1	--	B 16.0	
		C – 26.8			C – 23.9			A – 9.3			B – 13.8				
	No-Build Conditions	Weekday Morning	--	C 23.9	--	--	B 18.5	--	A 8.3	B 13.3	--	A 7.6	B 18.5	--	B 17.3
			C – 23.9			B – 18.5			B – 12.3			B – 18.0			
		Weekday Evening	--	C 26.9	--	--	C 24.0	--	A 6.1	B 10.3	--	A 6.0	B 14.2	--	B 16.2
			C – 26.9			C – 24.0			A – 9.4			B – 14.0			
Projected Conditions	Weekday Morning	--	C 23.9	--	--	B 18.5	--	A 8.3	B 13.3	--	A 7.6	B 18.5	--	B 17.3	
		C – 23.9			B – 18.5			B – 12.3			B – 18.0				
	Weekday Evening	--	C 26.9	--	--	C 24.1	--	A 6.1	B 10.3	--	A 6.0	B 14.0	--	B 16.2	
		C – 26.9			C – 24.1			A – 9.5			B – 14.0				
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn		R – Right Turn											
		T – Through													

Table 5

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Walnut Street with Second Street				
• Southbound Approach	B	10.3	A	9.94
• Eastbound Left Turn	A	7.6	A	7.6
Second Street with Laurel Avenue¹				
• Overall	B	12.4	A	9.4
• Eastbound Approach	B	14.7	B	10.2
• Westbound Approach	A	8.9	A	9.0
• Northbound Approach	A	9.2	A	8.7
• Southbound Approach	A	9.8	A	9.1
Walnut Street with North-South Public Alley				
• Southbound Approach	A	9.1	A	9.21
• Eastbound Left Turn	A	7.5	A	7.5
Green Bay Road with East-West Public Alley				
• Westbound Approach	B	10.6	B	10.66
• Southbound Left turn	A	8.5	A	8.2
LOS = Level of Service Delay is measured in seconds.				
1 – All-way stop control				

Table 6

UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Walnut Street with Second Street				
• Southbound Approach	B	10.34	A	9.97
• Eastbound Left Turn	A	7.6	A	7.6
Second Street with Laurel Avenue				
• Overall	B	12.5	A	9.4
• Eastbound Approach	B	15.0	B	10.3
• Westbound Approach	A	8.9	A	9.0
• Northbound Approach	A	9.3	A	8.7
• Southbound Approach	A	9.9	A	9.2
Walnut Street with North-South Public Alley				
• Southbound Approach	A	9.13	A	9.22
• Eastbound Left Turn	A	7.5	A	7.5
Green Bay Road with East-West Public Alley				
• Westbound Approach	B	10.65	B	10.72
• Southbound Left turn	A	8.5	A	8.2
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Table 7

UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Walnut Street with Second Street				
• Southbound Approach	B	10.39	A	9.96
• Eastbound Left Turn	A	7.7	A	7.6
Second Street with Laurel Avenue				
• Overall	B	12.6	A	9.4
• Eastbound Approach	C	15.1	B	10.3
• Westbound Approach	A	8.9	A	9.0
• Northbound Approach	A	9.3	A	8.7
• Southbound Approach	A	9.9	A	9.2
Walnut Street with North-South Public Alley				
• Southbound Approach	A	9.37	A	9.22
• Eastbound Left Turn	A	7.5	A	7.5
Green Bay Road with East-West Public Alley				
• Westbound Approach	B	10.67	B	10.73
• Southbound Left turn	A	8.5	A	8.2
LOS = Level of Service Delay is measured in seconds.		1 – All-way stop control 2 – Two-way stop control		

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Green Bay Road with Deerfield Road/Walnut Street

The results of the capacity analysis indicate that overall, this intersection currently operates at level of service (LOS) B during the weekday morning and weekday evening peak hours. Under Year 2030 no-build and total projected conditions, this intersection is projected to continue to operate at LOS B during the weekday morning and weekday evening peak hours with an increase in delay of less than one second. Additionally, all of the approaches are projected to continue operating at existing levels of service (LOS C or better) during the peak hours with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements or signal modifications are required.

Laurel Avenue with Second Street

The results of the capacity analysis indicate that this all-way stop sign control intersection currently operates at an overall LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. All of the approaches at this intersection currently operate at LOS B or better during the weekday morning and evening peak hours. Under Year 2030 no-build and total projected conditions, the approaches are expected to continue to operate at the current LOS of B or better with increases in delay of less than one second, except for the eastbound approach during the weekday morning peak hour which is projected to operate at LOS C with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Walnut Street with Second Street

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. Furthermore, the eastbound left turn movement currently operates at LOS A during the peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same LOS as existing conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Walnut Street with North-South Public Alley

The results of the capacity analysis indicate that the southbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours. Furthermore, the eastbound left turn movement currently operates at LOS A during the peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same LOS as existing conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Green Bay Road with East-West Public Alley

The results of the capacity analysis indicate that the westbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. Furthermore, the southbound left turn movement currently operates at LOS A during the peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same LOS as existing conditions with an increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Parking Evaluation

As previously indicated, the development will provide 19 units and 43 parking spaces. Based on the City of Highland Park Zoning Code, the development is required to provide 39 parking spaces of which two spaces should be guest parking spaces. The proposed development will provide a total of 43 parking spaces, of which five will be guest parking spaces and two will be handicap accessible.

Furthermore, according to the ITE *Parking Generation Manual* for Mid-Rise Multi-Family Housing (Land-Use Code 221), the estimated peak parking demand is 1.23 parking spaces per unit or 24 parking spaces. Therefore, the proposed 43 spaces will be adequate in providing parking for the proposed development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The total volume of traffic estimated to be generated by the proposed development will be limited and will be further reduced due its proximity to the Highland Park station for the Union Pacific – North Metra Commuter Railway.
- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.
- Access to the proposed parking garage will be provided off the north-south public alley.
- The proposed site access will be adequate in accommodating the projected traffic volumes entering and exiting the proposed development.
- The 43 parking spaces to be provided by the proposed development meets the City of Highland Park Zoning Code requirements and will be adequate in accommodating the estimated peak parking demand for the development.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP Projections Letter
Level of Service Table
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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Count Name: Green Bay Road with Alley Access
Drive TMC
Site Code:
Start Date: 04/29/2025
Page No: 1

Turning Movement Data

Start Time	Green Bay Road Westbound					Access Drive Northbound					Green Bay Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	11	0	11	25
6:15 AM	0	0	1	0	1	0	9	0	0	9	0	0	11	0	11	21
6:30 AM	0	0	1	0	1	0	14	1	0	15	0	0	18	0	18	34
6:45 AM	0	0	1	1	1	0	26	0	0	26	0	0	28	0	28	55
Hourly Total	0	0	3	1	3	0	63	1	0	64	0	0	68	0	68	135
7:00 AM	0	0	3	1	3	0	38	0	0	38	0	0	32	0	32	73
7:15 AM	0	0	1	0	1	0	40	0	0	40	0	1	52	0	53	94
7:30 AM	0	0	1	2	1	0	54	0	0	54	0	0	68	0	68	123
7:45 AM	0	0	3	0	3	0	69	1	0	70	0	1	54	0	55	128
Hourly Total	0	0	8	3	8	0	201	1	0	202	0	2	206	0	208	418
8:00 AM	0	0	1	2	1	0	79	0	0	79	0	0	65	0	65	145
8:15 AM	0	0	2	0	2	0	77	0	0	77	0	2	65	0	67	146
8:30 AM	0	0	2	3	2	0	94	0	0	94	0	0	93	0	93	189
8:45 AM	0	0	3	0	3	0	84	0	0	84	0	2	77	0	79	166
Hourly Total	0	0	8	5	8	0	334	0	0	334	0	4	300	0	304	646
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	2	2	2	0	81	0	0	81	0	0	82	0	82	165
4:15 PM	0	0	1	0	1	0	89	0	0	89	0	1	67	0	68	158
4:30 PM	0	0	1	2	1	0	89	0	0	89	0	2	63	0	65	155
4:45 PM	0	0	0	1	0	0	91	0	0	91	0	0	87	0	87	178
Hourly Total	0	0	4	5	4	0	350	0	0	350	0	3	299	0	302	656
5:00 PM	0	0	0	3	0	0	108	1	0	109	0	1	79	0	80	189
5:15 PM	0	0	0	1	0	0	91	0	0	91	0	1	87	0	88	179
5:30 PM	0	0	1	1	1	0	87	0	0	87	0	0	64	0	64	152
5:45 PM	0	0	0	1	0	0	95	0	0	95	0	0	69	0	69	164
Hourly Total	0	0	1	6	1	0	381	1	0	382	0	2	299	0	301	684
6:00 PM	0	0	1	0	1	0	77	0	0	77	0	0	76	0	76	154
6:15 PM	0	0	1	1	1	0	62	0	0	62	0	0	63	0	63	126
6:30 PM	0	0	0	1	0	0	67	0	0	67	0	0	74	0	74	141
6:45 PM	0	0	0	0	0	0	48	0	0	48	0	0	49	0	49	97
Hourly Total	0	0	2	2	2	0	254	0	0	254	0	0	262	0	262	518
Grand Total	0	0	26	22	26	0	1583	3	0	1586	0	11	1434	0	1445	3057
Approach %	0.0	0.0	100.0	-	-	0.0	99.8	0.2	-	-	0.0	0.8	99.2	-	-	-
Total %	0.0	0.0	0.9	-	0.9	0.0	51.8	0.1	-	51.9	0.0	0.4	46.9	-	47.3	-
Lights	0	0	25	-	25	0	1529	3	-	1532	0	10	1394	-	1404	2961
% Lights	-	-	96.2	-	96.2	-	96.6	100.0	-	96.6	-	90.9	97.2	-	97.2	96.9

Buses	0	0	0	-	0	0	22	0	-	22	0	0	20	-	20	42
% Buses	-	-	0.0	-	0.0	-	1.4	0.0	-	1.4	-	0.0	1.4	-	1.4	1.4
Single-Unit Trucks	0	0	1	-	1	0	21	0	-	21	0	1	15	-	16	38
% Single-Unit Trucks	-	-	3.8	-	3.8	-	1.3	0.0	-	1.3	-	9.1	1.0	-	1.1	1.2
Articulated Trucks	0	0	0	-	0	0	10	0	-	10	0	0	3	-	3	13
% Articulated Trucks	-	-	0.0	-	0.0	-	0.6	0.0	-	0.6	-	0.0	0.2	-	0.2	0.4
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Bicycles on Road	-	-	0.0	-	0.0	-	0.1	0.0	-	0.1	-	0.0	0.1	-	0.1	0.1
Pedestrians	-	-	-	22	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Turning Movement Peak Hour Data (8:00 AM)

Start Time	Green Bay Road Westbound					Access Drive Northbound					Green Bay Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
8:00 AM	0	0	1	2	1	0	79	0	0	79	0	0	65	0	65	145
8:15 AM	0	0	2	0	2	0	77	0	0	77	0	2	65	0	67	146
8:30 AM	0	0	2	3	2	0	94	0	0	94	0	0	93	0	93	189
8:45 AM	0	0	3	0	3	0	84	0	0	84	0	2	77	0	79	166
Total	0	0	8	5	8	0	334	0	0	334	0	4	300	0	304	646
Approach %	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	0.0	1.3	98.7	-	-	-
Total %	0.0	0.0	1.2	-	1.2	0.0	51.7	0.0	-	51.7	0.0	0.6	46.4	-	47.1	-
PHF	0.000	0.000	0.667	-	0.667	0.000	0.888	0.000	-	0.888	0.000	0.500	0.806	-	0.817	0.854
Lights	0	0	8	-	8	0	313	0	-	313	0	3	289	-	292	613
% Lights	-	-	100.0	-	100.0	-	93.7	-	-	93.7	-	75.0	96.3	-	96.1	94.9
Buses	0	0	0	-	0	0	9	0	-	9	0	0	5	-	5	14
% Buses	-	-	0.0	-	0.0	-	2.7	-	-	2.7	-	0.0	1.7	-	1.6	2.2
Single-Unit Trucks	0	0	0	-	0	0	10	0	-	10	0	1	6	-	7	17
% Single-Unit Trucks	-	-	0.0	-	0.0	-	3.0	-	-	3.0	-	25.0	2.0	-	2.3	2.6
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.6	-	-	0.6	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Green Bay Road Westbound					Access Drive Northbound					Green Bay Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:30 PM	0	0	1	2	1	0	89	0	0	89	0	2	63	0	65	155
4:45 PM	0	0	0	1	0	0	91	0	0	91	0	0	87	0	87	178
5:00 PM	0	0	0	3	0	0	108	1	0	109	0	1	79	0	80	189
5:15 PM	0	0	0	1	0	0	91	0	0	91	0	1	87	0	88	179
Total	0	0	1	7	1	0	379	1	0	380	0	4	316	0	320	701
Approach %	0.0	0.0	100.0	-	-	0.0	99.7	0.3	-	-	0.0	1.3	98.8	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	54.1	0.1	-	54.2	0.0	0.6	45.1	-	45.6	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.877	0.250	-	0.872	0.000	0.500	0.908	-	0.909	0.927
Lights	0	0	1	-	1	0	367	1	-	368	0	4	313	-	317	686
% Lights	-	-	100.0	-	100.0	-	96.8	100.0	-	96.8	-	100.0	99.1	-	99.1	97.9
Buses	0	0	0	-	0	0	2	0	-	2	0	0	3	-	3	5
% Buses	-	-	0.0	-	0.0	-	0.5	0.0	-	0.5	-	0.0	0.9	-	0.9	0.7
Single-Unit Trucks	0	0	0	-	0	0	5	0	-	5	0	0	0	-	0	5
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.3	0.0	-	1.3	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	0	0	-	0	5
% Articulated Trucks	-	-	0.0	-	0.0	-	1.3	0.0	-	1.3	-	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	7	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Rosemont, Illinois, United States 60018
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Count Name: Laurel Avenue with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 1

Turning Movement Data

Start Time	Laurel Avenue Eastbound						Laurel Avenue Westbound						2nd Street Northbound						2nd Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	3	0	0	3	0	0	5	2	0	7	0	1	2	0	0	3	0	2	0	1	0	3	16
6:15 AM	0	0	9	1	1	10	0	0	8	0	2	8	0	1	0	0	1	1	0	2	2	0	1	4	23
6:30 AM	0	0	11	0	0	11	0	0	9	2	0	11	0	0	2	0	1	2	0	1	3	0	0	4	28
6:45 AM	0	1	31	0	2	32	0	2	20	2	1	24	0	3	2	2	2	7	0	2	3	0	0	5	68
Hourly Total	0	1	54	1	3	56	0	2	42	6	3	50	0	5	6	2	4	13	0	7	8	1	1	16	135
7:00 AM	0	1	29	0	2	30	0	0	15	0	0	15	0	0	1	0	0	1	0	6	5	0	2	11	57
7:15 AM	0	3	60	0	2	63	0	0	17	4	1	21	0	0	6	0	5	6	0	4	3	1	1	8	98
7:30 AM	0	2	41	3	0	46	0	0	31	2	4	33	0	2	2	0	5	4	0	1	6	0	0	7	90
7:45 AM	0	4	75	4	0	83	0	0	20	2	2	22	0	2	3	2	1	7	0	2	5	2	2	9	121
Hourly Total	0	10	205	7	4	222	0	0	83	8	7	91	0	4	12	2	11	18	0	13	19	3	5	35	366
8:00 AM	0	3	71	0	2	74	0	2	20	2	2	24	0	1	4	0	2	5	0	2	5	0	0	7	110
8:15 AM	0	1	91	0	1	92	0	0	29	4	3	33	0	3	3	1	2	7	0	9	3	1	2	13	145
8:30 AM	0	16	61	2	1	79	0	0	45	6	3	51	0	3	8	3	3	14	0	7	5	6	4	18	162
8:45 AM	0	9	87	3	0	99	0	0	47	8	0	55	0	4	5	0	1	9	0	9	2	4	1	15	178
Hourly Total	0	29	310	5	4	344	0	2	141	20	8	163	0	11	20	4	8	35	0	27	15	11	7	53	595
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	43	4	1	51	0	1	53	3	5	57	0	3	4	5	1	12	0	4	3	10	2	17	137
4:15 PM	0	5	30	1	1	36	0	1	61	7	6	69	0	0	3	0	2	3	0	4	6	3	4	13	121
4:30 PM	0	7	55	1	0	63	0	0	50	7	1	57	0	3	3	3	3	9	0	0	4	4	0	8	137
4:45 PM	0	8	37	5	2	50	0	2	55	8	3	65	0	3	6	1	4	10	0	6	4	7	0	17	142
Hourly Total	0	24	165	11	4	200	0	4	219	25	15	248	0	9	16	9	10	34	0	14	17	24	6	55	537
5:00 PM	0	6	28	3	2	37	0	3	74	6	2	83	0	0	7	0	0	7	0	4	7	11	2	22	149
5:15 PM	0	4	37	4	1	45	0	2	81	5	2	88	0	2	3	3	2	8	0	0	7	4	3	11	152
5:30 PM	0	3	40	2	1	45	0	0	55	4	2	59	0	0	3	0	0	3	0	4	7	3	1	14	121
5:45 PM	0	6	42	3	0	51	0	2	65	3	2	70	0	5	1	1	3	7	0	7	9	4	1	20	148
Hourly Total	0	19	147	12	4	178	0	7	275	18	8	300	0	7	14	4	5	25	0	15	30	22	7	67	570
6:00 PM	0	4	40	2	1	46	0	0	39	10	2	49	0	1	2	2	3	5	0	4	5	6	4	15	115
6:15 PM	0	4	35	1	0	40	0	1	49	7	2	57	0	0	3	0	4	3	0	1	2	4	2	7	107
6:30 PM	1	4	34	1	0	40	0	0	45	4	2	49	0	0	3	0	1	3	0	11	2	3	1	16	108
6:45 PM	0	5	20	0	2	25	0	0	32	6	3	38	0	4	2	0	1	6	0	5	3	3	2	11	80
Hourly Total	1	17	129	4	3	151	0	1	165	27	9	193	0	5	10	2	9	17	0	21	12	16	9	49	410
Grand Total	1	100	1010	40	22	1151	0	16	925	104	50	1045	0	41	78	23	47	142	0	97	101	77	35	275	2613
Approach %	0.1	8.7	87.7	3.5	-	-	0.0	1.5	88.5	10.0	-	-	0.0	28.9	54.9	16.2	-	-	0.0	35.3	36.7	28.0	-	-	-
Total %	0.0	3.8	38.7	1.5	-	44.0	0.0	0.6	35.4	4.0	-	40.0	0.0	1.6	3.0	0.9	-	5.4	0.0	3.7	3.9	2.9	-	10.5	-
Lights	1	99	963	39	-	1102	0	16	885	101	-	1002	0	41	77	22	-	140	0	97	96	76	-	269	2513

% Lights	100.0	99.0	95.3	97.5	-	95.7	-	100.0	95.7	97.1	-	95.9	-	100.0	98.7	95.7	-	98.6	-	100.0	95.0	98.7	-	97.8	96.2
Buses	0	0	31	0	-	31	0	0	34	0	-	34	0	0	0	1	-	1	0	0	0	0	-	0	66
% Buses	0.0	0.0	3.1	0.0	-	2.7	-	0.0	3.7	0.0	-	3.3	-	0.0	0.0	4.3	-	0.7	-	0.0	0.0	0.0	-	0.0	2.5
Single-Unit Trucks	0	1	7	1	-	9	0	0	4	2	-	6	0	0	0	0	-	0	0	0	0	1	-	1	16
% Single-Unit Trucks	0.0	1.0	0.7	2.5	-	0.8	-	0.0	0.4	1.9	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.3	-	0.4	0.6
Articulated Trucks	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	3	0	-	3	0	0	2	1	-	3	0	0	1	0	-	1	0	0	5	0	-	5	12
% Bicycles on Road	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.2	1.0	-	0.3	-	0.0	1.3	0.0	-	0.7	-	0.0	5.0	0.0	-	1.8	0.5
Pedestrians	-	-	-	-	22	-	-	-	-	50	-	-	-	-	-	-	47	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Laurel Avenue with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Laurel Avenue Eastbound						Laurel Avenue Westbound						2nd Street Northbound						2nd Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	3	71	0	2	74	0	2	20	2	2	24	0	1	4	0	2	5	0	2	5	0	0	7	110
8:15 AM	0	1	91	0	1	92	0	0	29	4	3	33	0	3	3	1	2	7	0	9	3	1	2	13	145
8:30 AM	0	16	61	2	1	79	0	0	45	6	3	51	0	3	8	3	3	14	0	7	5	6	4	18	162
8:45 AM	0	9	87	3	0	99	0	0	47	8	0	55	0	4	5	0	1	9	0	9	2	4	1	15	178
Total	0	29	310	5	4	344	0	2	141	20	8	163	0	11	20	4	8	35	0	27	15	11	7	53	595
Approach %	0.0	8.4	90.1	1.5	-	-	0.0	1.2	86.5	12.3	-	-	0.0	31.4	57.1	11.4	-	-	0.0	50.9	28.3	20.8	-	-	-
Total %	0.0	4.9	52.1	0.8	-	57.8	0.0	0.3	23.7	3.4	-	27.4	0.0	1.8	3.4	0.7	-	5.9	0.0	4.5	2.5	1.8	-	8.9	-
PHF	0.000	0.453	0.852	0.417	-	0.869	0.000	0.250	0.750	0.625	-	0.741	0.000	0.688	0.625	0.333	-	0.625	0.000	0.750	0.750	0.458	-	0.736	0.836
Lights	0	29	295	4	-	328	0	2	122	19	-	143	0	11	20	3	-	34	0	27	15	11	-	53	558
% Lights	-	100.0	95.2	80.0	-	95.3	-	100.0	86.5	95.0	-	87.7	-	100.0	100.0	75.0	-	97.1	-	100.0	100.0	100.0	-	100.0	93.8
Buses	0	0	12	0	-	12	0	0	18	0	-	18	0	0	0	1	-	1	0	0	0	0	-	0	31
% Buses	-	0.0	3.9	0.0	-	3.5	-	0.0	12.8	0.0	-	11.0	-	0.0	0.0	25.0	-	2.9	-	0.0	0.0	0.0	-	0.0	5.2
Single-Unit Trucks	0	0	1	1	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.3	20.0	-	0.6	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	5.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Laurel Avenue with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Laurel Avenue Eastbound						Laurel Avenue Westbound						2nd Street Northbound						2nd Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	7	55	1	0	63	0	0	50	7	1	57	0	3	3	3	3	9	0	0	4	4	0	8	137
4:45 PM	0	8	37	5	2	50	0	2	55	8	3	65	0	3	6	1	4	10	0	6	4	7	0	17	142
5:00 PM	0	6	28	3	2	37	0	3	74	6	2	83	0	0	7	0	0	7	0	4	7	11	2	22	149
5:15 PM	0	4	37	4	1	45	0	2	81	5	2	88	0	2	3	3	2	8	0	0	7	4	3	11	152
Total	0	25	157	13	5	195	0	7	260	26	8	293	0	8	19	7	9	34	0	10	22	26	5	58	580
Approach %	0.0	12.8	80.5	6.7	-	-	0.0	2.4	88.7	8.9	-	-	0.0	23.5	55.9	20.6	-	-	0.0	17.2	37.9	44.8	-	-	-
Total %	0.0	4.3	27.1	2.2	-	33.6	0.0	1.2	44.8	4.5	-	50.5	0.0	1.4	3.3	1.2	-	5.9	0.0	1.7	3.8	4.5	-	10.0	-
PHF	0.000	0.781	0.714	0.650	-	0.774	0.000	0.583	0.802	0.813	-	0.832	0.000	0.667	0.679	0.583	-	0.850	0.000	0.417	0.786	0.591	-	0.659	0.954
Lights	0	25	152	13	-	190	0	7	256	26	-	289	0	8	19	7	-	34	0	10	22	26	-	58	571
% Lights	-	100.0	96.8	100.0	-	97.4	-	100.0	98.5	100.0	-	98.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.4
Buses	0	0	4	0	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	2.5	0.0	-	2.1	-	0.0	1.5	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Walnut St with Green Bay Rd
Site Code:
Start Date: 06/29/2022
Page No: 1

Turning Movement Data

Start Time	Deerfield Rd Eastbound						Walnut St Westbound						Green Bay Rd Northbound						Green Bay Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30 AM	0	0	8	12	0	20	0	1	10	1	0	12	0	2	19	1	2	22	0	0	21	0	2	21	75
6:45 AM	0	0	22	18	0	40	0	2	12	2	1	16	0	5	25	1	0	31	1	3	40	1	0	45	132
Hourly Total	0	0	30	30	0	60	0	3	22	3	1	28	0	7	44	2	2	53	1	3	61	1	2	66	207
7:00 AM	0	0	20	21	1	41	0	0	6	1	0	7	0	7	23	3	0	33	0	1	26	0	0	27	108
7:15 AM	0	1	10	15	3	26	0	2	3	0	0	5	0	13	34	2	1	49	0	0	34	1	1	35	115
7:30 AM	0	1	18	28	0	47	0	1	9	4	1	14	0	15	32	0	0	47	0	0	44	2	1	46	154
7:45 AM	0	0	33	24	2	57	0	0	17	1	1	18	0	15	60	0	1	75	0	4	46	1	2	51	201
Hourly Total	0	2	81	88	6	171	0	3	35	6	2	44	0	50	149	5	2	204	0	5	150	4	4	159	578
8:00 AM	0	0	21	26	0	47	0	2	14	2	2	18	0	20	48	2	0	70	0	2	58	1	2	61	196
8:15 AM	0	1	22	27	0	50	0	1	18	0	0	19	0	16	49	3	1	68	0	2	42	1	0	45	182
8:30 AM	0	2	32	27	1	61	0	3	25	6	2	34	0	26	62	2	2	90	0	2	56	1	1	59	244
8:45 AM	0	0	21	31	1	52	0	2	18	7	3	27	0	20	79	3	2	102	0	6	72	0	0	78	259
Hourly Total	0	3	96	111	2	210	0	8	75	15	7	98	0	82	238	10	5	330	0	12	228	3	3	243	881
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	16	34	0	52	0	4	18	2	1	24	0	19	82	3	2	104	0	0	76	1	0	77	257
4:15 PM	0	2	32	22	0	56	0	3	12	3	4	18	0	19	74	3	3	96	0	3	77	1	0	81	251
4:30 PM	0	2	21	33	1	56	0	4	20	4	0	28	0	19	77	2	0	98	0	4	98	1	0	103	285
4:45 PM	0	1	27	30	2	58	0	3	24	5	1	32	0	26	99	1	2	126	0	3	63	1	0	67	283
Hourly Total	0	7	96	119	3	222	0	14	74	14	6	102	0	83	332	9	7	424	0	10	314	4	0	328	1076
5:00 PM	0	3	32	43	0	78	0	1	14	3	2	18	0	25	78	0	4	103	0	2	83	0	0	85	284
5:15 PM	0	2	26	36	2	64	0	2	17	10	1	29	0	21	91	1	1	113	0	2	71	1	0	74	280
5:30 PM	0	2	31	42	1	75	0	1	26	1	2	28	0	22	68	2	0	92	0	2	60	2	0	64	259
5:45 PM	0	3	25	43	2	71	0	4	16	5	2	25	0	21	79	1	3	101	0	3	76	1	4	80	277
Hourly Total	0	10	114	164	5	288	0	8	73	19	7	100	0	89	316	4	8	409	0	9	290	4	4	303	1100
6:00 PM	0	0	26	42	0	68	0	5	7	3	0	15	0	12	52	0	1	64	0	4	65	0	1	69	216
6:15 PM	0	1	24	37	2	62	0	2	21	4	0	27	0	18	53	4	0	75	0	2	63	2	0	67	231
Grand Total	0	23	467	591	18	1081	0	43	307	64	23	414	0	341	1184	34	25	1559	1	45	1171	18	14	1235	4289
Approach %	0.0	2.1	43.2	54.7	-	-	0.0	10.4	74.2	15.5	-	-	0.0	21.9	75.9	2.2	-	-	0.1	3.6	94.8	1.5	-	-	-
Total %	0.0	0.5	10.9	13.8	-	25.2	0.0	1.0	7.2	1.5	-	9.7	0.0	8.0	27.6	0.8	-	36.3	0.0	1.0	27.3	0.4	-	28.8	-
Lights	0	23	453	569	-	1045	0	41	302	63	-	406	0	332	1155	27	-	1514	1	41	1142	18	-	1202	4167
% Lights	-	100.0	97.0	96.3	-	96.7	-	95.3	98.4	98.4	-	98.1	-	97.4	97.6	79.4	-	97.1	100.0	91.1	97.5	100.0	-	97.3	97.2
Buses	0	0	3	4	-	7	0	1	1	1	-	3	0	1	15	1	-	17	0	3	12	0	-	15	42
% Buses	-	0.0	0.6	0.7	-	0.6	-	2.3	0.3	1.6	-	0.7	-	0.3	1.3	2.9	-	1.1	0.0	6.7	1.0	0.0	-	1.2	1.0
Single-Unit Trucks	0	0	3	10	-	13	0	1	2	0	-	3	0	4	9	2	-	15	0	0	8	0	-	8	39
% Single-Unit Trucks	-	0.0	0.6	1.7	-	1.2	-	2.3	0.7	0.0	-	0.7	-	1.2	0.8	5.9	-	1.0	0.0	0.0	0.7	0.0	-	0.6	0.9

Articulated Trucks	0	0	5	7	-	12	0	0	1	0	-	1	0	4	5	1	-	10	0	0	4	0	-	4	27
% Articulated Trucks	-	0.0	1.1	1.2	-	1.1	-	0.0	0.3	0.0	-	0.2	-	1.2	0.4	2.9	-	0.6	0.0	0.0	0.3	0.0	-	0.3	0.6
Bicycles on Road	0	0	3	1	-	4	0	0	1	0	-	1	0	0	0	3	-	3	0	1	5	0	-	6	14
% Bicycles on Road	-	0.0	0.6	0.2	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	8.8	-	0.2	0.0	2.2	0.4	0.0	-	0.5	0.3
Pedestrians	-	-	-	-	18	-	-	-	-	-	23	-	-	-	-	-	25	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Walnut St with Green Bay Rd
Site Code:
Start Date: 06/29/2022
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Deerfield Rd Eastbound						Walnut St Westbound						Green Bay Rd Northbound						Green Bay Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	21	26	0	47	0	2	14	2	2	18	0	20	48	2	0	70	0	2	58	1	2	61	196
8:15 AM	0	1	22	27	0	50	0	1	18	0	0	19	0	16	49	3	1	68	0	2	42	1	0	45	182
8:30 AM	0	2	32	27	1	61	0	3	25	6	2	34	0	26	62	2	2	90	0	2	56	1	1	59	244
8:45 AM	0	0	21	31	1	52	0	2	18	7	3	27	0	20	79	3	2	102	0	6	72	0	0	78	259
Total	0	3	96	111	2	210	0	8	75	15	7	98	0	82	238	10	5	330	0	12	228	3	3	243	881
Approach %	0.0	1.4	45.7	52.9	-	-	0.0	8.2	76.5	15.3	-	-	0.0	24.8	72.1	3.0	-	-	0.0	4.9	93.8	1.2	-	-	-
Total %	0.0	0.3	10.9	12.6	-	23.8	0.0	0.9	8.5	1.7	-	11.1	0.0	9.3	27.0	1.1	-	37.5	0.0	1.4	25.9	0.3	-	27.6	-
PHF	0.000	0.375	0.750	0.895	-	0.861	0.000	0.667	0.750	0.536	-	0.721	0.000	0.788	0.753	0.833	-	0.809	0.000	0.500	0.792	0.750	-	0.779	0.850
Lights	0	3	94	106	-	203	0	7	74	14	-	95	0	78	223	9	-	310	0	11	217	3	-	231	839
% Lights	-	100.0	97.9	95.5	-	96.7	-	87.5	98.7	93.3	-	96.9	-	95.1	93.7	90.0	-	93.9	-	91.7	95.2	100.0	-	95.1	95.2
Buses	0	0	0	1	-	1	0	1	1	1	-	3	0	0	11	0	-	11	0	0	6	0	-	6	21
% Buses	-	0.0	0.0	0.9	-	0.5	-	12.5	1.3	6.7	-	3.1	-	0.0	4.6	0.0	-	3.3	-	0.0	2.6	0.0	-	2.5	2.4
Single-Unit Trucks	0	0	1	4	-	5	0	0	0	0	-	0	0	2	3	1	-	6	0	0	3	0	-	3	14
% Single-Unit Trucks	-	0.0	1.0	3.6	-	2.4	-	0.0	0.0	0.0	-	0.0	-	2.4	1.3	10.0	-	1.8	-	0.0	1.3	0.0	-	1.2	1.6
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	2	1	0	-	3	0	0	2	0	-	2	6
% Articulated Trucks	-	0.0	1.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	2.4	0.4	0.0	-	0.9	-	0.0	0.9	0.0	-	0.8	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	8.3	0.0	0.0	-	0.4	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Walnut St with Green Bay Rd
Site Code:
Start Date: 06/29/2022
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Deerfield Rd Eastbound						Walnut St Westbound						Green Bay Rd Northbound						Green Bay Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	2	21	33	1	56	0	4	20	4	0	28	0	19	77	2	0	98	0	4	98	1	0	103	285
4:45 PM	0	1	27	30	2	58	0	3	24	5	1	32	0	26	99	1	2	126	0	3	63	1	0	67	283
5:00 PM	0	3	32	43	0	78	0	1	14	3	2	18	0	25	78	0	4	103	0	2	83	0	0	85	284
5:15 PM	0	2	26	36	2	64	0	2	17	10	1	29	0	21	91	1	1	113	0	2	71	1	0	74	280
Total	0	8	106	142	5	256	0	10	75	22	4	107	0	91	345	4	7	440	0	11	315	3	0	329	1132
Approach %	0.0	3.1	41.4	55.5	-	-	0.0	9.3	70.1	20.6	-	-	0.0	20.7	78.4	0.9	-	-	0.0	3.3	95.7	0.9	-	-	-
Total %	0.0	0.7	9.4	12.5	-	22.6	0.0	0.9	6.6	1.9	-	9.5	0.0	8.0	30.5	0.4	-	38.9	0.0	1.0	27.8	0.3	-	29.1	-
PHF	0.000	0.667	0.828	0.826	-	0.821	0.000	0.625	0.781	0.550	-	0.836	0.000	0.875	0.871	0.500	-	0.873	0.000	0.688	0.804	0.750	-	0.799	0.993
Lights	0	8	106	142	-	256	0	9	74	22	-	105	0	89	343	3	-	435	0	10	311	3	-	324	1120
% Lights	-	100.0	100.0	100.0	-	100.0	-	90.0	98.7	100.0	-	98.1	-	97.8	99.4	75.0	-	98.9	-	90.9	98.7	100.0	-	98.5	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	1	2	0	-	3	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	0.2	-	9.1	0.6	0.0	-	0.9	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	0	0	1	0	-	1	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	10.0	1.3	0.0	-	1.9	-	0.0	0.3	0.0	-	0.2	-	0.0	0.3	0.0	-	0.3	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	1	-	3	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.1	0.3	25.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	0.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: Walnut Street with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 1

Turning Movement Data

Start Time	Walnut Street Eastbound					Walnut Street Westbound					2nd Street Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	0	6	0	6	0	3	3	0	6	0	1	0	1	1	13
6:15 AM	0	0	6	0	6	0	8	0	0	8	0	1	2	2	3	17
6:30 AM	0	0	14	1	14	0	6	1	0	7	0	2	0	0	2	23
6:45 AM	0	0	18	1	18	0	13	2	0	15	0	2	2	4	4	37
Hourly Total	0	0	44	2	44	0	30	6	0	36	0	6	4	7	10	90
7:00 AM	0	1	31	0	32	0	13	1	2	14	0	6	2	0	8	54
7:15 AM	0	1	30	4	31	0	18	6	0	24	0	3	3	4	6	61
7:30 AM	0	0	29	0	29	0	14	3	1	17	0	5	3	5	8	54
7:45 AM	0	0	41	0	41	0	16	6	2	22	0	3	2	3	5	68
Hourly Total	0	2	131	4	133	0	61	16	5	77	0	17	10	12	27	237
8:00 AM	0	1	37	1	38	0	17	4	0	21	0	3	3	2	6	65
8:15 AM	0	0	37	0	37	0	17	5	0	22	0	2	2	0	4	63
8:30 AM	0	4	29	1	33	0	34	9	0	43	0	5	1	1	6	82
8:45 AM	0	4	44	3	48	0	26	6	1	32	0	2	0	3	2	82
Hourly Total	0	9	147	5	156	0	94	24	1	118	0	12	6	6	18	292
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	26	3	28	0	22	3	0	25	0	4	4	2	8	61
4:15 PM	0	0	27	0	27	0	25	3	0	28	0	6	3	4	9	64
4:30 PM	0	2	23	0	25	0	21	7	0	28	0	3	1	4	4	57
4:45 PM	0	3	24	0	27	0	38	2	0	40	0	3	4	4	7	74
Hourly Total	0	7	100	3	107	0	106	15	0	121	0	16	12	14	28	256
5:00 PM	0	2	24	1	26	0	15	5	0	20	0	11	3	1	14	60
5:15 PM	0	1	24	1	25	0	25	3	0	28	0	4	7	3	11	64
5:30 PM	0	5	32	0	37	0	18	2	0	20	0	5	2	3	7	64
5:45 PM	0	2	42	0	44	0	34	2	0	36	0	4	6	1	10	90
Hourly Total	0	10	122	2	132	0	92	12	0	104	0	24	18	8	42	278
6:00 PM	0	2	29	2	31	0	27	2	0	29	0	4	3	5	7	67
6:15 PM	0	4	25	0	29	0	16	1	0	17	0	2	1	0	3	49
6:30 PM	0	2	18	1	20	0	21	1	0	22	0	2	0	1	2	44
6:45 PM	0	0	16	0	16	0	14	3	0	17	0	2	1	3	3	36
Hourly Total	0	8	88	3	96	0	78	7	0	85	0	10	5	9	15	196
Grand Total	0	36	632	19	668	0	461	80	6	541	0	85	55	56	140	1349
Approach %	0.0	5.4	94.6	-	-	0.0	85.2	14.8	-	-	0.0	60.7	39.3	-	-	-
Total %	0.0	2.7	46.8	-	49.5	0.0	34.2	5.9	-	40.1	0.0	6.3	4.1	-	10.4	-
Lights	0	34	619	-	653	0	449	78	-	527	0	80	53	-	133	1313
% Lights	-	94.4	97.9	-	97.8	-	97.4	97.5	-	97.4	-	94.1	96.4	-	95.0	97.3

Buses	0	0	4	-	4	0	4	1	-	5	0	0	0	-	0	9
% Buses	-	0.0	0.6	-	0.6	-	0.9	1.3	-	0.9	-	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	1	3	-	4	0	2	0	-	2	0	1	1	-	2	8
% Single-Unit Trucks	-	2.8	0.5	-	0.6	-	0.4	0.0	-	0.4	-	1.2	1.8	-	1.4	0.6
Articulated Trucks	0	0	5	-	5	0	1	0	-	1	0	0	0	-	0	6
% Articulated Trucks	-	0.0	0.8	-	0.7	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	1	1	-	2	0	5	1	-	6	0	4	1	-	5	13
% Bicycles on Road	-	2.8	0.2	-	0.3	-	1.1	1.3	-	1.1	-	4.7	1.8	-	3.6	1.0
Pedestrians	-	-	-	19	-	-	-	-	6	-	-	-	-	56	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Walnut Street with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Walnut Street Eastbound					Walnut Street Westbound					2nd Street Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00 AM	0	1	37	1	38	0	17	4	0	21	0	3	3	2	6	65
8:15 AM	0	0	37	0	37	0	17	5	0	22	0	2	2	0	4	63
8:30 AM	0	4	29	1	33	0	34	9	0	43	0	5	1	1	6	82
8:45 AM	0	4	44	3	48	0	26	6	1	32	0	2	0	3	2	82
Total	0	9	147	5	156	0	94	24	1	118	0	12	6	6	18	292
Approach %	0.0	5.8	94.2	-	-	0.0	79.7	20.3	-	-	0.0	66.7	33.3	-	-	-
Total %	0.0	3.1	50.3	-	53.4	0.0	32.2	8.2	-	40.4	0.0	4.1	2.1	-	6.2	-
PHF	0.000	0.563	0.835	-	0.813	0.000	0.691	0.667	-	0.686	0.000	0.600	0.500	-	0.750	0.890
Lights	0	8	145	-	153	0	90	23	-	113	0	11	6	-	17	283
% Lights	-	88.9	98.6	-	98.1	-	95.7	95.8	-	95.8	-	91.7	100.0	-	94.4	96.9
Buses	0	0	1	-	1	0	3	1	-	4	0	0	0	-	0	5
% Buses	-	0.0	0.7	-	0.6	-	3.2	4.2	-	3.4	-	0.0	0.0	-	0.0	1.7
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	0.7	-	0.6	-	1.1	0.0	-	0.8	-	8.3	0.0	-	5.6	1.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	11.1	0.0	-	0.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Walnut Street with 2nd Street
TMC
Site Code:
Start Date: 04/29/2025
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Walnut Street Eastbound					Walnut Street Westbound					2nd Street Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:30 PM	0	2	23	0	25	0	21	7	0	28	0	3	1	4	4	57
4:45 PM	0	3	24	0	27	0	38	2	0	40	0	3	4	4	7	74
5:00 PM	0	2	24	1	26	0	15	5	0	20	0	11	3	1	14	60
5:15 PM	0	1	24	1	25	0	25	3	0	28	0	4	7	3	11	64
Total	0	8	95	2	103	0	99	17	0	116	0	21	15	12	36	255
Approach %	0.0	7.8	92.2	-	-	0.0	85.3	14.7	-	-	0.0	58.3	41.7	-	-	-
Total %	0.0	3.1	37.3	-	40.4	0.0	38.8	6.7	-	45.5	0.0	8.2	5.9	-	14.1	-
PHF	0.000	0.667	0.990	-	0.954	0.000	0.651	0.607	-	0.725	0.000	0.477	0.536	-	0.643	0.861
Lights	0	8	94	-	102	0	98	17	-	115	0	21	15	-	36	253
% Lights	-	100.0	98.9	-	99.0	-	99.0	100.0	-	99.1	-	100.0	100.0	-	100.0	99.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	1.1	-	1.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	1.0	0.0	-	0.9	-	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	12	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Walnut Street with Alley Access
TMC
Site Code:
Start Date: 04/29/2025
Page No: 1

Turning Movement Data

Start Time	Walnut Street Eastbound					Walnut Street Westbound					Alley Access Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:00 AM	0	0	12	0	12	0	3	0	1	3	0	0	0	1	0	15
6:15 AM	0	3	10	0	13	0	7	1	0	8	0	0	0	2	0	21
6:30 AM	0	2	19	0	21	0	7	0	1	7	0	0	0	0	0	28
6:45 AM	1	2	19	0	22	0	14	0	0	14	0	1	0	3	1	37
Hourly Total	1	7	60	0	68	0	31	1	2	32	0	1	0	6	1	101
7:00 AM	0	1	33	0	34	0	14	0	0	14	0	0	2	0	2	50
7:15 AM	0	1	30	0	31	0	19	0	0	19	0	1	0	1	1	51
7:30 AM	1	2	30	0	33	0	15	2	1	17	0	0	1	5	1	51
7:45 AM	0	2	42	1	44	0	18	0	1	18	0	0	1	2	1	63
Hourly Total	1	6	135	1	142	0	66	2	2	68	0	1	4	8	5	215
8:00 AM	0	2	37	0	39	0	19	0	0	19	0	0	3	1	3	61
8:15 AM	0	2	40	0	42	0	18	0	0	18	0	0	2	0	2	62
8:30 AM	0	1	34	1	35	0	35	0	0	35	0	0	1	1	1	71
8:45 AM	0	2	44	0	46	0	32	1	1	33	0	1	2	0	3	82
Hourly Total	0	7	155	1	162	0	104	1	1	105	0	1	8	2	9	276
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	28	0	28	0	29	0	2	29	0	0	1	2	1	58
4:15 PM	0	2	25	0	27	0	25	1	1	26	0	0	0	5	0	53
4:30 PM	0	2	27	0	29	0	21	0	2	21	0	0	4	1	4	54
4:45 PM	0	0	24	0	24	0	45	0	0	45	0	1	0	4	1	70
Hourly Total	0	4	104	0	108	0	120	1	5	121	0	1	5	12	6	235
5:00 PM	1	2	26	0	29	0	19	1	0	20	0	0	3	0	3	52
5:15 PM	0	1	26	0	27	0	32	0	0	32	0	0	0	1	0	59
5:30 PM	0	0	35	4	35	0	17	1	0	18	0	0	3	3	3	56
5:45 PM	0	3	43	0	46	0	41	1	0	42	0	0	0	1	0	88
Hourly Total	1	6	130	4	137	0	109	3	0	112	0	0	6	5	6	255
6:00 PM	0	3	31	1	34	0	30	1	0	31	0	0	1	4	1	66
6:15 PM	0	0	28	0	28	0	19	0	0	19	0	0	0	0	0	47
6:30 PM	0	5	21	0	26	0	21	0	0	21	0	0	2	1	2	49
6:45 PM	0	0	15	0	15	0	15	0	0	15	0	0	2	2	2	32
Hourly Total	0	8	95	1	103	0	85	1	0	86	0	0	5	7	5	194
Grand Total	3	38	679	7	720	0	515	9	10	524	0	4	28	40	32	1276
Approach %	0.4	5.3	94.3	-	-	0.0	98.3	1.7	-	-	0.0	12.5	87.5	-	-	-
Total %	0.2	3.0	53.2	-	56.4	0.0	40.4	0.7	-	41.1	0.0	0.3	2.2	-	2.5	-
Lights	3	38	663	-	704	0	502	7	-	509	0	4	28	-	32	1245
% Lights	100.0	100.0	97.6	-	97.8	-	97.5	77.8	-	97.1	-	100.0	100.0	-	100.0	97.6

Buses	0	0	4	-	4	0	3	0	-	3	0	0	0	-	0	7
% Buses	0.0	0.0	0.6	-	0.6	-	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	5	-	5	0	3	1	-	4	0	0	0	-	0	9
% Single-Unit Trucks	0.0	0.0	0.7	-	0.7	-	0.6	11.1	-	0.8	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	6	-	6	0	2	0	-	2	0	0	0	-	0	8
% Articulated Trucks	0.0	0.0	0.9	-	0.8	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	1	-	1	0	5	1	-	6	0	0	0	-	0	7
% Bicycles on Road	0.0	0.0	0.1	-	0.1	-	1.0	11.1	-	1.1	-	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	7	-	-	-	-	10	-	-	-	-	40	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Walnut Street with Alley Access
TMC
Site Code:
Start Date: 04/29/2025
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Walnut Street Eastbound					Walnut Street Westbound					Alley Access Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00 AM	0	2	37	0	39	0	19	0	0	19	0	0	3	1	3	61
8:15 AM	0	2	40	0	42	0	18	0	0	18	0	0	2	0	2	62
8:30 AM	0	1	34	1	35	0	35	0	0	35	0	0	1	1	1	71
8:45 AM	0	2	44	0	46	0	32	1	1	33	0	1	2	0	3	82
Total	0	7	155	1	162	0	104	1	1	105	0	1	8	2	9	276
Approach %	0.0	4.3	95.7	-	-	0.0	99.0	1.0	-	-	0.0	11.1	88.9	-	-	-
Total %	0.0	2.5	56.2	-	58.7	0.0	37.7	0.4	-	38.0	0.0	0.4	2.9	-	3.3	-
PHF	0.000	0.875	0.881	-	0.880	0.000	0.743	0.250	-	0.750	0.000	0.250	0.667	-	0.750	0.841
Lights	0	7	152	-	159	0	101	1	-	102	0	1	8	-	9	270
% Lights	-	100.0	98.1	-	98.1	-	97.1	100.0	-	97.1	-	100.0	100.0	-	100.0	97.8
Buses	0	0	1	-	1	0	2	0	-	2	0	0	0	-	0	3
% Buses	-	0.0	0.6	-	0.6	-	1.9	0.0	-	1.9	-	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.6	-	0.6	-	1.0	0.0	-	1.0	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Walnut Street with Alley Access
TMC
Site Code:
Start Date: 04/29/2025
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Walnut Street Eastbound					Walnut Street Westbound					Alley Access Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:30 PM	0	2	27	0	29	0	21	0	2	21	0	0	4	1	4	54
4:45 PM	0	0	24	0	24	0	45	0	0	45	0	1	0	4	1	70
5:00 PM	1	2	26	0	29	0	19	1	0	20	0	0	3	0	3	52
5:15 PM	0	1	26	0	27	0	32	0	0	32	0	0	0	1	0	59
Total	1	5	103	0	109	0	117	1	2	118	0	1	7	6	8	235
Approach %	0.9	4.6	94.5	-	-	0.0	99.2	0.8	-	-	0.0	12.5	87.5	-	-	-
Total %	0.4	2.1	43.8	-	46.4	0.0	49.8	0.4	-	50.2	0.0	0.4	3.0	-	3.4	-
PHF	0.250	0.625	0.954	-	0.940	0.000	0.650	0.250	-	0.656	0.000	0.250	0.438	-	0.500	0.839
Lights	1	5	102	-	108	0	116	1	-	117	0	1	7	-	8	233
% Lights	100.0	100.0	99.0	-	99.1	-	99.1	100.0	-	99.2	-	100.0	100.0	-	100.0	99.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	1.0	-	0.9	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.9	0.0	-	0.8	-	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Site Plan



KEY PLAN



2ND STREET
1650 2ND STREET
HIGHLAND PARK, ILLINOIS

SITE PLAN SETBACKS

Project Number	202401
----------------	--------

Date MARCH 18, 2024

Drawn By	Author
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Checked By	Checker
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A0.02

Scale $1/8" = 1'-0"$

① SITE PLAN - SETBACKS
1/8" = 1'-0"

CMAP 2050 Projections Letter



April 11, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Laurel Avenue - 2nd Street - Walnut Street - Green Bay Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 10, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Laurel Ave, at 2nd Street	27,300	28,600
Green Bay Rd north of Walnut St	6,800	7,800
Green Bay Rd south of Walnut St	10,050	11,500
Walnut St west of Green Bay Rd	4,300	4,500
Walnut St east of Green Bay Rd	2,450	2,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
2025_trafficForecasts\HighlandPark\la-14-25\la-14-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	309	5	2	141	19	11	20	4	27	15	11
Future Vol, veh/h	29	309	5	2	141	19	11	20	4	27	15	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	5	20	0	14	5	0	0	25	0	0	0
Mvmt Flow	35	368	6	2	168	23	13	24	5	32	18	13
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	14.7	8.9	9.2	9.8
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	8%	3%	0%	51%
Vol Thru, %	0%	83%	90%	97%	79%	28%
Vol Right, %	0%	17%	1%	0%	21%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	24	343	73	90	53
LT Vol	11	0	29	2	0	27
Through Vol	0	20	309	71	71	15
RT Vol	0	4	5	0	19	11
Lane Flow Rate	13	29	408	86	107	63
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.024	0.047	0.572	0.124	0.156	0.106
Departure Headway (Hd)	6.586	5.962	5.044	5.186	5.262	6.031
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	597	715	689	679	591
Service Time	4.363	3.738	3.085	2.936	3.013	4.103
HCM Lane V/C Ratio	0.024	0.049	0.571	0.125	0.158	0.107
HCM Control Delay, s/veh	9.5	9	14.7	8.7	9	9.8
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.1	3.7	0.4	0.6	0.4

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	136	111	8	89	15	82	316	12	14	283	3
Future Volume (vph)	3	136	111	8	89	15	82	316	12	14	283	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.940			0.982			0.995			0.998	
Flt Protected		0.999			0.997		0.950			0.950		
Satd. Flow (prot)	0	1705	0	0	1792	0	1719	1779	0	1671	1806	0
Flt Permitted		0.995			0.971		0.424			0.533		
Satd. Flow (perm)	0	1698	0	0	1745	0	766	1779	0	932	1806	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			13			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	13%	2%	7%	5%	6%	10%	8%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	295	0	0	132	0	96	386	0	16	337	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.0	24.0		9.5	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		12.0	25.0		12.0	25.0	
Total Split (%)	39.3%	39.3%		39.3%	39.3%		19.7%	41.0%		19.7%	41.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		14.0			14.0		33.8	32.6		29.6	24.9	
Actuated g/C Ratio		0.23			0.23		0.55	0.53		0.49	0.41	
v/c Ratio		0.67			0.32		0.18	0.41		0.03	0.46	
Control Delay (s/veh)		23.6			18.5		8.1	13.0		7.6	18.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.6			18.5		8.1	13.0		7.6	18.2	
LOS		C			B		A	B		A	B	
Approach Delay (s/veh)		23.6			18.5			12.0			17.8	

EX AM 9:41 am 06/04/2025 Existing Weekday Morning Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			B			B		
Queue Length 50th (ft)	74			36			14			2		
Queue Length 95th (ft)	123			65			35			10		
Internal Link Dist (ft)	499			130			441			456		
Turn Bay Length (ft)							130			120		
Base Capacity (vph)	548			524			525			526		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.54			0.25			0.18			0.41		

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 17.0

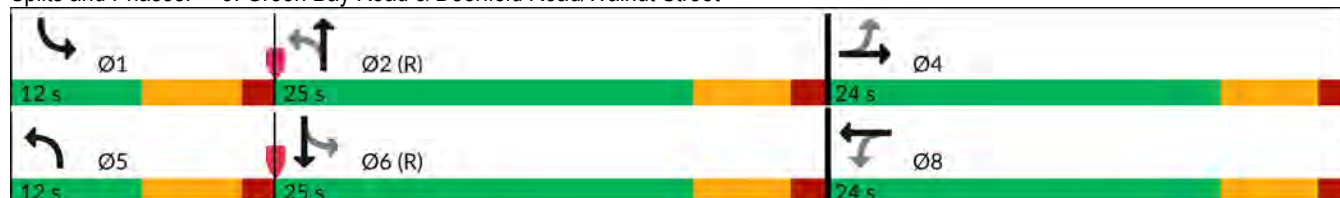
Intersection LOS: B

Intersection Capacity Utilization 50.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	147	99	26	16	6
Future Vol, veh/h	9	147	99	26	16	6
Conflicting Peds, #/hr	6	0	0	6	1	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	1	4	4	8	0
Mvmt Flow	10	165	111	29	18	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	146	0	-	0	318	137
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.21	-	-	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.299	-	-	-	3.572	3.3
Pot Cap-1 Maneuver	1383	-	-	-	663	917
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	650	907
Mov Cap-2 Maneuver	-	-	-	-	650	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	827	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.4	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1375	-	-	-	704	
HCM Lane V/C Ratio	0.007	-	-	-	0.035	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q (veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	155	104	1	1	8
Future Vol, veh/h	7	155	104	1	1	8
Conflicting Peds, #/hr	2	0	0	2	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	8	185	124	1	1	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	127	0	0 329 128
Stage 1	-	-	- 127 -
Stage 2	-	-	- 202 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1472	-	- 670 927
Stage 1	-	-	- 904 -
Stage 2	-	-	- 837 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1469	-	- 663 924
Mov Cap-2 Maneuver	-	-	- 663 -
Stage 1	-	-	- 897 -
Stage 2	-	-	- 835 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	9.1
HCM LOS	A		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	885
HCM Lane V/C Ratio	0.006	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	334	0	4	300
Future Vol, veh/h	0	8	334	0	4	300
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	6	0	25	4
Mvmt Flow	0	9	393	0	5	353

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	761	398	0
Stage 1	398	-	-
Stage 2	363	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	376	656	-
Stage 1	683	-	-
Stage 2	708	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	372	653	-
Mov Cap-2 Maneuver	372	-	-
Stage 1	680	-	-
Stage 2	704	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	653	1041
HCM Lane V/C Ratio	-	-	0.014	0.005
HCM Ctrl Dly (s/v)	-	-	10.6	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0	0

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	26	156	13	7	260	26	8	19	7	10	22	26
Future Vol, veh/h	26	156	13	7	260	26	8	19	7	10	22	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	27	164	14	7	274	27	8	20	7	11	23	27
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.2	9	8.7	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	13%	5%	0%	17%
Vol Thru, %	0%	73%	80%	95%	83%	38%
Vol Right, %	0%	27%	7%	0%	17%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	26	195	137	156	58
LT Vol	8	0	26	7	0	10
Through Vol	0	19	156	130	130	22
RT Vol	0	7	13	0	26	26
Lane Flow Rate	8	27	205	144	164	61
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.015	0.043	0.29	0.199	0.222	0.094
Departure Headway (Hd)	6.303	5.608	5.082	4.973	4.864	5.518
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	566	637	706	721	737	648
Service Time	4.056	3.36	3.118	2.706	2.597	3.567
HCM Lane V/C Ratio	0.014	0.042	0.29	0.2	0.223	0.094
HCM Control Delay, s/veh	9.2	8.6	10.2	8.9	9	9.1
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0	0.1	1.2	0.7	0.8	0.3

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	106	142	14	85	27	91	345	4	11	315	3
Future Volume (vph)	8	106	142	14	85	27	91	345	4	11	315	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.971			0.998			0.999	
Flt Protected		0.998			0.995		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1800	0	1770	1859	0	1770	1861	0
Flt Permitted		0.988			0.923		0.473			0.537		
Satd. Flow (perm)	0	1702	0	0	1669	0	881	1859	0	1000	1861	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		85			19			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	136	0	99	379	0	12	345	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	28.0	28.0		28.0	28.0		11.0	35.5		11.0	35.5	
Total Split (%)	37.6%	37.6%		37.6%	37.6%		14.8%	47.7%		14.8%	47.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		15.0			15.0		49.7	45.6		46.1	38.9	
Actuated g/C Ratio		0.20			0.20		0.67	0.61		0.62	0.52	
v/c Ratio		0.68			0.39		0.15	0.33		0.02	0.35	
Control Delay (s/veh)		26.8			23.9		6.0	10.1		5.9	14.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		26.8			23.9		6.0	10.1		5.9	14.1	
LOS		C			C		A	B		A	B	
Approach Delay (s/veh)		26.8			23.9			9.3			13.8	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		82			47		14	69		2	92	
Queue Length 95th (ft)		142			84		37	197		8	185	
Internal Link Dist (ft)		499			130			441			456	

EX PM 1:05 pm 06/05/2025 Existing Weekday Evening Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							130			120		
Base Capacity (vph)		562			506		679	1138		714	973	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.49			0.27		0.15	0.33		0.02	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 74.5

Actuated Cycle Length: 74.5

Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 16.0

Intersection LOS: B

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	110	99	27	21	21
Future Vol, veh/h	8	110	99	27	21	21
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	8	128	115	31	24	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	159	0	-	0	287	145
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	144	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1433	-	-	-	708	908
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	688	896
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	878	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.44	0		9.94		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	106	-	-	-	778	
HCM Lane V/C Ratio	0.006	-	-	-	0.063	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	116	119	1	1	7
Future Vol, veh/h	5	116	119	1	1	7
Conflicting Peds, #/hr	6	0	0	6	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	6	138	142	1	1	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	149	0	-	0	300	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1445	-	-	-	695	904
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1437	-	-	-	684	899
Mov Cap-2 Maneuver	-	-	-	-	684	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	876	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.31	0		9.21		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	74	-	-	-	865	
HCM Lane V/C Ratio	0.004	-	-	-	0.011	
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	379	1	4	329
Future Vol, veh/h	0	1	379	1	4	329
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	1
Mvmt Flow	0	1	408	1	4	354

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	777	415	0
Stage 1	415	-	-
Stage 2	362	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	368	642	-
Stage 1	671	-	-
Stage 2	709	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	364	637	-
Mov Cap-2 Maneuver	364	-	-
Stage 1	666	-	-
Stage 2	705	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.66	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	637	22
HCM Lane V/C Ratio	-	-	0.002	0.004
HCM Ctrl Dly (s/v)	-	-	10.7	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Morning Peak Hour

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	315	5	2	144	19	11	20	4	28	15	11
Future Vol, veh/h	30	315	5	2	144	19	11	20	4	28	15	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	5	20	0	14	5	0	0	25	0	0	0
Mvmt Flow	36	375	6	2	171	23	13	24	5	33	18	13
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	15	8.9	9.3	9.9
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	9%	3%	0%	52%
Vol Thru, %	0%	83%	90%	97%	79%	28%
Vol Right, %	0%	17%	1%	0%	21%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	24	350	74	91	54
LT Vol	11	0	30	2	0	28
Through Vol	0	20	315	72	72	15
RT Vol	0	4	5	0	19	11
Lane Flow Rate	13	29	417	88	108	64
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.024	0.048	0.585	0.127	0.159	0.108
Departure Headway (Hd)	6.617	5.992	5.052	5.198	5.277	6.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	538	593	712	687	677	587
Service Time	4.398	3.773	3.097	2.952	3.031	4.141
HCM Lane V/C Ratio	0.024	0.049	0.586	0.128	0.16	0.109
HCM Control Delay, s/veh	9.6	9.1	15	8.7	9	9.9
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0.1	0.2	3.8	0.4	0.6	0.4

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	139	113	8	91	15	84	322	12	14	289	3
Future Volume (vph)	3	139	113	8	91	15	84	322	12	14	289	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.940			0.982			0.995			0.998	
Flt Protected		0.999			0.997		0.950			0.950		
Satd. Flow (prot)	0	1706	0	0	1793	0	1719	1779	0	1671	1806	0
Flt Permitted		0.996			0.971		0.414			0.530		
Satd. Flow (perm)	0	1700	0	0	1746	0	748	1779	0	927	1806	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		66			13			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	13%	2%	7%	5%	6%	10%	8%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	134	0	99	393	0	16	344	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.0	24.0		9.5	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		12.0	25.0		12.0	25.0	
Total Split (%)	39.3%	39.3%		39.3%	39.3%		19.7%	41.0%		19.7%	41.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		14.2			14.2		33.6	32.4		29.4	24.8	
Actuated g/C Ratio		0.23			0.23		0.55	0.53		0.48	0.41	
v/c Ratio		0.68			0.32		0.19	0.41		0.03	0.47	
Control Delay (s/veh)		23.9			18.5		8.3	13.3		7.6	18.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.9			18.5		8.3	13.3		7.6	18.5	
LOS		C			B		A	B		A	B	
Approach Delay (s/veh)		23.9			18.5			12.3			18.0	

NB AM 12:00 pm 06/06/2025 No-Build Weekday Morning Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			B			B		
Queue Length 50th (ft)	77			36			15			2		
Queue Length 95th (ft)	127			67			36			10		
Internal Link Dist (ft)	499			130			441			456		
Turn Bay Length (ft)							130			120		
Base Capacity (vph)	548			524			515			522		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.55			0.26			0.19			0.41		

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 17.3

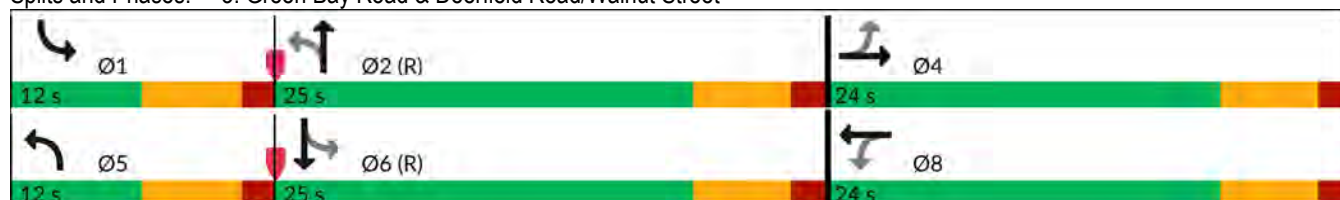
Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	150	101	27	16	6
Future Vol, veh/h	9	150	101	27	16	6
Conflicting Peds, #/hr	6	0	0	6	1	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	1	4	4	8	0
Mvmt Flow	10	169	113	30	18	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	150	0	-	0	324	140
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.21	-	-	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.299	-	-	-	3.572	3.3
Pot Cap-1 Maneuver	1378	-	-	-	657	914
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1370	-	-	-	645	904
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	824	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.43	0		10.34		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	102	-	-	-	-	699
HCM Lane V/C Ratio	0.007	-	-	-	-	0.035
HCM Ctrl Dly (s/v)	7.6	0	-	-	-	10.3
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	158	106	1	1	8
Future Vol, veh/h	7	158	106	1	1	8
Conflicting Peds, #/hr	2	0	0	2	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	8	188	126	1	1	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	129	0	0 335 130
Stage 1	-	-	- 129 -
Stage 2	-	-	- 206 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1469	-	- 665 925
Stage 1	-	-	- 902 -
Stage 2	-	-	- 834 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1466	-	- 658 923
Mov Cap-2 Maneuver	-	-	- 658 -
Stage 1	-	-	- 895 -
Stage 2	-	-	- 832 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	76	-	-	-	883
HCM Lane V/C Ratio	0.006	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	341	0	4	306
Future Vol, veh/h	0	8	341	0	4	306
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	6	0	25	4
Mvmt Flow	0	9	401	0	5	360

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	776	406	0
Stage 1	406	-	-
Stage 2	369	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	369	649	-
Stage 1	677	-	-
Stage 2	703	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	365	646	-
Mov Cap-2 Maneuver	365	-	-
Stage 1	674	-	-
Stage 2	699	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.65	0	0.11
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	646	23
HCM Lane V/C Ratio	-	-	0.015	0.005
HCM Ctrl Dly (s/v)	-	-	10.7	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Capacity Analysis Summary Sheets
Year 2031 No-Build Weekday Evening Peak Hour

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	27	159	13	7	265	27	8	19	7	10	22	27
Future Vol, veh/h	27	159	13	7	265	27	8	19	7	10	22	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	28	167	14	7	279	28	8	20	7	11	23	28
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.3	9	8.7	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	14%	5%	0%	17%
Vol Thru, %	0%	73%	80%	95%	83%	37%
Vol Right, %	0%	27%	7%	0%	17%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	26	199	140	160	59
LT Vol	8	0	27	7	0	10
Through Vol	0	19	159	133	133	22
RT Vol	0	7	13	0	27	27
Lane Flow Rate	8	27	209	147	168	62
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.015	0.043	0.297	0.203	0.227	0.096
Departure Headway (Hd)	6.33	5.635	5.096	4.983	4.873	5.537
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	564	633	706	720	737	645
Service Time	4.084	3.388	3.13	2.715	2.604	3.586
HCM Lane V/C Ratio	0.014	0.043	0.296	0.204	0.228	0.096
HCM Control Delay, s/veh	9.2	8.6	10.3	9	9	9.2
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0	0.1	1.2	0.8	0.9	0.3

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	108	145	14	87	28	93	352	4	11	321	3
Future Volume (vph)	8	108	145	14	87	28	93	352	4	11	321	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.971			0.998			0.999	
Flt Protected		0.998			0.995		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1800	0	1770	1859	0	1770	1861	0
Flt Permitted		0.988			0.924		0.466			0.533		
Satd. Flow (perm)	0	1702	0	0	1671	0	868	1859	0	993	1861	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86			19			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	140	0	101	387	0	12	352	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	28.0	28.0		28.0	28.0		11.0	35.5		11.0	35.5	
Total Split (%)	37.6%	37.6%		37.6%	37.6%		14.8%	47.7%		14.8%	47.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		15.2			15.2		49.5	45.4		45.9	38.8	
Actuated g/C Ratio		0.20			0.20		0.66	0.61		0.62	0.52	
v/c Ratio		0.69			0.39		0.15	0.34		0.02	0.36	
Control Delay (s/veh)		26.9			24.0		6.1	10.3		6.0	14.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		26.9			24.0		6.1	10.3		6.0	14.2	
LOS		C			C		A	B		A	B	
Approach Delay (s/veh)		26.9			24.0			9.4			14.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		84			48		14	72		2	95	
Queue Length 95th (ft)		145			87		38	203		8	190	
Internal Link Dist (ft)		499			130			441			456	

NB PM 12:00 pm 06/06/2025 No-build Weekday Evening Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							130			120		
Base Capacity (vph)		563			506		669	1133		708	968	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.28		0.15	0.34		0.02	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 74.5

Actuated Cycle Length: 74.5

Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 16.2

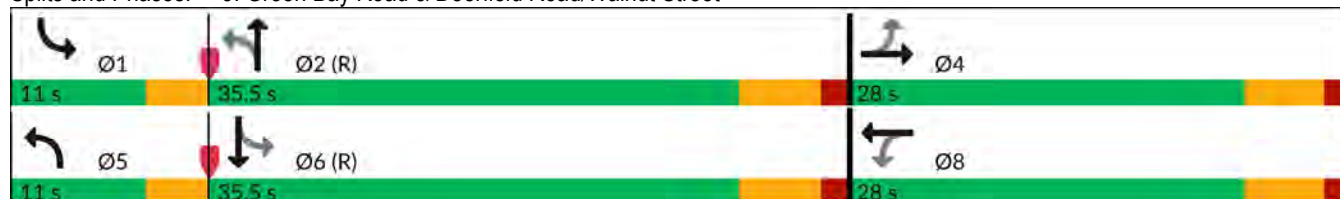
Intersection LOS: B

Intersection Capacity Utilization 51.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	112	101	28	21	21
Future Vol, veh/h	8	112	101	28	21	21
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	8	130	117	33	24	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	162	0	-	0	292	148
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1429	-	-	-	703	904
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	683	892
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	876	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.44	0		9.97		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	104	-	-	-	774	
HCM Lane V/C Ratio	0.006	-	-	-	0.063	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	118	121	1	1	7
Future Vol, veh/h	5	118	121	1	1	7
Conflicting Peds, #/hr	6	0	0	6	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	6	140	144	1	1	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	151	0	0 305 151
Stage 1	-	-	- 151 -
Stage 2	-	-	- 154 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1442	-	- 691 901
Stage 1	-	-	- 882 -
Stage 2	-	-	- 879 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1434	-	- 680 896
Mov Cap-2 Maneuver	-	-	- 680 -
Stage 1	-	-	- 873 -
Stage 2	-	-	- 874 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	73	-	-	-	862
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	387	1	4	336
Future Vol, veh/h	0	1	387	1	4	336
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	1
Mvmt Flow	0	1	416	1	4	361

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	794	424	0
Stage 1	424	-	-
Stage 2	370	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	360	635	-
Stage 1	665	-	-
Stage 2	703	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	356	630	-
Mov Cap-2 Maneuver	356	-	-
Stage 1	660	-	-
Stage 2	700	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.72	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	21
HCM Lane V/C Ratio	-	-	0.002	0.004
HCM Ctrl Dly (s/v)	-	-	10.7	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Morning Peak Hour

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	30	315	5	2	144	19	13	20	5	28	15	11
Future Vol, veh/h	30	315	5	2	144	19	13	20	5	28	15	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	5	20	0	14	5	0	0	25	0	0	0
Mvmt Flow	36	375	6	2	171	23	15	24	6	33	18	13
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	15.1	8.9	9.3	9.9
HCM LOS	C	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	9%	3%	0%	52%
Vol Thru, %	0%	80%	90%	97%	79%	28%
Vol Right, %	0%	20%	1%	0%	21%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	25	350	74	91	54
LT Vol	13	0	30	2	0	28
Through Vol	0	20	315	72	72	15
RT Vol	0	5	5	0	19	11
Lane Flow Rate	15	30	417	88	108	64
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.028	0.049	0.586	0.128	0.159	0.108
Departure Headway (Hd)	6.62	5.972	5.065	5.212	5.291	6.074
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	595	712	685	675	586
Service Time	4.401	3.753	3.107	2.964	3.043	4.151
HCM Lane V/C Ratio	0.028	0.05	0.586	0.128	0.16	0.109
HCM Control Delay, s/veh	9.6	9.1	15.1	8.7	9.1	9.9
HCM Lane LOS	A	A	C	A	A	A
HCM 95th-tile Q	0.1	0.2	3.8	0.4	0.6	0.4

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	139	113	8	91	15	84	322	12	14	289	3
Future Volume (vph)	3	139	113	8	91	15	84	322	12	14	289	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00		1.00	1.00		0.99	1.00	
Frt		0.940			0.982			0.995			0.998	
Flt Protected		0.999			0.997		0.950			0.950		
Satd. Flow (prot)	0	1706	0	0	1793	0	1719	1779	0	1671	1806	0
Flt Permitted		0.996			0.971		0.414			0.530		
Satd. Flow (perm)	0	1700	0	0	1746	0	748	1779	0	927	1806	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		66			13			3			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Confl. Peds. (#/hr)	3		5	5		3	2		7	7		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	13%	2%	7%	5%	6%	10%	8%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	134	0	99	393	0	16	344	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.0	24.0		9.5	24.0	
Total Split (s)	24.0	24.0		24.0	24.0		12.0	25.0		12.0	25.0	
Total Split (%)	39.3%	39.3%		39.3%	39.3%		19.7%	41.0%		19.7%	41.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		14.2			14.2		33.6	32.4		29.4	24.8	
Actuated g/C Ratio		0.23			0.23		0.55	0.53		0.48	0.41	
v/c Ratio		0.68			0.32		0.19	0.41		0.03	0.47	
Control Delay (s/veh)		23.9			18.5		8.3	13.3		7.6	18.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.9			18.5		8.3	13.3		7.6	18.5	
LOS		C			B		A	B		A	B	
Approach Delay (s/veh)		23.9			18.5			12.3			18.0	

PR AM 12:00 pm 06/06/2025 Projected Weekday Morning Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			B			B		
Queue Length 50th (ft)	77			36			15			2		
Queue Length 95th (ft)	127			67			36			10		
Internal Link Dist (ft)	499			130			441			456		
Turn Bay Length (ft)							130			120		
Base Capacity (vph)	548			524			515			522		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.55			0.26			0.19			0.41		

Intersection Summary

Area Type: Other

Cycle Length: 61

Actuated Cycle Length: 61

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 17.3

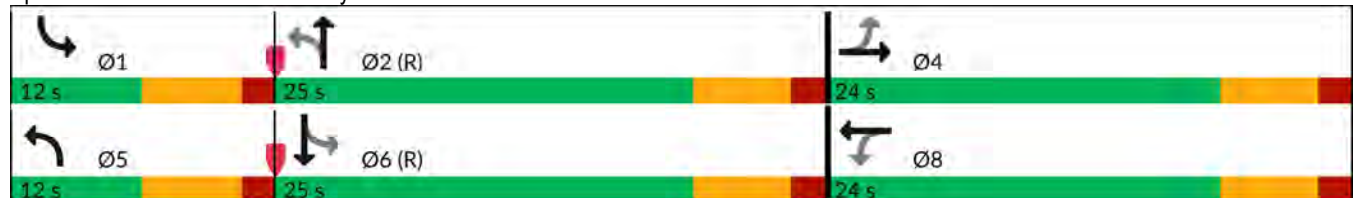
Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	150	101	27	16	6
Future Vol, veh/h	12	150	101	27	16	6
Conflicting Peds, #/hr	6	0	0	6	1	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	11	1	4	4	8	0
Mvmt Flow	13	169	113	30	18	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	150	0	-	0	331	140
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.21	-	-	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.299	-	-	-	3.572	3.3
Pot Cap-1 Maneuver	1378	-	-	-	651	914
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1370	-	-	-	637	904
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	818	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.57	0		10.39		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	133	-	-	-	693	
HCM Lane V/C Ratio	0.01	-	-	-	0.036	
HCM Ctrl Dly (s/v)	7.7	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	159	106	1	3	9
Future Vol, veh/h	7	159	106	1	3	9
Conflicting Peds, #/hr	2	0	0	2	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	8	189	126	1	4	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	129	0	0 336 130
Stage 1	-	-	- 129 -
Stage 2	-	-	- 207 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1469	-	- 664 925
Stage 1	-	-	- 902 -
Stage 2	-	-	- 832 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1466	-	- 657 923
Mov Cap-2 Maneuver	-	-	- 657 -
Stage 1	-	-	- 895 -
Stage 2	-	-	- 831 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	9.37
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	76	-	-	-	838
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	341	0	5	306
Future Vol, veh/h	0	9	341	0	5	306
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	6	0	25	4
Mvmt Flow	0	11	401	0	6	360

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	778	406	0	0	406
Stage 1	406	-	-	-	-
Stage 2	372	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.35
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.425
Pot Cap-1 Maneuver	368	649	-	-	1039
Stage 1	677	-	-	-	-
Stage 2	702	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	363	646	-	-	1034
Mov Cap-2 Maneuver	363	-	-	-	-
Stage 1	674	-	-	-	-
Stage 2	697	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.67	0	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	646	29
HCM Lane V/C Ratio	-	-	0.016	0.006
HCM Ctrl Dly (s/v)	-	-	10.7	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Capacity Analysis Summary Sheets
Year 2031 Total Projected Weekday Evening Peak Hour

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	159	14	8	265	27	8	19	8	10	22	27
Future Vol, veh/h	27	159	14	8	265	27	8	19	8	10	22	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	28	167	15	8	279	28	8	20	8	11	23	28
Number of Lanes	0	1	0	0	2	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	1
HCM Control Delay, s/veh	10.3	9	8.7	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	14%	6%	0%	17%
Vol Thru, %	0%	70%	80%	94%	83%	37%
Vol Right, %	0%	30%	7%	0%	17%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	27	200	141	160	59
LT Vol	8	0	27	8	0	10
Through Vol	0	19	159	133	133	22
RT Vol	0	8	14	0	27	27
Lane Flow Rate	8	28	211	148	168	62
Geometry Grp	5	5	4b	5	5	4b
Degree of Util (X)	0.015	0.044	0.298	0.205	0.227	0.096
Departure Headway (Hd)	6.335	5.62	5.097	4.989	4.876	5.543
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	564	635	705	719	735	645
Service Time	4.089	3.374	3.13	2.721	2.607	3.591
HCM Lane V/C Ratio	0.014	0.044	0.299	0.206	0.229	0.096
HCM Control Delay, s/veh	9.2	8.6	10.3	9	9	9.2
HCM Lane LOS	A	A	B	A	A	A
HCM 95th-tile Q	0	0.1	1.2	0.8	0.9	0.3

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	108	145	15	87	28	93	352	6	11	321	3
Future Volume (vph)	8	108	145	15	87	28	93	352	6	11	321	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	130		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925			0.971			0.997			0.999	
Flt Protected		0.998			0.994		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1798	0	1770	1857	0	1770	1861	0
Flt Permitted		0.988			0.916		0.466			0.531		
Satd. Flow (perm)	0	1702	0	0	1657	0	868	1857	0	989	1861	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86			19			1			1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		579			210			521			536	
Travel Time (s)		13.2			4.8			11.8			12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	141	0	101	390	0	12	352	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	28.0	28.0		28.0	28.0		11.0	35.5		11.0	35.5	
Total Split (%)	37.6%	37.6%		37.6%	37.6%		14.8%	47.7%		14.8%	47.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)		15.2			15.2		49.5	45.4		45.9	38.8	
Actuated g/C Ratio		0.20			0.20		0.66	0.61		0.62	0.52	
v/c Ratio		0.69			0.40		0.15	0.34		0.02	0.36	
Control Delay (s/veh)		26.9			24.1		6.1	10.3		6.0	14.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		26.9			24.1		6.1	10.3		6.0	14.2	
LOS		C			C		A	B		A	B	
Approach Delay (s/veh)		26.9			24.1			9.5			14.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		84			49		14	73		2	95	
Queue Length 95th (ft)		145			87		38	204		8	190	
Internal Link Dist (ft)		499			130			441			456	

PR PM 12:00 pm 06/06/2025 Projected Weekday Evening Peak Hour

Synchro 12 Report

Page 1

Lanes, Volumes, Timings

3: Green Bay Road & Deerfield Road/Walnut Street

06/06/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							130			120		
Base Capacity (vph)		563			502		669	1132		706	968	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.28		0.15	0.34		0.02	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 74.5

Actuated Cycle Length: 74.5

Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 16.2

Intersection LOS: B

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Green Bay Road & Deerfield Road/Walnut Street



Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	112	101	28	21	23
Future Vol, veh/h	9	112	101	28	21	23
Conflicting Peds, #/hr	12	0	0	12	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	9	130	117	33	24	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	162	0	-	0	294	148
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1429	-	-	-	701	904
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	681	892
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	874	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.49	0		9.96		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	116	-	-	-	777	
HCM Lane V/C Ratio	0.006	-	-	-	0.066	
HCM Ctrl Dly (s/v)	7.6	0	-	-	10	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	119	121	3	1	8
Future Vol, veh/h	6	119	121	3	1	8
Conflicting Peds, #/hr	6	0	0	6	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	7	142	144	4	1	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	154	0	0 310 152
Stage 1	-	-	- 152 -
Stage 2	-	-	- 158 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1439	-	- 687 900
Stage 1	-	-	- 881 -
Stage 2	-	-	- 876 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1431	-	- 675 895
Mov Cap-2 Maneuver	-	-	- 675 -
Stage 1	-	-	- 871 -
Stage 2	-	-	- 870 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	86	-	-	-	863
HCM Lane V/C Ratio	0.005	-	-	-	0.012
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	387	1	5	336
Future Vol, veh/h	0	2	387	1	5	336
Conflicting Peds, #/hr	0	0	0	7	7	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	3	0	0	1
Mvmt Flow	0	2	416	1	5	361

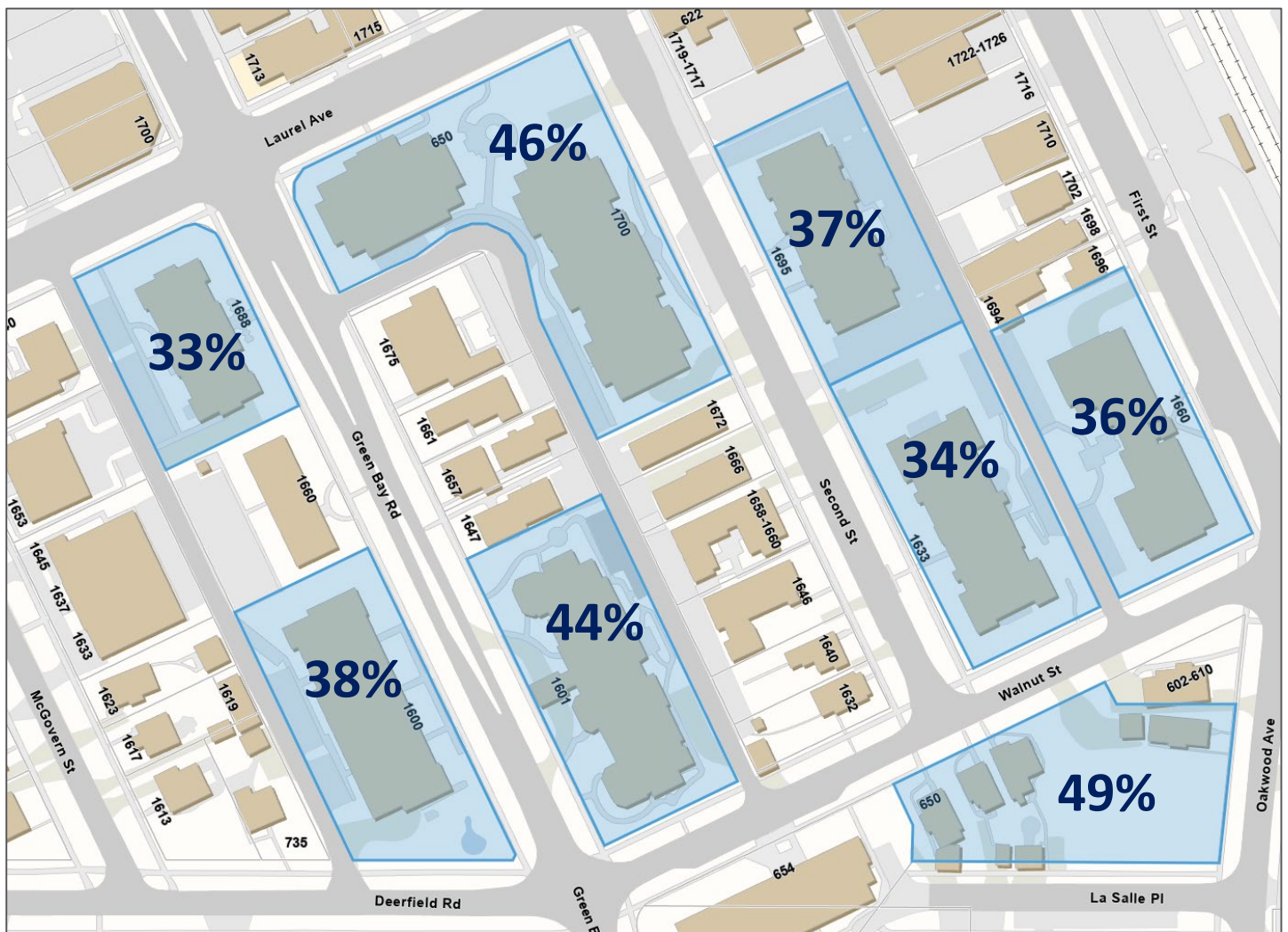
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	796	424	0
Stage 1	424	-	-
Stage 2	372	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	359	635	-
Stage 1	665	-	-
Stage 2	702	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	354	630	-
Mov Cap-2 Maneuver	354	-	-
Stage 1	660	-	-
Stage 2	697	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.73	0	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	26
HCM Lane V/C Ratio	-	-	0.003	0.005
HCM Ctrl Dly (s/v)	-	-	10.7	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Staff lot coverage analysis

Address	Lot Size	Building	Coverage
1633 Second St	42,000	14,386	34%
1695 Second St	35,000	12,968	37%
1660 First St	39,200	14,275	36%
1601 Green Bay Rd	42,000	18,466	44%
650 Laurel/1700 Second St	67,060	30,637	46%
1600 Green Bay Rd	41,020	15,576	38%
650 Walnut (Wolbright)			49%
1688 Green Bay Rd	27,860	9,165	33%
Average	42,020	16,496.14	40%





City of Highland Park

1150 Half Day Rd.
Highland Park, Illinois 60035
847.432.0807
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Memorandum

DATE: September 29, 2025
TO: Patrick Hoffmann, Planner II
FROM: Emmanuel Gomez, PE, City Engineer
BY: Sam Hertel, PE, Civil Engineer
SUBJECT: 1632 Second St – PUD Application Review

General Comments

1. There is an active Recapture Agreement for the three properties being consolidated under this PUD (1632, 1640, and 1646 Second St). Based on the proposed site plan, applicant will be assessed the recapture fees associated with 1640 and 1646 Second St
 - a. Recapture fees are accruing interest and total fee amount will not be known until approval of construction





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Public Works

Department

MEMORANDUM

To: Patrick Hoffmann – Planner II

From: Ben Miller – City Forester

Date: May 15, 2025

Re: 1632 Second Street - PUD

Forestry has been asked to review the proposed development at 1632 Second Street. My response to this request is exclusive to tree preservation, and serves the sole purpose of providing the Plan and Design Commission with information regarding the impact this development will have upon trees.

Tree Removal & Replacement:

The submitted plans show the removal of 20 trees to accommodate construction. Of these, 11 are of insufficient size to be protected under the City's tree preservation ordinance, are considered an invasive species, are dead, dying, diseased, or structurally unsound. The remaining 9 trees consist of *Protected & Key* trees. No *Heritage* trees exist on these parcels.

Tree replacement, outlined in Chapter 94 of Highland Park's tree preservation ordinance, requires 20 trees be planted to mitigate the loss of tree canopy. The provided landscape plan includes the planting of 23x shade and ornamental trees that will satisfy this requirement.

I would advise substituting the three *Tilia cordata* 'Greenspire' (Little Leaf Linden) included in the landscape plan, with a hardier species; one better acclimated for urban setting. American Linden (*Tilia americana*), Silver Linden (*Tilia tomentosa*), Hackberry (*Celtis occidentalis*), or Tuliptree (*Liriodendron tulipifera*) could be viable alternatives.

Tree Preservation:

Although a rudimentary tree preservation narrative is included in the submittal, a comprehensive tree preservation plan will be required to proceed within the permitting phase of development. At which time, the applicant will be required to submit a comprehensive Tree Preservation Plan that will take into account all trees potentially impacted by construction. This Tree Preservation Plan will be reviewed by Forestry staff and approved as a condition of the Applicant's Building Permit. This preservation plan must be developed with assistance of a Certified Arborist to establish a long-term strategy prior to, during, and beyond completion of construction to ensure the survival of existing trees slated for preservation.

Given the proximity of construction, there are a few measures that should be undertaken to ensure development does not cause unnecessary impacts to desirable trees.

A comprehensive plan should include, but not be limited to:

- 1) **A Tree Preservation Fence Plan:** to exclude construction equipment/activity from further encroachment into the Critical Root Zone (CRZ) of trees.
- 2) **Root pruning:** to be done **at the site of over-dig** for any trees where construction will impact the CRZ of adjacent preserved trees.
 - a. Location of root pruning should be shown in construction documentation for review in the permitting phase of construction and should account for tree size and framing required for foundation construction.
 - b. Trees of particular concern include numbers: 1082, 1096, 1110, 1139, 1140, 1142, 1146, 1176, & 1193
- 3) **Preventative treatment for Two-Lined Chestnut Borer:** Opportunistic wood boring beetle commonly found to attack construction-stressed Oaks.
 - a. Those *Key* and *Heritage* Oaks that are in close proximity to excavation and other construction activity will be rendered vulnerable to infestation by Two-lined Chestnut Borer.
 - b. Trees of particular concern include numbers: 1082, 1096, 1110, 1139, 1140, 1142, 1146, 1176, & 1193
- 4) **Avoiding Limestone:** Oaks, as a species, are sensitive to raising soil pH. In particular, when aggregates, such as limestone, are introduced to the landscape.
 - a. When required, crushed limestone is to be avoided. Inert stone material (i.e. gravel) should be used to prevent raising soil pH and adversely impacting adjacent trees.
 - b. This includes base layers for sidewalks, roads, or any hardscape elements.
- 5) Any other relevant measures recommended by the Certified Arborist.

APPENDIX A

Highland Park Tree Replacement Plant Palette

City of Highland Park: Code Plant Palette

Revised 2021

Note: Due to overplanting and in the interest of increasing species diversity in Highland Park, Maples have been removed from the list of acceptable tree replacement species.

CATEGORY A: DECIDUOUS SHADE TREES <i>Replacement for: Heritage, Key, and Protected Trees</i>			
Common Name	Variety	Genus	Species
Baldcypress		Taxodium	distichum
Beech		Fagus	spp.
Buckeye	Ohio, Autumn Splendor	Aesculus	spp.
Catalpa	Northern, Purple	Catalpa	spp.
Dawn Redwood		Metasequoia	glyptostroboides
Elm	Accolade, Homestead, Lincoln, Patriot, Valley Forge	Ulmus	spp.
Elm, Lacebark		Ulmus	parviflora
Filbert, Turkish		Corylus	americana
Ginkgo		Ginkgo	biloba
Hackberry		Celtis	occidentalis
Hardy Rubber-Tree		Eucommia	ulmoides
Hickory	Bitternut, Mockernut, Pecan, Pignut, Red, Shagbark, Shellbark	Carya	spp.
Honey Locust	Imperial, Shademaster, Skyline	Gleditsia	triacanthos
Horsechestnut	Baumann, Fort McNair	Aesculus	spp.
Katsura Tree		Cercidiphyllum	japonicum
Kentucky Coffeetree		Gymnocladus	dioicus
Larch		Larix	spp.
Linden, American	Redmond	Tilia	americana
Linden, Silver		Tilia	tomentosa
Linden, Big Leaf		Tilia	platyphyllos
Planetree, London		Platanus	x acerifolia
Oak, Black		Quercus	velutina
Oak, Bur		Quercus	macrocarpa
Oak, Chinkapin		Quercus	muehlenbergii
Oak, Hills		Quercus	ellipsoidalis
Oak, Red		Quercus	rubra
Oak, Shingle		Quercus	imbricaria
Oak, Swamp White		Quercus	bicolor
Oak, White		Quercus	alba
Scholar Tree, Japanese		Styphnolobium	japonica
Sweetgum		Liquidambar	styraciflua
Tuliptree		Liriodendron	tulipifera
Tupelo, Black		Nyssa	sylvatica
Walnut	Black, Butternut	Juglans	spp.
Yellowwood, American		Cladrastis	kentukea
Zelkova, Japanese		Zelkova	serrata

CATEGORY B: EVERGREEN TREES Replacement for: <i>Key & Protected Trees</i>			
Common Name	Variety	Genus	Species
Douglas-fir		Pseudotsuga	menziesii
Fir, White		Abies	concolor
Fir, Balsam		Abies	balsamea
Fir, Fraser		Abies	fraseri
Hemlock, Eastern		Tsuga	canadensis
Pine, Limber		Pinus	flexilis
Pine, White		Pinus	strobus
Spruce, Norway		Picea	abies
Spruce, Serbian		Picea	omorika
Spruce, Black Hills	<i>densata</i>	Picea	glauca

CATEGORY C: DECIDUOUS ORNAMENTAL TREES Replacement for: <i>Protected Trees</i>			
Common Name	Variety	Genus	Species
Amur Maackia		Maackia	amurensis
Aspen, Quaking		Populus	tremuloides
Birch, River		Betula	nigra
Birch, White	<i>Whitespire</i>	Betula	populifolia
Birch, Sweet		Betula	lenta
Birch, Paper		Betula	papyrifera
Crabapple	Suggested Varieties: <i>Adirondack, Coral Burst, David, Don Wyman, Golden Raindrops, Harvest Gold, Indian Summer, Jack, Lancelot, Louisa, Madonna, Molten Lava, Prairiefire, Professor Sprenger, Purple Prince, Royal Raindrops, Selkirk, Sugartyme, Tina</i>	Malus	spp.
Dogwood, Cornelian Cherry		Cornus	mas
Dogwood, Pagoda		Cornus	alternifolia
Dogwood, Flowering		Cornus	florida
Hawthorn, Cockspur		Crataegus	crus-galli
Hawthorn, "Winter King"	<i>Winter King</i>	Crataegus	viridus
Hornbeam, American		Carpinus	caroliniana
Ironwood		Ostrya	virginiana
Lilac, Japanese Tree		Syringa	reticulata
Lilac, Peking		Syringa	pekinensis
Magnolia, Cucumber		Magnolia	acuminata
Magnolia, Saucer		Magnolia	x soulangiana
Magnolia, Star		Magnolia	stellata
Redbud		Cercis	canadensis
Sassafras		Sassafras	albidum
Serviceberry, Allegheny		Amelanchier	laevis
Serviceberry, Downy		Amelanchier	arborea
Smoketree, American		Cotinus	obovatus
Witchhazel, Common		Hamamelis	virginiana
Witchhazel, Vernal		Hamamelis	vernalis



City of Highland Park

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Highland Park, Illinois 60035
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cityhpil.com

Memorandum

DATE: May 23rd, 2025
TO: Patrick Hoffmann, Planner II
FROM: Emmanuel Gomez, P.E., City Engineer
BY: Alec Turkowski, Civil Engineer
SUBJECT: 1632 Second St – PUD Application Review

General Comments

1. Please submit a written response (disposition of comments) to each comment provided in this review memo. If a disposition of comments is not submitted, future reviews may be delayed.
2. Applicant is responsible for obtaining all necessary permits needed for their project. These may include, but are not necessarily limited to:
 - i. Army Corps Permit
 - ii. Illinois Department of Natural Resources (INDR) Permit
 - iii. Lake County Storm Water Management (SMC) Permit
 - iv. North Shore Water Reclamation District (NSWRD) Permit
 - v. Illinois Environmental Protection Agency (IEPA) Permit
 - vi. Illinois Department of Transportation (IDOT) Permit

Applicant must notify the City of permits it found are necessary for the development. At the City's discretion, the City may withhold issuing a City permit until proof is provided that a permit from an outside agency has been secured.

Plan Comments

1. Drainage & Grading permit for the site development will be required. This will include:
 - Existing and proposed impervious area calculations
 - Storage volume calculations for proposed location
2. Site development appears to meet requirements of Watershed Development Permit.
 - Proposed site appears to hydrologically disturb more than 5000 sqft.
 - Development will be held to erosion and sediment control standards outlined in Sec. 600 of the WDO.





City of Highland Park

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Memorandum

3. Development Storm water detention calculations will need to be signed and sealed by a Professional Engineer.
4. Additional comments may be provided at time of permit review.



Date: May 16, 2025
To: Patrick Hoffmann, Planner II
From: Keith Miller, Utilities Superintendent
Subject: 1632 Second St. Operations Comments

Operations has been asked to review the proposed development at 1632 Second St. Our comments are below.

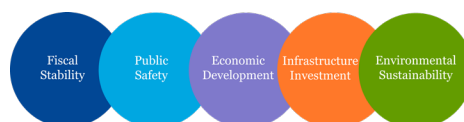
Sewer:

We ask that the sanitary sewer connection goes out to the 8" main on Walnut St. as the main on Second St. is undersized at 6".

Water:

The new connection to the City's water main can be tied in to either Second St. or Walnut St. they both have 12" mains.

Please give at least a six month notice, with sizing for ordering the water meter as these large meters are taking between three to six months to get from Neptune.



PROJECT INFORMATION

Property Address: 1632 Second Street, The Walton
Permit Number: PUD-2025-00051
Review Date: 5/28/2025
Review Number: 1
Drawing(s) Date: 4/29/2025

The Applicant is reminded that there is 90-day period (from date of Plan Review Commentary), in which to submit a response and revisions to the Plan Review. If such 90-day period expires without any further response or contact, then re-submittal of the entire permit application packet may be required should the Applicant choose to move forward with the project in the future.

PERMIT PLAN REVIEW COMMENTARY

Action Required	NEXT STEP(S):	- Please review and respond to the Commentary herewith noted accordingly. - If revisions to any drawings are required, please identify and cloud/bubble revisions made on drawings and re-submit in pdf format to the Building Dept., City of Highland Park via the Civic Access Portal, along with attached Plan Review Transmittal Form. (1) set of revised Architectural drawings (with Design Professional's signature/seal and license expiration date), along with a Letter of Transmittal identifying the project address and building permit number, identifying per line item revisions made, and any additional requested documents.
No Action Required	Inspections:	- Inspection(s) are required for this project. - Please call or email to schedule inspections as needed (847.432.0808, buildinginspections@cityhphil.com). - A list of required inspections by project type is available HERE.
No Action Required	General Commentary:	Please note that once a PUD has received a Certificate of Design Review Approval (COA), any change/deviation from the approved COA that is visible from the Public Right of Way (i.e. change to building elevations, change/new roof mounted equipment, change/new lighting, signage, etc.), will require amendment of the COA: please contact Planning Division (off. no.: 847.432.0867).
Action Required	Plan Review Commentary:	- Sheet A0.02- - Site Plan- - For clear understanding of existing site conditions, it is suggested that the Applicant show existing structures on/near the site such as: fire hydrants, parkway planting area/trees, street/traffic lights, street underground utilities, etc. - Identify existing/new fire hydrant/s for compliance with fire hydrant access/spacing per 2018 International Fire Code (2018 IFC), Table C102.1 - Clearly label Passenger Loading Zone on Second St., and design shall comply with 2018 Illinois Accessibility Code (2018 IAC), Section 503.1, including an accessible curb ramp per Section 406.1 - Identify accessible parking space.

		iv. Identify accessible route/s (via ramp, walk); from public walks and accessible parking space to the building's accessible entrances. v. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up. vi. Identify location of Fire Pump room with required access from the exterior for First Responders, per City adopted amendment. vii. Identify location for any exterior EV charger/s. 2. Sheet A1.00 a. Parking Garage- Overall Plan- i. Review complete building accessibility/access for common use areas: from parking spaces to storage lockers, elevators to stairways. ii. Identify garage level rooms, including Fire Pump room and means of access from the exterior. iii. Review ventilation/mechanical equipment requirements for garage ventilation. iv. Verify clearance between parking space 13 and access door to room in Southeast corner and between parking space 21 and door to stairs at Southwest corner. v. Identify location for any interior EV charger/s. b. First Floor- Alley Guest Parking Plan- i. Identify accessible route/s (via ramp, walk); from public walks and parking space to the building's accessible entrances. ii. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up. iii. Identify location of Fire Pump room with required access from the exterior for First Responders, per City adopted amendment. 3. Sheet A1.10 a. First to Fifth Floor- Overall Plan- i. Review complete building accessibility/access for common use areas: from front and rear terraces, front and rear access doors, thru vestibule, lobby, corridors, trash room to stairways. ii. Review location of electric service meters, data/communication panels, etc. per floor.
No Action Required	Fire Prevention Bureau Commentary:	None.
No Action Required	Forestry Commentary:	None.
No Action Required	Drainage and Grading Commentary:	None.

No Action Required	Planning & Zoning Commentary:	1. Please note that once a PUD has received a Certificate of Design Review Approval (COA), any change/deviation from the approved COA that is visible from the Public Right of Way (i.e. change to building elevations, change/new roof mounted equipment, change/new lighting, signage, etc.), will require amendment of the COA: please contact Planning Division (off. no.: 847.432.0867).
No Action Required	APPLICANT NOTES:	No Action is Required, but the Applicant should note the following: The overall Plan Review herewith provided, excludes a review for compliance to easements or recorded covenants that may occur on the subject property. It shall be the responsibility of the Applicant, Design Professional, and/or Property Owner to verify that any proposed scope of work complies with any easements or recorded covenants that may occur on the subject property.



City of Highland Park

1150 Half Day Rd.
Highland Park, Illinois 60035
847.432.0807
cityhpil.com

Memorandum

DATE: July 3, 2025
TO: Patrick Hoffmann, Planner II
FROM: Emmanuel Gomez, P.E., City Engineer
BY: Sam Hertel, EIT, Civil Engineer
SUBJECT: 1632 Second St – PUD Application Review

General Comments

1. Public Works does not believe new sidewalk should be considered a 'Public Benefit', as there is a likelihood the existing sidewalk will be damaged during construction and be required for replacement.

Plan Comments

1. Site development appears to meet requirement of a Watershed Development Permit, per Sec. 300.08 of the Lake County Watershed Development Ordinance (WDO)
 - a. Site appears to hydrologically disturb more than 5000 sqft.
 - b. Development will be held to erosion and sediment control standards outlined in Sec. 600 of the WDO.



Subject: Citizen Comments- June 3rd Plan Comm. Hearing Fulton Dev
Date: Thursday, May 29, 2025 10:09:26 AM

[EXTERNAL EMAIL]

Please submit as Citizen Comments for June 3rd Plan&Design Hearing - Fulton Developer Project 2nd Street:

My name is Jana Cabrera Hill. I am a full-time resident at 1633 2nd Street, across the street from The Fulton Development project, the Walton.

This project, as proposed by the developer, should not be approved without major modifications to the design to bring it within current zoning policies of density, bulk, safety and character for properties of this nature in the Laurel/Walnut neighborhood. There is no substantial public benefit for approval of variances assumed.

Similar surrounding properties within and adjacent in the Central Business District have expansive corner setbacks, leafy tree canopies and park-like Greenspace buffering.

At a proposed height of 62 feet, this project would exceed even the HC zoning maximum of 60 feet let alone the R0 max of 51. Located at the narrow collector street of Walnut and Character street of 2nd, the mass and scale of this project will further dwarf the intersection and this neighborhood in the district. The bulk of the existing Wolbright project coupled with the proposed Walton will encase the intersection and further block light and air.

This project proposes a 4 foot tall solid material fence around the property exterior, well within the 25 foot setbacks. This will block driver views at the 2nd and Walnut intersection as well as the back alley exit.

A new traffic study should be required and results known prior to any approval. A previous developer study from July, 2022, was conducted when the nearby Train Commuter lots were empty and much less cars and busses traversed the Walnut connector.

Pedestrian safety is a concern for this project. A previously existing crosswalk is now abutted on the south by the driveway of the Wolbright and is not pedestrian accessible on either end. I don't see where a strobe light recommended on that side of Walnut will be located with no buffer for the walk.

Environmentally, there is presently a considerable amount of greenspace, large trees and shrubs. The proposed project eliminates or puts replacements behind a 4 foot solid wall, not visible from the street, while drastically reducing pervious surfaces. Could this design impact drainage on these streets?

I found that Highland Park has a Master Plan and a Central Business District Plan as well as City Codes to guide developments. I feel that allowing this project to proceed as designed does not advance the public good or benefit. Please ensure any approvals strike the balance and

save the character of our streets. The charm of 2nd Street is why I made Highland Park my home.

Jana Hill

[Sent from AOL on Android](#)

Subject: The Walton Project on 2nd Street
Date: Sunday, June 1, 2025 11:09:57 PM

[EXTERNAL EMAIL]

Dear Mr. Hoffman,

This email is submitted as a Citizen Comment for the Plan and Design Hearing on June 3rd with Fulton Developers. It is very regrettable that I am out of town for the meeting.

I am an owner at The Arbors Condominium, 1633 2nd Street and have several concerns relative to the planned Walton project across the street from my home.

Second Street is a narrow side street with parking only allowed on the west side (project side) due to its narrowness. The planned building will be five stories tall. Its 10' ceilings and roof plans will cause the building to block the western sky and its light on our building and on the street. It will be much taller than our Arbors building that is five stories.

Mr. Muller indicated the 5th floor is set back and will allow light. Mr. Muller's project at One Highland Park Place on Oakwood, Park Sheridan and the Wolbright all have set back top floors, but are still higher than any neighboring building. His 4 story Wolbright on Walnut, across the street from our south end, is taller than our 5 story building. The set back does not make a difference because there are still walls for each balcony. My husband and I purchased our third floor unit at The Arbors because of all the light through our western facing windows. We can see the colors of the sunset sky. The proposed height of the Walton will eliminate that for us and our Arbors' neighbors.

It is hoped your commission will give serious consideration and advise Mr. Muller to eliminate one floor to create more light on 2nd Street, its neighbors and allow more cohesiveness with the look of our location. This oversized building along with the tall 4 story Wolbright building will make our area a top heavy condo canyon on a narrow street.

My next concern is there is negligible guest parking planned for The Walton. The Wolbright guest parking has the same limitation. The street will become more congested when that building is occupied. More guest spaces are definitely needed. Second Street parking is limited because parking is only allowed on the west side. My condo windows face 2nd Street, and I notice who uses the street parking. The people who park there are a few seniors from Walnut Place, 654 Walnut, a senior apartment building that hasn't any parking provisions. Visiting nurses and therapists with their medical bags use the spaces throughout each day on 2nd Street to provide services for the seniors at Walnut Place and also to residents at the Sunrise Retirement home around the corner. It also also hasn't any guest parking. The 4 story Sunrise Retirement home is directly behind the proposed Walton. During the meeting Mr. Muller said his building will eliminate 2 driveways, but the building's front driveway entrance and exit will be wider than the narrow driveways he spoke of eliminating thus creating less curb parking.

It is understandable that Highland Park wants to update and beautify itself, and of course,

increase its property tax income. Yet, it seems to be at the expense of our low income neighbors. Mr. Muller indicated The Walton will have two units allowed at a lower price, but that doesn't help the many who will be displaced from their homes so he can build. Between The Wolbright and the Walton about 8 homes have been or will be eliminated. How can Highland Park say it's a diverse and inclusive community when the peaceful lower income residents are eliminated because of this kind of development? Are they provided with any move out expenses? Can we create assurances that those with children in school can remain in their homes until the end of the school year? As to the homes to be demolished for the Wolbright, two families with children moved in April before the school year ended.

It is truly hoped that your Commission and our City Council members will give deep consideration to the elimination of the height of The Walton and the need for more guest parking. It is an another ambitious project for a narrow street.

Fulton Builders plan their projects knowing full well they will need and get their variance requests approved no matter how much nearby residents protest, as evidenced by the concerns for Wolbright. Perhaps the Highland Park government agencies could give concern and considerations to their home owner citizens who are affected by these new developments. I doubt anyone at Fulton Builders would want this edifice built across the street from their homes. These developments affect our lives. We bear the months and months of trucks, construction noise and flying debris, and then are left with conditions much changed from when we bought here.

Please consider the neighbors' requests and not just those of the developers.

Sincerely,
Beth Russell

Hi Patrick,
My only other comment is that if the Walton is reduced from five to four stories it will still be taller than our five story Arbors building, and that would be much better. The four story Wolbright is taller than our building. We are resigned to that.

I realize progress will happen and won't be as concerned if the Walton was reduced to four stories. An increased number of guest parking spaces would be very helpful to our block.

Thank You,
Beth Russell

Jana Hill
1633 2nd Street

We are here today to provide citizen input. Our neighbors greatest fear is that our voices will be discounted before the words take wing. Our hope is that the Commission will give consideration to the concerns raised today.

The proposed Walton Project should not be approved with the relief requested. Specifically, the height, number of floors, lot coverage and surrounding wall are inconsistent with the city's master plan goals and objectives.

This project should be viewed in the context of the Master Plan, rather than standalone. Pushing ever increasing height and bulk to the southern boundary of the district harms the scale and character of this residential block.

Referencing the Master Plan, 3.2.2, "urban design places greatest intensity at the center, reducing as moving away."

Furthermore, "the general consensus of the Plan Commission is that the current allowable heights are too permissive (at previous 60 ft!). The policy therein is to lower height." The R0 max is now 51ft.

Now take a stroll with me across Laurel Ave , our 48ft wide northern border. The 2 tallest buildings on the block are briefly visible through the spacious green buffers. But by the time you reach the end of the block, at 24 feet wide Walnut St, the Walton project would loom to the right. The density exceeds the lot coverage max by 47%, the height is 25% over max and the traffic is not visible through a 4 foot wall. No green buffers here. This project borders mixed-use RM/TH and MU-TH. The variances requested make this design intensity ill-suited for the location requested.

We all here recognize that Fulton Development has the capacity and ample resources to bring a design better suited for this location on the narrowest border of the Central Business District. We hope you will agree.

**THE CITY OF HIGHLAND PARK
PUBLIC HEARING APPEARANCE FORM**

Any person who desires to appear at a City of Highland Park public hearing as an "interested party" with the right to cross-examine others must complete and file this appearance form with the City of Highland Park by the date specified in the public hearing notice. NOTE: IT IS NOT NECESSARY TO COMPLETE THIS FORM TO MAKE A GENERAL STATEMENT, OR OTHERWISE SPEAK AT THE PUBLIC HEARING WITHOUT CROSS EXAMINATION.

Please provide the following information:

NAME: Jana C. Hill
ADDRESS: 1633 2nd Street, HP, IL 60035
TELEPHONE NUMBER: 706-982-2449

PLEASE PROVIDE A BRIEF EXPLANATION OF YOUR SPECIAL INTEREST IN THE PUBLIC HEARING (such as, without limitation, your property is within 250 feet of the subject property, or your property shares facilities with the subject property that may be impacted).

My property is directly across the street
from the proposed Walton Project.

PLEASE DESCRIBE THE NATURE OF THE TESTIMONY YOU INTEND TO PROVIDE AND THE QUESTIONS YOU DESIRE TO POSE AT THE PUBLIC HEARING:

My questions concern Exhibits provided by the
applicant, as presented to the Commission.
- What is the source of the data provided on
"Site Plan-Context Heights" slide?
- What is the source of the data provided
concerning "Lot Coverage"?
- Was the data independently validated?

From: [Kent Leonard](#)
To: [Hoffmann, Patrick](#)
Subject: Written Concerns: Plan & Design Committee
Date: Friday, August 29, 2025 1:36:27 AM

[EXTERNAL EMAIL]

Dear Mr.Hoffmann;

I respectfully ask the appropriate Village team members who are regulating the new Walton Project, to consider my concerns around pedestrian/resident/driver and public safety in this aggressive, move to build construction that is oversized, under-studied, and which poses a likely increased traffic danger to our neighborhood. Here are my concerns:

- The use of the requisite traffic study for the Walton project is currently incomplete, inaccurate and flawed in its submission. This rendition excludes, the new, large consequential volume of future Wolbright tenants living in their new residences, and driving a large volume of additional vehicles in the neighborhood. These Wolbright residents will be directly exiting in their vehicles into the Walnut Street traffic, slightly due East to the 2nd street intersection.

I believe it's important to note that the ascending Wolbright drivers are coming from an underground garage, adjusting themselves to atmospheric light changes, variable speeds, and the need for an agile response to the very quick, over hill, traffic coming downhill from Green Bay Rd. eastbound, in addition to swift traffic westbound.

- There are no stop signs eastbound or westbound on Walnut Street to ease the fast, non-stopping/non-slowng traffic activity the future occupants of the Walton and the Wolbright will encounter and more importantly create and participate in, which seems to pose the potential for more dangerous interactions on a busy street which includes downhill speeds, and frequent fire and paramedic safety vehicles. I believe this growing activity warrants consideration of a city safety analysis due to the new influx and volume of building residents accessing an already busy arterial downtown road such as Walnut Street.

- The width of Walnut Street is half that of it's parallel, adjacent "intersection " street, Laurel Street, but will be expected to handle a large onset of new occupants driving from the Walton and sister property, Wolbright. Additionally, the continued use of Walnut Street for normal trash collection, Walnut Place apartments with parked visitors in front assisting elderly, Sunrise Senior Livings' deliveries, all their while taking place in conjunction with a very large volume of new residents. The predictable bottlenecks will likely cause all-day traffic and increased hazards for pedestrians/residents.

- Proposed 4 foot fence is not in the fence ordinance which will be a safety obstacle for both cars and pedestrians. Furthermore, at a minimum if Stop signs are not installed for eastbound and westbound Walnut Street traffic after a professional review is conducted , new crosswalks with prominent and enhanced surface features like others in Highland Park, along with new yield signs should be strongly considered as a stopgap in strategic places.

- Finally, as a resident of the Arbors, sandwiched directly between the proposed Walton construction and newly built, but vacant Wolbright, I bring experience walking this beautiful yet risky pedestrian area. The neighboring intersection of Laurel and 2nd streets, which is twice the size width-wise with more traffic currently, is a place where I was illegally hit by a motorist and T-boned in my car requiring over \$16,000 of car repair, ambulance, rides, hospital visits, and a lot of pain and suffering seven years ago. Walking my dog through that intersection the subsequent seven years I have seen a tremendous disregard for stopping at the Laurel/2nd intersection, and I was actually hit in the middle of the intersection while walking my dog last year,by a driver who still kept his car rolling but not stopping. I didn't fall, but my dog did and I screamed at him, but he just drove away.

I fear we need to do more to protect the downtown residents and frequent pedestrians of our beautiful town who are lucky enough to live adjacent to the city center or who simply choose to stroll it's streets. Our charming "character " neighborhood does not have to become more dangerous because the village did not put in place enough thoughtful

safeguards and accurate analysis and studies to ensure our safety and well-being.

I greatly appreciate you taking the time to listen to my thoughts and concerns during this important and impactful expansion in our downtown neighborhood. I am excited to see our town evolve and grow, but am hopeful it can be executed safely and mindfully for the best outcomes for everyone involved.

Sincerely,

Kathy Thissen
1633 2nd Street Unit 103 / The Arbors
Highland Park, IL, 60035

From: [Dale Cohodes](#)
To: [Hoffmann, Patrick](#)
Subject: Fulton Developers proposed Walton Condominium project 1632, 1640, and 1646 Second St, Highland Park IL
Date: Thursday, August 28, 2025 2:37:37 PM

[EXTERNAL EMAIL]

(Please acknowledge receipt of this email)

Dear Mr. Hoffman,

I am writing regarding the Walton project to be built by Fulton Developers. I live directly across the street from the proposed project. This is their second project in our neighborhood and portends to change the nature and character of our street. While Second Street is designated as a "character street" the design of the Walton is completely unlike anything in the neighborhood. We are a tree-lined street with brick buildings and significant setbacks. No brick or stone is to be used on the Walton façade instead its design is stark, flat metal. I can see what is coming by looking at the Wolbright Condominium. Moreover, Mr. Muller has asked for numerous variances to build this outsized structure. I know Fulton Developers has plans for other types of developments as I've seen them in the city. Perhaps a townhouse development would be more in keeping with the nearby buildings in the neighborhood. I know change is still possible as Mr. Muller, in reaction to the concerns of the Housing Commission, will need to make revisions to his current plans.

There has been no discussion as to how Fulton Developers intends to stage the upcoming work. Walnut Street must remain clear for the many emergency vehicles that use the street. Second Street is narrow with traffic in both directions, and the alley is used by many to access garages and apartment buildings. It should be made clear to the neighbors where the many construction vehicles and delivery trucks will be parked. We will need assurances that the staging be monitored by the city which has not been the case during the Wolbright construction.

With deep concern,

Dale Cohodes

Dale Cohodes

From: [Barbara Markus](#)
To: [Hoffmann, Patrick](#)
Subject: Citizen comments about proposed Walton Project on 2nd Street
Date: Thursday, August 28, 2025 3:58:33 PM

[EXTERNAL EMAIL]

Dear Mr. Hoffmann,

I am writing to formally express my concern regarding the proposed Walton Condominium development across from my residence on 1633 2nd Street. While I recognize the importance of providing new housing, the impact of recent and ongoing construction projects in our area raises serious questions about safety, accessibility, and livability for current residents.

During the ongoing Wolbright project, neighbors have already endured:

- **Blocked Roads:** Portions of 2nd Street and Walnut have been obstructed for extended periods without proper traffic control.
- **Unattended Vehicles:** Construction vehicles and equipment are frequently left unattended, further restricting access.
- **Lack of Safety Measures:** No flagman or cones have been present to guide traffic or ensure safe passage for residents and emergency vehicles.
- **Street Constraints:** 2nd Street and Walnut are narrow streets, and any obstruction makes it nearly impassable for residents, service providers, and emergency responders.
- **Very Early Starts & Noise:** Construction activity often begins at unreasonably early hours, disrupting households and making restful mornings impossible. The sustained noise levels have become a daily burden for neighbors.

Given these experiences, several critical questions remain unanswered:

1. **Where will construction staging and equipment storage be located** to ensure streets remain accessible?
2. **Who will residents contact for relief** if access is blocked, noise begins outside permitted hours, or safety measures are ignored?
3. **What oversight will the City require** to ensure compliance with traffic management, noise control, and hours of operation?

Without clear answers to these questions and enforceable requirements for traffic management, safety oversight, and restricted work hours, the impact on the neighborhood will be extreme and unacceptable.

I respectfully urge the commission to address these concerns before approving the project. At a minimum, approval conditions must include: defined staging areas, designated resident contact points, and strict enforcement of construction protocols.

With deep concern, I thank you for your attention to this matter.

Sincerely,

Barbara Markus

1633 2nd Street, Apt. 105

Highland Park, IL 60035

Zoning Analysis. (Compliant)

Zoning District.

- The Property is zoned RO High Density Residential/Office.

Land Use Permitted By-Right.

- Per Section 150.490, Table (A), the land use Multiple Family Dwelling is a “P” (permitted”) land use within the RO zoning district.

Planned Development Consideration Triggered.

- Per Section 150.505, developments with 10 or more residential units require a Planned Development consideration.



Figure 1: Zoning

Setbacks (Complies with Code).

- Per Section 150.704(A), the development must meet the following setbacks for RO Zoning Districts, and Per Section 150.2325. – Neighborhood Frontage Regulations and is compliant:
 - South & East (Front): 25’ min. required in RO, however, in this portion of the RO Zoning District the Neighborhood Frontage build to area of 5’ to 25’ applies.
 - 5’ proposed along the East, 7’11” proposed along the South.
 - Article 23 build-to area (5’ to 25’) required.
 - West (Rear): 25’ min. required 28’ proposed.
 - North (Side): 10’ min. required 27’ is proposed.

Lot Dimensions & Density (Compliant).

- The minimum lot area required for Multi-Family Use is 21,780 sq. ft. The proposed consolidated lot has approx. 175’ x 140’ which area totals 24,500 sq. ft.
- The RO district allowed one multi-family dwelling unit per 871 sq. ft. of lot area, or a base density, before bonus for affordable units provided on-site, of 28 units.
 - The Applicant proposes 19 units, 17 market rate units and 2 affordable units.

Subdivision Review (Compliant).

In order to proceed with their development the Applicant must consolidate the properties into one single lot in accordance with the City’s Subdivision Code.

- The proposed subdivision complies with Code.

Visibility Clearance (Compliant)

As seen on Page A0.02 in **Attachment 2**, all walls are below 3’ in height above the average street grade at the street intersection and alley intersection.

Off-Street Parking & Loading (Compliant)

The parking requirement for “Multiple Family Dwellings in the RO, B4-4, B4-5, B4-6, B4-BG, and B5 Zoning Districts” per Section 150.851 are as follows: The greater of 1.4 parking spaces per dwelling unit or the amount calculated using the following per dwelling unit parking rates. Dwelling units of:

- 0 to 999 sq. ft. = 1 space
- 1,000—1,699 sq. ft. = 1.5 spaces
- 1,700 sq. ft. or larger = 2 spaces

For guest parking, Market Rate Units in the following quantities: 0.1 spaces per dwelling unit if 10 or more; 0.2 spaces per dwelling unit if less than 10 units

Based on the floor plan layout, the off-street parking requirement is as follows:

- Unit Parking: 19 unit condo building = 37 spaces
- Guest Parking: 17 market rate units = 2 guest spaces
 - Total Parking Requirement: 39 off-street parking spaces
 - Alternative Transportation Reductions – 15 percent reduction results in a requirement of 33 parking spaces. Property is located within 1,320 feet away from Meter commuter train station, qualifying it for parking reduction. The applicant is compliant with the parking requirement and is not requesting a reduction.
- Applicant proposes: 5 guest spaces along west lot line and 38 spaces in the underground garage for a total of 43 off-street parking spaces.

Loading requirement, per Section 150.851: *“None required for first 25 dwelling units; thereafter one loading space for every 100 dwelling units per building.”*

- The proposed project consists of less than 25 dwelling units, therefore none required.

Signs. (Compliant)

All signage complies with code as seen on the East Elevations. No internal illumination is allowed in this Zoning District.

DRAFT FINDINGS OF FACT

Public Hearing #PUD-2025-00051 for a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, Final Plat of Re-subdivision, and Design Review, with Modifications from City Code, for a 5-story, 19-unit Multi-Family Development (1632, 1640, and 1646 Second St.)

Pursuant to Section 150.530(H)(3): The Plan and Design Commission shall not recommend approval of a proposed Planned Development and Preliminary Development Plan except upon making all findings of fact required pursuant to Section 150.1404 of this Chapter, and as follows:

- a) That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article;*
- b) That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.510(D) of this Article; and*
- c) That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.*

Findings of Fact consistent the requirements in Section 150.530(H)(3) are provided below:

Pursuant to Section 150.1404, the Plan & Design Commission or the City Council, as the case may be, shall not recommend or grant a special use permit be issued unless it shall make findings of fact based upon evidence presented at the hearing in any given case that:

- (1) The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;**

Finding: The Commission finds that the proposed multi-family planned development will not be detrimental to or endanger the public health, safety, or general welfare. The project utilizes the existing alley for car access to the site and does not propose any new driveways along Second St. The buildings are designed in a manner complimentary of the surrounding area.

- (2) The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with the special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the zoning district in which it is located;**

Finding: The Commission finds that the planned development is within the density allowance and therefore the proposal is in harmony with the appropriate, orderly development of the zoning district in which it is located. The Commission finds the density acceptable since RO allows for a higher density than other residential zoning districts. Additionally, the Commission finds the height and lot coverage to be in line with other recent developments in the neighborhood.

- (3) **That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair the value of other property in the neighborhood;**

Finding: The Design Commission finds that the planned development will not be injurious to properties in the immediate vicinity of the subject property. The property has been in a multi-residential zoning district for many years, which permits multi-family uses. The Commission finds that the modifications requested are warranted given the size of the lot and the nature of this zoning district allowing denser designs.

- (4) **The nature, location, and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the regulations of the zoning district within which they are located;**

Finding: The Commission finds that the nature and size of the development will not impede or discourage the development or use of adjacent land. The multifamily land use building is consistent with the RO zoning district (including the modifications proposed).

- (5) **Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided;**

Finding: The Commission finds that adequate utilities, access roads, and drainage will be provided within the final engineering plans.

- (6) **Parking areas of adequate size for the special use shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets;**

Finding: The Commission finds that the planned development is exceeding all off-street parking facilities required by Article 8 of the Zoning Code. Access to the underground garage is off of the alley and no new driveways are proposed. Per the traffic study estimated traffic generation will be limited and further reduced due to its proximity to the Highland Park Metra station.

- (7) **The special use shall in all other respects conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified as provided in this Chapter;**

Finding: The Plan & Design Commission finds that the planned development conforms to the regulations of the zoning district and the applicable provisions in other Articles of Chapter 150 with the following modifications:

- Dimensional Relief, per Section 150.704(A):
 - Maximum Lot Coverage requirement increased from 33.3% to 49% - magnitude of requested relief is +47.15% over requirement
 - Maximum Height requirement increased from 51' maximum 4 stories to 64', 5 stories – a 22.61% increase.
- Landscape Planting & Screening Relief, per Article XXII:
 - Landscape planting 5' in depth minimum requirement reduced from 5' to 0' along the property adjacent to the alley to allow for car access to parking on site.

- Per Sec. 150.605, the Applicant has requested relief for their proposed exterior lighting with respect to the average foot-candle along the south and west property lines.
- Per Section 150 Article XXIII asking to allow only one pedestrian entrance along Second St and not along Walnut as well per the Pedestrian Frontage Regulations.

(8) There is reasonable assurance that the special use will be completed and maintained as and if authorized; and

Finding: The Commission finds reasonable assurance that the Planned Development will be built and maintained as authorized.

(9) The special use shall comply with all applicable requirements set forth in this Chapter.

Finding: The Commission finds that the proposed planned development meets the requirements of the Zoning Code with acceptable modifications.

150.530(H)(3)(a): That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article

Objectives of the Master Plan

Finding: The Commission finds the proposed development conforms to the goals and objectives of the Central Business District Plan¹. The project integrates high density residential living opportunities with the Laurel/Walnut Neighborhood for which, “Zoning policy for the residential areas of this neighborhood invite redevelopment at higher densities throughout most of the area” (III – 85).

Pursuant to Section 150.520 of the Code, the applicant for a Planned Development must demonstrate that the proposed Planned Development satisfies and incorporates, to the greatest extent practicable, the following site design standards:

(A) Protection of the Public Health, Safety, and Welfare. The uses and structures within the Planned Development shall be compatible with one another, in that they are designed, located, and proposed to be operated so that the public health, safety and welfare will be protected.

Finding: The Commission finds that the planned development is designed and located in a manner that will not impact the public health, safety, and welfare. Further, the proposed multifamily land use is permitted in the zoning district and developed at a density and built form consistent with the underlying zoning, with the bulk modifications requested.

(B) Preservation of Environmentally Sensitive Areas.

(1) No development shall occur in any Environmentally Sensitive Area located on the subject property, except upon approval of a modification therefore, in accordance with Section 150.510(B) of this Article.

¹ [Central District Plan](#) (May 2001).

Finding: The Commission finds that the no portion of the development is located in an Environmentally Sensitive Area.

(2) Environmentally Sensitive Areas located on the subject property may be included as common open space within a Planned Development, upon either (a) identification of such areas on the plat of subdivision as a separate lot or lots, or (b) recordation by the applicant of a conservation easement or similar restriction that ensures the preservation of such areas, in perpetuity, from future development.

Finding: The Commission finds that there are no Environmentally Sensitive Areas located on the subject property and this standard does not apply.

- (C) Historic Resources. The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code.**

Finding: The Commission finds per Section 170.122(B), the RO Zoning District is not a Covered Residential District eligible for Historic Preservation demolition review.

- (D) Clustering New Development. The Planned Development shall preserve the structures, landscapes, scenic view sheds, and other natural and historic features of the subject property, through (i) clustering of lots or building pads, (ii) adaptive reuse of existing structures, and (iii) the protection of designated open space from development; provided, however, that clustering of development shall not be required upon a demonstration by the applicant, to the satisfaction of the Plan & Design Commission and the City Council, that there are no features on the subject property worthy of preservation, or that those features worthy of preservation will be more effectively preserved by not clustering development.**

Finding: The Commission finds that the applicant is compliant with the open space requirement and made a reasonable effort to include plantings on-site in a way that is complimentary of the surrounding areas.

- (E) Location of Structures. All structures to be located within the Planned Development shall (1) be related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) have a visual relationship to existing nearby structures;**

Finding: The Commission finds that the proposed building is harmonious to the existing structures in the vicinity and has a visual relationship with nearby structures, or will be harmonious in the future given zoning bulk regulations and future development.

- (F) Environmental Quality and Responsible Design. The Planned Development shall be consistent with the City of Highland Park Environmental Policy and with the City of Highland Park Checklist for Environmentally Responsible Design and Construction. The applicant may demonstrate consistency with standards established for site design and building construction practices by referencing known sustainable development and green architecture rating systems.**

Finding: The Commission finds that the planned development satisfies this standard.

- (G) Preservation of Landscapes. The landscapes within the Planned Development shall be preserved in their natural states, insofar as practicable, by minimizing tree and soil removal.**

All proposed grade changes shall be consistent with the general appearance of neighboring developed areas.

Finding: The Commission finds that the planned development satisfies this standard, as the site is a redevelopment of the three existing residential structures.

- (H) Schools, Parks, and Public Facilities. The Planned Development shall not impose an undue burden on parks, recreational areas, schools, or other public facilities that serve or are proposed to serve the Planned Development.**

Finding: The Commission finds that the planned development will introduce 6 new residential multi-family units to the district. The applicant is demolishing 13 units and constructing a 19 unit condo building. No evidence was presented at the public hearings indicating the development will impose an undue burden on parks, recreational areas, schools, or other public facilities.

- (I) Relationship and Connection to Adjoining Land. The Planned Development shall not be designed as an enclave separate from adjacent properties, unless existing development patterns, natural features, and/or topographic conditions prevent vehicular or pedestrian access connections to adjacent properties. In order to achieve connectivity to adjoining land, all lots, streets, sidewalks and/or paths within a Planned Development shall be designed, to the extent practicable, to allow for the continuation of such existing or proposed features to adjoining areas. New streets, sidewalks, and/or paths located within a proposed Planned Development shall be constructed and installed to the boundaries of the proposed Planned Development if the City Council determines, in its sole discretion, that the proposed Planned Development adjoins land with the potential of being subdivided or re-subdivided.**

Finding: The Commission finds that the planned development incorporates connectivity to surrounding areas. Access to sidewalks is provided and the building has one entrance along Second St as well as along the alley for both pedestrians and cars.

- (J) Setbacks from the Periphery of the Planned Development. The required front, rear, and side yards along the periphery of the Planned Development shall be of a size not less than the greater of (1) the minimum front, rear, and side yard requirements of the underlying Zoning District in which the Planned Development is located, and (2) the minimum front, rear, and side yard requirements of the adjacent Zoning District.**

Finding: The Commission finds the planned development meets the setback requirements.

- (K) Functional and Mechanical Features. Exposed storage areas, trash containers, recycling container space, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be (1) identified on the site plan required pursuant to Section 150.525(A)(9) of this Chapter, (2) incorporated into common areas of the development, (3) made as unobtrusive as possible, and (4) designed, landscaped, and screened in accordance with the requirements set forth in Article XXII of this Chapter and of Chapter 176 of the Code.**

Finding: The Commission finds this standard to be met as storage areas, trash containers, and related items will be located in the underground parking garage, with the exception to the HVAC mechanical units being located on the roof.

- (L) **Distance Between Buildings.** The minimum horizontal distance between any two new buildings to be located on the subject property, or between any new building and an existing building (including building appurtenances), shall be not less than 15 feet; provided, however, that this Section 150.520(L) shall not apply to buildings that (1) share a common wall, and (2) have individual entrances and exits.

Finding: The Commission finds this standard is met as the proposed building will sit 25' away from the north property line, which is the only shared property line with an existing building.

- (M) **Surface Water Drainage.** In accordance with the storm water management regulations set forth in Article XVIII of this Chapter, surface drainage systems serving the subject property shall be designed to prevent surface waters from adversely affecting neighboring properties or the public storm water drainage system. Surface water in all paved areas shall be collected at intervals so as to prevent obstruction of the flow of vehicular or pedestrian traffic. The design of the storm water management system shall enhance natural storm water storage areas such as high-quality aquatic resources and regulatory floodplains, and may incorporate natural storm water management techniques commonly referred to as low impact development techniques or best management practices.

Finding: The Commission found that the planned development will be constructed in accordance with the storm water management regulations established in the Highland Park City Code.

- (N) **Ingress to and egress from the Planned Development shall be designed to (1) promote safe vehicular movements, (2) minimize traffic congestion in the public streets outside the Planned Development, and (3) facilitate the free flow of vehicular and pedestrian traffic within the Planned Development.**

Finding: The Commission finds the proposed access is acceptable. A traffic impact analysis verified that the existing street network and nearby intersections have adequate capacity to accommodate traffic generated by this development.

- (O) **Streets, Alleys, and Public Ways.** The streets, alleys, and other public and private traffic thoroughfares located within the Planned Development shall conform to the applicable requirements set forth in Section 151.004 of the Subdivision Ordinance, as may be modified upon the recommendation of the Director of Public Works and the approval by the City Council. The City Council may, in its sole discretion, require that streets located within the Planned Development be stubbed in order to provide for future connections to adjacent developments.

Finding: The Commission finds that the planned development will likely circulate more traffic through the nearby existing alley, as intended by the development proposal. Two existing drive aprons will be removed along Second St and not be replaced. Residents will access the underground garage through the adjacent alley that connects to Walnut St and Green Bay Rd. The interior parking area is adequate to provide safe, effective vehicular and pedestrian access within the development.

- (P) **Common Ownership or Control.**

(1) **During Development.** During the development process and until such time that the development is turned over to an owners' association or equivalent entity, all common areas within buildings, common open space, landscaping, exterior maintenance areas, and all other

exterior aspects of the development located within the proposed Planned Development shall be on a tract or tracts of land under common ownership or control.

Finding: The Commission finds the Applicant will have to verify this for Final PUD submission.

(2) **Upon Completion of Development.** The owners' association or equivalent entity, upon its establishment, shall be responsible for all obligations set forth in (a) the ordinance approving the Planned Development, adopted pursuant to Section 150.540(C) of this Article, (b) any associated development agreement pertinent to the Planned Development, and (c) the declaration of covenants, or similar recorded document, establishing the owners' association or equivalent entity.

Finding: The Commission finds the Applicant will have to verify this for Final PUD submission.

150.530(H)(3)(b): That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.520(D) of this Article;

Finding: The Commission finds that the proposed development does not contain more residential dwelling units than permitted by Code.

150.530(H)(3)(c): That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.

Finding: The Plan & Design Commission finds that the planned development requires modifications to the regulations of Chapter 150. Pursuant to Section 150.515, the development must provide a public benefit. The project is proposing the following:

1. *Affordable Units: Provision of enhanced affordable units that exceed minimum size requirements and include additional features such as powder rooms and private outdoor space.*
2. *A Donation to the Housing Trust Fund as a Public Benefit in the amount of \$100,000*

Sec. 151.009. - Variations and Exceptions. Variations from these regulations shall not be granted as a right. However, the Plan Commission may recommend and the City Council may grant variations from the regulations contained in this Subdivision Code in specific cases which do not affect the general plan or the spirit of the Subdivision Code. Such recommendations shall be communicated to the City Council in writing.

Findings: The Commission finds the applicant is not asking for a variation to the Subdivision Regulations

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Ron Bannon, Director of Public Works
Department: Public Works Department

Title: Proposed Lake Cook Road Path - LCDOT Project

Recommendation:

City Council concurrence is requested on whether we should advise the Lake County Department of Transportation (LCDOT) to proceed with a path on the north side of Lake Cook Road, from approximately Turnbull Woods Court on the east, to Skokie Boulevard on the west, as reflected in the attached exhibit. This plan is consistent with the MoveHP plan, unanimously supported by the Transportation Advisory Group (TAG), and would provide for connectivity and improved accessibility.

Policy Consideration:

This project consideration was emailed to the City Council late last month and included on the September 29, 2025 special City Council meeting, although due to time constraints, it was postponed to the October meeting. Lake County is seeking feedback from the City of Highland Park if there are any concerns with the Lake County Department of Transportation proceeding with the following infrastructure investment and capital project. Below is information outlining the proposed improvement, including the schedule, public engagement initiatives, funding, and maintenance.

The project is currently estimated at nearly \$10M and would be funded entirely by Lake County. Lake County would also manage and oversee all construction. Once complete, future maintenance would be the responsibility of the City. Staff notes this cost would be minimal, as we are already responsible for the sidewalks in this area.

Lake County is requesting official City concurrence and support of the proposed plan so that they can continue moving forward with design and public outreach efforts.

Proposed Improvements:

- The purpose of the Lake Cook Road Path project is to provide a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Bike Path and

the North Branch Trail.

Proposed scope:

- The existing 5' sidewalk on the north side of Lake Cook Road would be removed and replaced with an 8'-10' shared-use path between the Skokie Valley Bike Path and Turnbull Woods Court. At the signalized intersection of Lake Cook Road/Turnbull Woods Court, the proposed shared-use path would cross to the south side of Lake Cook Road and connect to the existing North Branch Trail.
 - The shared use path would be constructed to current ADA standards, including ramps, accessible signal push buttons, and audible pedestrian signals at the existing signalized intersections, including Skokie Boulevard, US-41 Ramps, and Turnbull Woods Court. Signal adjustments and upgrades would also be provided at corners near the path as needed.
 - Additional intersection crossing improvements include curb modifications to the US-41 ramps to encourage slower vehicle speeds while still accommodating turns by trucks. The existing pork chop islands would be modified or enlarged for pedestrian/cyclist safety. At all intersections, crosswalks would be widened to match the width of the shared-use path.
 - East of US-41, Lake Cook Road pavement would be narrowed by 4'-10' by shifting the north curb line to the south, maintaining minimum 11' through lanes. This would allow construction of an 8'-10' wide path with a 5' buffer and avoid right-of-way acquisition. To facilitate curb and striping improvements, pavement resurfacing is proposed between Skokie Boulevard and Turnbull Woods Court.
 - The bridges carrying Lake Cook Road over US 41 and over the Skokie River will undergo bridge deck modifications to accommodate the shared use path. The path across these bridges would be separated from traffic by a barrier wall.
 - Some commercial property acquisition is anticipated, though no acquisition of residential property is required.
- Exhibits of the proposed improvement plan are attached for reference.

Schedule

- Phase I, started in November 2021, and is anticipated to be completed in May 2026
- Phase II, and land acquisition, is expected to begin in the summer of 2026 and be completed in early 2028
- Construction is programmed to begin in 2028

Public Engagement

- The Project Team has gathered valuable feedback from the public through multiple public involvement activities. Early in the study process, they conducted an online survey, which received over 750 responses. Over 70% of survey respondents currently walk or bike along this section of Lake Cook Road. Those who responded that they do

not currently walk or bike along this section of Lake Cook Road cited safety and comfort as their primary reason.

- LCDOT hosted a Virtual Public Forum in August 2022 and a Public Meeting in May 2024.
- The Project Team presented the recommended preferred alignment to the Highland Park TAG on March 19, 2025. The TAG provided a favorable response to the project. During the TAG meeting, it was noted that there are over 140 pedestrians and bicyclists who use this sidewalk on a typical weekday and over 200 on Saturday. The increased width from the existing 5-ft sidewalk on the north side of Lake Cook Road to an 8 to 10-ft path, along with enhancements to the signalized crossings, will improve safety and comfort for these people already walking and bicycling along this route, as well as additional users who may choose this route in the future.
- A final public meeting is anticipated to be held this fall.

Maintenance

- Currently, the City of Highland Park maintains the existing sidewalk on the north side of Lake Cook Road within the improvement limits for both routine and capital maintenance. The project will replace the existing sidewalk with a new shared-use path, which will be fully ADA-compliant. In addition, the north curb line will be replaced, including new drainage structures and outfalls, and Lake Cook Road will be resurfaced.
- LCDOT's expectation, given the location of the path, the funding commitment, and staff/time commitment to implementing this project, is that the City will own and maintain the path after construction for all routine and capital maintenance, similar to the sidewalk as it exists today.
- City staff supports continuing ownership and maintenance responsibilities for the new shared use path following construction, in addition to the other infrastructure elements, which are currently City-maintained within the project limits.
- Maintenance responsibilities will be formally defined during the design phase and memorialized in an IGA to be presented for formal Council approval at a future meeting.

Core Priorities:

Fiscal Stability

- This project is funded entirely by Lake County DOT.
- The total project cost, including engineering, land acquisition, and construction, is estimated at \$9.7M.

Infrastructure Investment

- The shared use path would be constructed to current ADA standards, including ramps, accessible signal push buttons, and audible pedestrian signals at the existing signalized intersections, including Skokie Boulevard, US-41 Ramps, and Turnbull Woods Court.

Signal adjustments and upgrades will also be provided at corners near the path as needed.

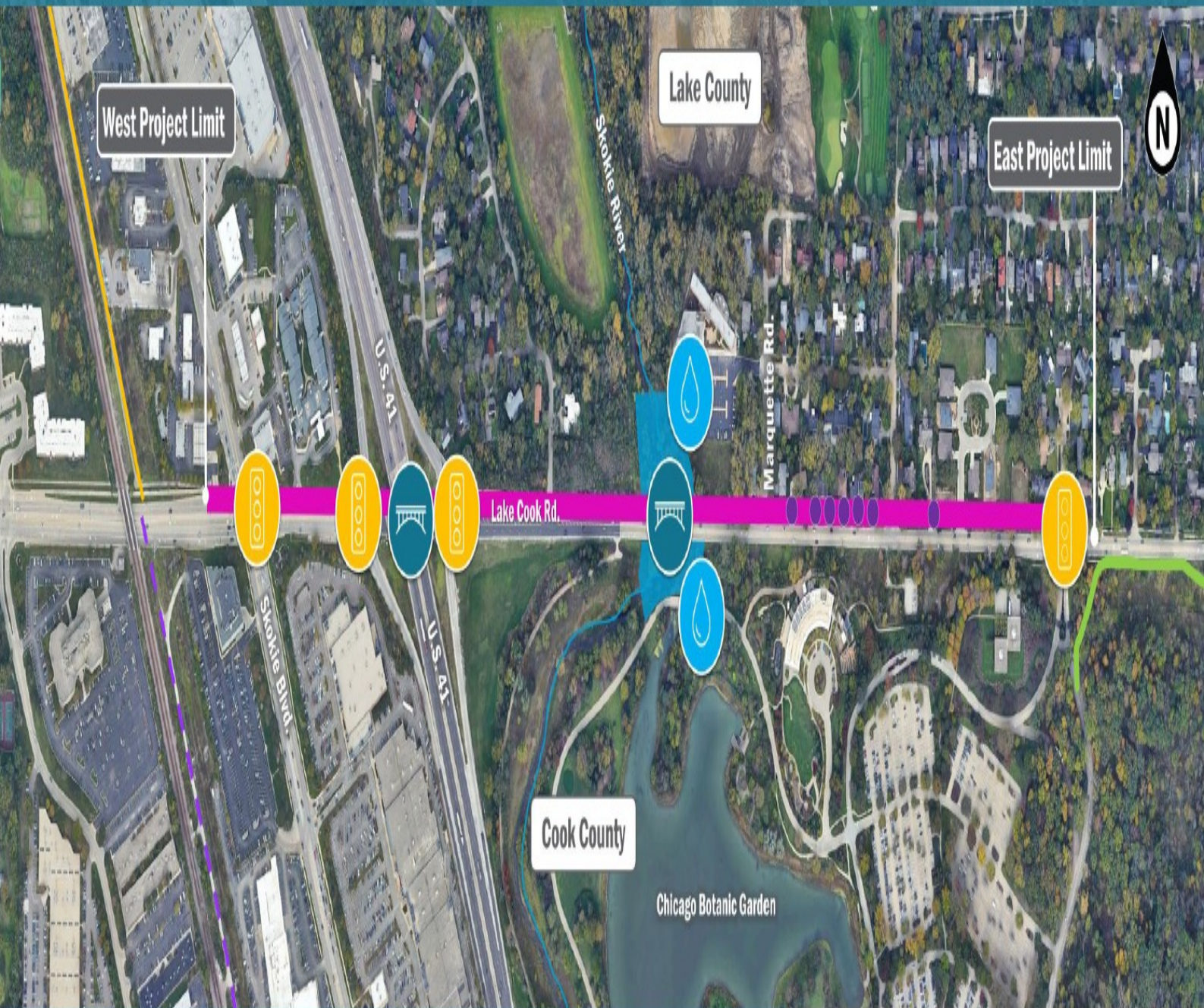
Vibrancy

- The path would provide a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Bike Path and the North Branch Trail.

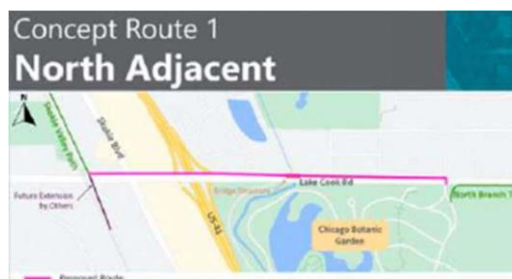
Attachments:

1. Screenshot 2025-09-24 142522 North Adjacent Path
2. Trans Advisory Group Report

North Adjacent Path



- Proposed Path
- Skokie Valley Bike Path
- Path Extension (by others)
- North Branch Trail
- Driveway Entrances
- 
 Existing Traffic Signal
- 
 Existing Floodplain
- 
 Existing Bridge



TAG RECOMMENDATION

Based on the Lake Cook Div. of Transp. (LCDOT) March presentation and the City-approved MoveHP Plan and the HP Complete Streets Policy, the HP Transportation Advisory Group (TAG) recommends that the City Council support the Lake Cook Road Path Project (North Adjacent Concept).

TAG supports this recommendation for the following reasons:

1. The LCDOT-recommended North Adjacent Concept is the best way to **address Connectivity, Safety, and Accessibility gaps** in this corridor for Highland Park residents and other communities, near and far.
2. It addresses **Connectivity** in the overall bicycle and pedestrian trail system and will further support connectivity to the south once the Skokie Bike Trail expands south of Lake Cook Road. It would provide access from the west to several major trails: North Branch, Green Bay, and Robert McCrory. It also provides connectivity from the west to Metra Stations, Ravinia, downtown Highland Park, and ultimately the Skokie Lagoons.
3. It addresses major **Safety** issues with the existing sidewalk system on the north side of Lake Cook Road including serious issues for bicyclist and pedestrians with crossing Skokie Blvd. and US 41. It provides a safer, more comfortable approach for casual cyclists by physically separating a **wider trail** from traffic and incorporating a safer approach to the Chicago Botanic Gardens.
4. For people who don't own cars or are mobility limited, it provides for a more **accessible** way for them to commute, perform shopping trips, enjoy parks and trails, and address other transportation needs.
5. In principle, the project is consistent with **MoveHP** which identified parts of Lake Cook Road as a "significant hot spots for crashes involving cyclists" and identified the need to connect to the expected expansion of the Skokie Bike Path south of Lake Cook Road.
6. The City's **Complete Streets Policy** directly highlights the importance of Safety, Accessibility, and Connectivity in its Policy Vision and Purpose. And it specifically mentions "a wide ranges of elements" to be consider, of which several are included in this project.

Background and Support

In March of 2025, the Lake County Division of Transportation shared its approach for the Lake Cook Road Path at a Transportation Advisory Group meeting.

Its stated purpose of the project is “to provide a safe and comfortable facility for bicyclists and pedestrians to travel between the Skokie Valley Bike Path and the North Branch Trail.”

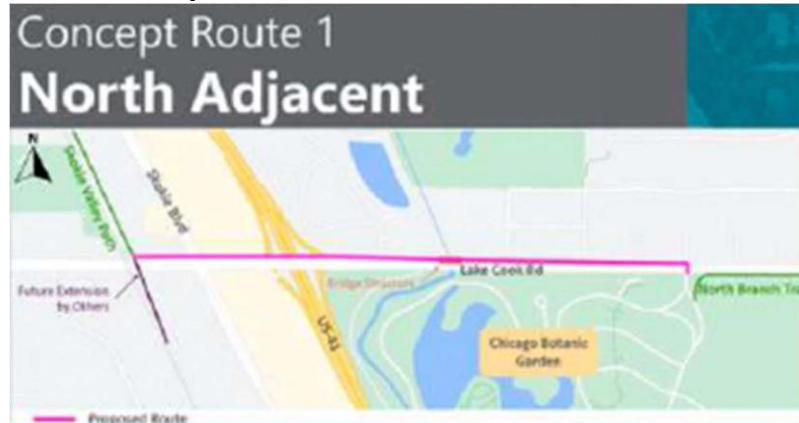
The presentation laid out clear **project needs**:

- “Gap in existing system of four major trails (Skokie Valley, North Branch, Green Bay, Robert McClory) which are all oriented primarily north-south. No dedicated east west facility exists though all trails are highly utilized.”
- “Need for dedicated path facilities to provide multimodal access to major destinations along these trails, including CBG (Chicago Botanic Garden), Metra Stations, Ravinia, Skokie Lagoon”
- “Public feedback indicates the primary reason people do not bike or walk along this road is because they do not feel safe or comfortable under current conditions”

Several **concerns and preferences** were heard from survey respondents:

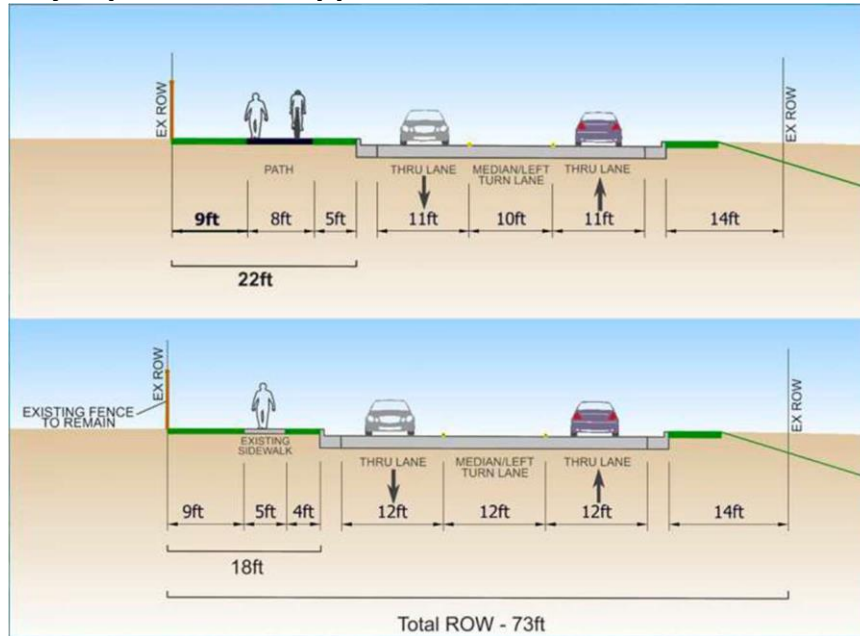
- “Concerns for safety crossing the Skokie Blvd and US 41 ramp intersections”
- “Speeding along Lake Cook Road and when entering US 41 ramps”
- “Preference that the path be physically separated from traffic”
- “Safety and comfort were cited as the main reason for not walking or biking along this section of Lake Cook Road”
- “Crossing residential, busy commercial, and the Chicago Botanic Garden driveways were expressed as safety concerns”

A North Adjacent Concept was recommended out of six alternatives.



- “Exposes pedestrians and cyclists to substantially fewer potential vehicle conflicts and much slower vehicle speeds”
- “Provides signal-protected pedestrian crossing of LCR (Lake Cook Road)”
- “Accommodates the existing multimodal use, including the high pedestrian/bicyclist volumes observed coming from Hastings Ave going to the east via Lake Cook Rd”
- “Widens the existing sidewalk away from homes”
- “Shifts Lake Cook Road traffic to the south, away from residences, maintaining buffer and parkway character”
- “Lower environmental impacts”
- “No residential property acquisition required”
- “Lower cost and less impact to Lake Cook Road traffic flow”

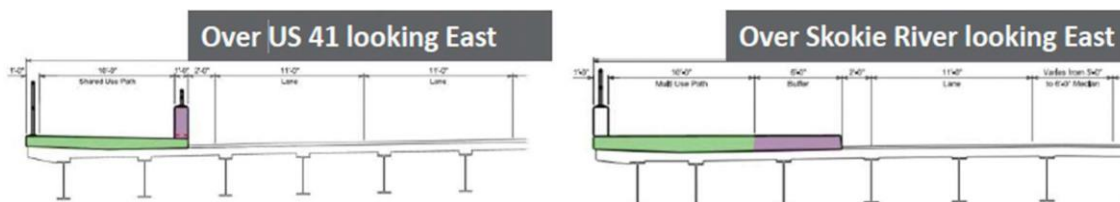
Key aspects of the approach:



- The path width is increase from 5 feet to 8 feet.
- The path buffer with the road is increased from 4 feet to 5 feet.
- The vehicle thru lanes are reduced from 12 feet to 11 feet
- The median/left turn lane is reduced from 12 feet to 10 feet.

The project would provide substantial improvements in Safety for path users:

- “Widened path with vertical barriers and buffers across structures” crossing US 41 and the Skokie River”
- “Targeted intersection improvements”
- Path increase in width from 5 feet to 8 feet with an additional foot of buffer between the path and the road and the same distance from the path to existing property



Property impacts are positive:

- No property acquisition required and no change in driveway crossings
- Parkway is widened with greater traffic separation

MoveHP Findings and Recommendations Support this Project

MoveHP identified the large gap between the Skokie Bike Path and the Chicago Botanic Gardens (bottom left).

Existing Bicycle Infrastructure



In addition, MoveHP raised issues of Safety, especially traveling east/west over Route 41 and Skokie Vally Road:

- "There are two significant hot spots for crashes involving cyclists, downtown Highland Park and the on- and off-ramps of Route 41 on Lake Cook Road."
- "The City's trails are heavily used, as are other north/south streets such as Sheridan Road and St. Johns Avenue. The City's east/west roads with the highest routes include Old Elm Road, Park Avenue West, Clavey Road, and Lake Cook Route. This data provides support for improved bicycle facilities on these routes."
- Furthermore, additional connectivity is expected at the south end of the Skokie bike path: "the Village (Northbrook) is working with Lake and Cook Counties to develop Phase I Engineering design for the extension of the Skokie Valley Trail from Lake Cook Road along the ComEd right-of-way to Dundee Road. The path extension would include a bridge over Lake Cook Road"

The HP Complete Streets Policy Supports Improved Safety, Access, and Connectivity for Pedestrians and Cyclists

Policy Vision and Purpose section

- Addresses Safety, Accessibility, and Connectivity directly:
"Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders."
- The elements of this project are captured nicely in the policy:
"They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments."

Staff Report



Meeting Date: October 6, 2025
Staff Contact: Ghida Neukirch, City Manager
Department: City Manager's Office

Title: 5 ILCS 120/2(C)(11) – Pending Litigation

Recommendation:

Attachments:

None