# PUBLIC NOTICE

In accordance with the statutes of the State of Illinois and the ordinances of the City of Highland Park, the next regular meeting of the Plan & Design Commission of the City of Highland Park is scheduled to be held at the hour of 7:00 P.M. on Tuesday, June 16, 2026, at City Hall, 1707 St Johns Avenue, Highland Park, Illinois.

Individuals with questions or feedback about an agenda item may email Karl Burhop, Senior Planner, with the Community Development Department, at kburhop@cityhpil.com. All emails and comments submitted for the Commission will be made public.

The City, in compliance with the Americans with Disabilities Act, requests that persons with disabilities who require certain accommodations to allow them to observe or participate in this hearing, or who have questions about the accessibility of the meeting facilities, contact the City's ADA coordinator Emily Taub at etaub@cityhpil.com or 847.926.1005.

The City encourages individuals to sign-up for its eNews for important information from the City and its government partners. The City updates its web site daily and also posts on social media daily. To sign-up for the eNews, visit www.cityhpil.com.

At the meeting, it is anticipated that there will be a discussion of the following items:

City of Highland Park
Regular Meeting of the Plan and Design Commission
Highland Park City Hall, 1707 St Johns Avenue

June 16, 2026

7:00 P.M.
MEETING AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes

   a. Consideration of Plan and Design Commission Minutes

      i. Regular Meeting on May 19, 2026

IV. Scheduled Business

   a. DES-2026-00096, Design Review Amendment, Sign Package Amendment, and Variations from the City Code (791-799 Central Ave.)

   b. Final Plat of Re-Subdivision with Variations (0 Meadow Ln., a vacant lot with the PIN 1616310002 that is adjacent to 1700 Meadow Ln.)

   c. Public Hearing #REZ-2026-00014 to Amend the Zoning Map from the R1 to the R6 Zoning District (1047 Livingston St.)

   d. Public Hearing #PUD-2026-00083 & PUD-2026-00084 for a Zoning Map Amendment to Rezone from RM1A to RO, a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, and Design Review, with Modifications and Variations from City Code, for multi-story Multiple-Family Developments (1696-1704 McGovern St. and 793 Laurel Ave.)

   e. Public Hearing #PUD-2026-00087 to amend the following: (1) O11-2026, an ordinance approving a Special Use Permit for a Planned Development for 227 residential units (townhomes) with garages, parking, clubhouse amenity, landscaping, other related improvements, and a Special

Use Permit for an Off-Street Parking Lot; including modifications from City Code; (2) a plat of re-subdivision approved by resolution R22-2026, with variations; and (3) Design Review, with variations (1660 and 1700 Old Deerfield Rd.)

f. Public Hearing #PUD-2026-00086 for a Special Use Permit in the Nature of a Preliminary and Final Planned Development; Design Review; variations and modifications from City Codes; and to amend the Planned Development approval O29-98 for property commonly known as "Town of Fort Sheridan" including the Town of Fort Sheridan Master Redevelopment Plan (0 Patten Rd.; a vacant parcel with PIN 1611301063 adjacent to the property 3535 Patten Rd.)

V. Other Business

a. Information Item: Administrative Design Review Update

b. Next Meeting – July 21, 2026, A Regular Meeting at City Hall

c. Case Briefing

VI. Business from the Public

VII. Adjournment

**MINUTES OF A REGULAR MEETING**
**PLAN AND DESIGN COMMISSION**
**OF THE CITY OF HIGHLAND PARK, ILLINOIS**

**MEETING DATE**: Tuesday, May 19, 2026

**MEETING LOCATION**: Council Chambers, City Hall, 1707 St. Johns Avenue, Highland Park, IL

**CALL TO ORDER**
At 7 p.m., Chairperson Kerch called the meeting to order. Staff was asked to call the roll.

**ROLL CALL**
Commissioners Present: Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, Moore, & Nanus

Councilmember Present: Ross

Student Council Absent: Pielet

Staff declared that a quorum was present.

Guests Present: Russ Whitaker, Partner/Rosanova & Whitaker Ltd.
Scott Borstein, Attorney/Neal & Leroy
Jacob Dodds, Architect/Dirk Denison Architects
Steve Gregory, Director of Land Planning & Landscape Architecture; Alex Eppert, Project Manager/Eriksson Engineering Associates, Ltd.

Staff Present: Fontane, Burhop, & Mistretta

Others Present: Marcus Martinez, Corporation Counsel/Elrod Friedman LLP
Gale Cerabona/Recorder

**APPROVAL OF MINUTES**
*Regular Meeting of the Plan and Design Commission – May 5, 2026*

Chairperson Kerch thanked Vice Chair Nanus, the PDC, and Staff for their hard work during his absence.

Commissioner Nanus moved to approve the May 5, 2026, PDC regular meeting minutes. Commissioner Mantis seconded the motion.

On a voice vote
Voting Yea Commissioners Fettner, Henry, Ihnchak, Mantis, & Nanus
Voting Nay: None
Abstain: Chairperson Kerch; Commissioner Moore

Chairperson Kerch declared that the motion passed 5-0.

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**SCHEDULED BUSINESS**

1. Public Hearing #PUD-2025-00087 to amend the following: (1) O11-2026, an ordinance approving a Special Use Permit for a Planned Development for 227 residential-units (townhomes) with garages, parking clubhouse amenity, landscaping, other related improvements, and a Special Use Permit for an Off-Street Parking Lot; including modifications from City Code; (2) a Plat of Re-Subdivision approved by Resolution R22-2026, with variations, and (3) Design Review, with variations (1660 and 1700 Old Deerfield Road)

Senior Planner Burhop reviewed the proposal:

- Recommendation
  - will be presented to the HC
- Site – 28.6-Acre Site
  - subdivide into 2 lots
- Changes to Modifications – Height
  - reduced by 2'
- New Modification – Temporary Marketing Signage
- New Modification – due to "for-sale" units
- Plat of Re-Subdivision Changes
- Floor & Elevation Plan Changes
- Inclusionary Housing
- Phasing & Construction Logistics
- Other Staff Comments
- Recommendation

Some PDC comments for Staff are…..

- Commissioner Ihnchak asked, and Senior Planner Burhop confirmed an access easement at Devonshire & Ridge is being removed.
- Commissioner Mantis said the easement is no longer necessary. The trail easement will still be there. Senior Planner Burhop concurred.
- Commissioner Moore asked, and Senior Planner Burhop said Staff recommends Bluegrass Restaurant be in the landscape buffer. Director Fontane said this would be 1 contiguous buffer instead of 2.
- Commissioner Fettner asked:
  - and Director Fontane said the Applicant would maintain the buffer.
  - if there would be a new traffic study. Senior Planner Burhop said yes, when occupancy reaches 90%.
- Commissioner Henry asked, and Senior Planner Burhop confirmed the HC will hear this case on June 3, 2026.
- Commissioner Nanus asked about signs and flagpole. Senior Planner Burhop illustrated same – 11 signs on interior, 6 signs on property line, and 1 flagpole.
- Commissioner Moore asked how long the signs would be out. Senior Planner Burhop replied during construction. Director Fontane said a timeframe could be set.
- Commissioner Henry asked if there could be signage up now. Senior Planner Burhop said yes, pertaining to code.

Chairperson Kerch swore in Petitioner, Russ Whitaker, Partner at Rosanova & Whitaker Ltd., who gave a presentation on M/I Homes:

- About M/I Homes
  - joint venture with Habitat



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- Lake County Communities
- Recent M/I Townhome Communities
- Subject Property
- Updated – Rear/Side Elevations
    - bump-out is continuous at the back of the building
- Exterior Marketing Signage
- Interior Model Area
- Interior Marketing Signage

Commissioner Moore stated a lot of time was spent to reach an approval, and now items are being taken away; feel their time was wasted.

Corporation Counsel Marcus said, regarding the code, construction signs are taken down once a Certification of Occupancy is issued. Temporary signs can remain up for 30 days.

Chairperson Kerch asked about 50 lots and 227 townhomes. Mr. Whitaker said building pads will be placed (in non-easement area); re-subdivision of the lot.

Councilperson Ross asked about 16x9 signs rather than 8x8 signs. Mr. Whitaker said this is what markets well. To not disturb the community, they hope to sell the townhomes as soon as possible; robust signage helps that.

Commissioner Moore asked, since this is going from 3 phases to 2, how that affects the end point. Mr. Whitaker said they are phasing down. There is a shortage of homes in Illinois. The infrastructure will be completed in Phase II. The original Habitat plan was to be completed in 24 months. This will also be completed in 24 months.

Director Fontane said Phase I is public improvements, 75 units, and the clubhouse. City Council/Staff are not concerned about the two Phases. Senior Planner Burhop clarified that 2-bedroom units will now be 3-bedroom units.

Chairperson Kerch asked if anyone in the audience wishes to speak. He swore in the following:

- Lisa Radin said the storm sewer should not connect with existing lines – residents would like a guarantee. She stated a new traffic study should be conducted. Ms. Radin asked how the railroad will be made safe. She discussed school busses. Signage will be overkill and impact visibility.

  Chairperson Kerch said Engineering Staff will approve all sewer requirements. Senior Planner Burhop concurred.

- Sandy Lurie said she hopes this developer is totally successful. A 16' sign is too big to have on Ridge Road. She asked:
    - when the EPA makes its report
    - when an HOA would be formed
    - how the landlord would be responsible for critters
    - what would be screened on Ridge Road

  Ms. Lurie said, regarding the Devonshire crosswalk, it never should have been there; a danger to the

community. Residents are heartened City Council removed it.

- Jim Lederer, owner of Bluegrass, said they would like a berm, 4' screening since they are giving up dirt. He noted the speed limit on their road is 25 mph.

Councilperson Ross said there was a lot of discussion at City Council about the crosswalk. Concern was expressed by neighbors. She noted the PDC was not disrespected.

Some PDC comments are…..

- Commissioner Nanus said he is not a fan of a lot of signage; 1, not 2, signs would be okay on Old Deerfield Road; well above what's permitted in Highland Park. He is against this and is okay with internal and wayfinding signage.
- Commissioner Moore concurred.
- Commissioner Fettner concurred, and noted other modifications are improvements.
- Commissioner Ihnchak:
    - concurred, and stated people know this development is here, as there is a housing shortage.
    - would like to see a bigger buffer between the homes and industrial properties to the north.
- Commissioner Mantis is generally okay with this proposal.

Mr. Whitaker said he has no objection to adding landscaping as long as residents confirm this. He asked about signage, and noted Sign "S" would be placed. Other signs could be removed. Regarding screening along Ridge Road, that won't change. Regarding EPA, that information has been submitted (there are heavy metals, soils which will be taken off-site); pending EPA approval.

Corporation Counsel Martinez reminded the Amendments are before the PDC. The development was already approved.

Councilperson Ross asked about the landscape strip. Director Fontane expounded this is regarding the area at the Bluegrass Restaurant.

Chairperson Kerch swore in the following audience member:

- Dan Wagner said he likes the lighting and suggested the flagpole not be lit.

Commissioner Mantis moved to direct Staff to draft Findings of Fact recommending approval with the Condition there is:

- No more than one 16x9 foot sign on Old Deerfield Road
- No more than one 8x8 foot sign on Ridge Road

Commissioner Nanus seconded the motion.

On a roll call vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, Moore, & Nanus

Voting Nay: None

Director Fontane declared that the motion passed unanimously.



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Commissioner Nanus moved to continue this matter to the June 16, 2026, PDC meeting. Commissioner Moore seconded the motion.

On a roll call vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, Moore, & Nanus

Voting Nay: None

Director Fontane declared that the motion passed unanimously, there would be no new notice, and the next meeting would take place at City Hall in Highland Park, at 7 p.m.

2. Public Hearing #PUD-2025-00086 for a Special Use Permit in the Nature of a Preliminary and Final Planned Development; Design Review; variations and modifications from City Codes; and to amend the Planned Development approval O29-98 for property commonly known as "Town of Fort Sheridan" including the Town of Fort Sheridan Master Redevelopment Plan (0 Patten Road.; a vacant parcel with PIN 1611301063 adjacent to the property 3535 Patten Road)

Senior Planner Burhop reviewed the proposal:

- Recommendation
- Site
  - 1.33 acres
  - RM1 zoning
- Background
  - approved in 1998
  - designated setbacks
  - driveway access along Patten Road
- Neighborhood
- Site Plan
  - 10 detached single-family homes
  - private cul-de-sac
- Modifications – Setbacks
- Modifications – Other
- The Ravines Open Space Plan
- Landscaping Plan
- Renderings
- Elevations
- Inclusionary Zoning
  - cash payment-in-lieu of $370,800
- Other Comments
  - storm water management
  - air-conditioning mechanical units, screening
  - fencing
  - exterior lighting
  - pedestrian movement
- Recommendation

Some PDC comments are…..

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- Commissioner Fettner said:
    - if the previously-slated tower was built, the Applicant would not have to come to the PDC. Senior Planner Burhop and Director Fontane concurred.
    - there would not be a traffic study. Senior Planner Burhop advised that Staff concurs, as it is a 10-unit plan.
- Commissioner Ihnchak asked:
    - about common open space. Senior Planner Burhop said the MPP supersedes this; over 20%.
    - where the open space is. Senior Planner Burhop illustrated same, and said there is no subdividing requested.
- Commissioner Mantis asked why the second tower wasn't built. Director Fontane said it is unknown.
- Chairperson Kerch said, due to the MRP never changing, that's why this needs so much relief.

Director Fontane added, regarding homes off of Bradley Ct., those are the rear homes on the cul-de-sac. Senior Planner Burhop displayed same and said, access would have to be amended.

- Commissioner Henry asked for clarification regarding setbacks for each house for RM1 standards. Senior Planner Burhop said setbacks are 25' in the front yard, 10' in the side yard.
- Commissioner Ihnchak concurred and identified the east single-family dwellings.
- Commissioner Moore:
    - asked if this is under the Lake County Zoning District. Senior Planner Burhop said no, this refers to the MRP.
    - concurred with Commissioners Henry and Ihnchak.

Senior Planner Burhop noted these are 2 acres per unit.

Chairperson Kerch swore in Petitioner Scott Borstein, Attorney with Neal & Leroy, who advised this is the culmination of a year of thoughts and planning. This is a PUD. Based on the market, this is the best use. There are 25' front-yard setbacks, and 9' side-yard setbacks.

Chairperson Kerch swore in Jacob Dodds, Architect with Dirk Denison Architects, who shared the setting of Fort Sheridan was the inspiration. A cluster of homes is envisioned around a courtyard. The site has irregular geometry. A PowerPoint presentation was given:

- Renderings
    - pitched roofs
    - fenced landscaping (no actual fence)
    - clear-story windows
    - natural materials from Fort Sheridan (stucco, masonry, zinc roofs, stained wood)
- Conceptual photos were shown
- Materials were displayed
- Site Plan
- Elevations
- Homes are 2,300 square feet on the first floor with a half second floor and basement
    - 2 types

Chairperson Kerch swore in Steve Gregory, Director of Land Planning & Landscape Architecture with Eriksson Engineering Associates, Ltd., who advised there will be:

- native, adaptive plants

- arborvitae
- a lot of green in the interior, perimeter
- Oak tree will remain; will work with Staff and Forestry

Chairperson Kerch swore in Alex Eppert, Project Manager with Eriksson Engineering Associates, Ltd., who stated there will be:

- a natural highpoint on the north traveling south
- drainage to the west, south, and east into the ravine
- discharge and funnels in a concrete trough
- access from Patten Road
- 2 exit points. A lift station is proposed.
- water tapped from Patten Rd. and looped to Bradley Ct.; existing hydrant will be relocated up the hill.
- grading and erosion control; some steep slopes

Mr. Borstein said this is intended as a condominium development. Individual lots won't be subdivided. A common area will be the private yard, patio, and courtyard.

More PDC comments are…..

- Commissioner Nanus asked if Fire Staff was consulted due to turning radius. Mr. Dodds said yes, this is a Preliminary Plan. Fire Staff had no issues. The center element may be an issue and is negotiable. Director Fontane said all PUDs are sent to the Fire Department.
- Commissioner Mantis asked what the public benefit is. Mr. Borstein said the site has been vacant for almost 30 years. This plan is a public benefit; market demand. Significant landscaping and beautification will be added as well as Heritage trees.

  Chairperson Kerch stated all those items are not a public benefit. They are standard for a PUD.

  Mr. Borstein noted possible preservation of a monument sign may occur.

  Director Fontane corrected they are going to plant the same species of Heritage trees.

- Commissioner Fettner asked if any Heritage trees are being removed. Senior Planner Burhop said no. It was noted the plan was reviewed by the City Forester, and there were no concerns.

  Mr. Gregory said there are some Key trees. Heritage trees will be replaced per code.

- Commissioner Moore said 3' of relief is being asked for side yards. There is a concern that would be too small. Mr. Dodds said the typical space is 5' between buildings. There are no issues.
- Commissioner Ihnchak asked, and Mr. Dodds said it would be 5' total.

Chairperson Kerch asked if anyone in the audience wishes to speak. He swore in the following:

- Lisa Rosenberg said Fort Sheridan is a historic environment. She has concerns about:
  - density and site plan
  - spatial character
  - architecture and materials are a departure

She urges the PDC to have this revised; not violate setbacks; have consistent and historic character.



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- Philip West who lives adjacent (and serves on nearby Boards) noted he sent a letter. He is not opposed, as this needs to be developed. What he opposes is the site plan; should be consistent; place homes on Bradley Ct. or across the street; would blend into the neighborhood. Variances should only be for extenuating circumstances.
- Steve Kanter lives in the home that borders this property. He sent a letter and is upset, as he moved here to have homeowners' rights, setbacks protected. Open space will be removed. Three or more trees are proposed to be removed.
- Anthony Rizzato represents himself and some neighbors from Bradley Ct. Issues are:
    - variance exceeds square footage of single-family homes
    - proper notification wasn't received
    - regarding the MRP, this development doesn't reflect neighborhood character, compatibility with existing fabric
    - wants quality design not quantity
    - green space is minimized
    - control impacts of new subdivisions

  In closing, a smaller, non-encroaching project would decrease impacts; expanding ravines. Slopes are part of the ravines.

- Sarah Appel noted she is a resident of the Ravines Condominiums and stated this project:
    - is too dense
    - homes are supposed to face the street; not consistent
    - original Fort buildings were made of clay. Stucco bothers her.
    - arched entryways are currently present
    - brick wall faces Patten Road

  Ms. Appel believes this would be a big mistake. Putting RM1 homes would enhance the neighborhood and preserve property values. She is concerned about traffic, parking, and sewers. The run-off from the bridge goes into the ravine.

- Cindy Zarcone has lived in Fort Sheridan, which is a sanctuary, for 5 years. The density proposed is extreme. A condo community is a lovely idea, but it takes away green space; inconsistent. Tree preservation, traffic, parking are significant. The original tower is being extended. She is against this. Ms. Zarcone doesn't like removing the entrance from the south side of Patten Road, as it is historical. A large MHA entertainment facility has been approved; will increase water flow and impact water run-off into the ravine.

Final PDC comments are…..

- Commissioner Moore said the houses are too big. Size of gangways between buildings is small. Smaller houses would help the housing stock. There needs to be more setbacks.
- Commissioner Mantis said the brick element missing is foundational. There isn't a shortage of townhouses.
- Commissioner Ihnchak agrees; would like fewer homes and more green space. The pillar is iconic for the area.
- Commissioner Fettner said it seems denser than a tall building. The design is nice; should be more consistent with Fort Sheridan; would like to see a different plan.



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- Commissioner Henry said everyone wants to see this property developed. Building materials aren't consistent; small spaces between homes. There are traffic, storm water issues; challenging plan.
- Commissioner Nanus said it's a challenging lot. He commends the Petitioner for trying to make it viable. He would like to see a different housing plan.
- Chairperson Kerch wants to defend the Master Plan. He doesn't want to change that. This plan has double the density. The public benefit is non-existent. Chairperson Kerch is worried about the trees; not consistent with any other products at Fort Sheridan.

Commissioner Mantis moved to continue this matter to the June 16, 2026, PDC meeting. Commissioner Nanus seconded the motion.

On a voice vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, Moore, & Nanus

Voting Nay: None

Director Fontane declared that the motion passed unanimously, there would be no new notice, and the next meeting would take place at City Hall in Highland Park, at 7 p.m.

**OTHER BUSINESS**

1. Information Item: Administrative Design Review Update

Senior Planner Burhop noted an Administrative Design Review approved:

- a utility pad at 636 Ridge Road
- an item at the Woodhouse Spa, 1850 Second Street
- a temporary trailer at Kia McGrath, 250 Skokie Valley Road

2. Next Regular Meeting – June 2, 2026

The next regular meeting is scheduled for June 2, 2026.

3. Case Briefing

There was no Case Briefing.

**BUSINESS FROM THE PUBLIC**

There was no Business from the Public.

**ADJOURNMENT**

Commissioner Nanus moved to adjourn at 10 p.m. Commissioner Fettner seconded the motion.

On a voice vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, Moore, & Nanus

Voting Nay: None

Chairperson Kerch declared that the motion passed unanimously.

Respectfully Submitted, Gale Cerabona/Recorder

**MINUTES OF A REGULAR MEETING ON MAY 5, 2026, WERE APPROVED WITHOUT CORRECTIONS.**

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# MEMORANDUM – PLAN & DESIGN COMMISSION

**TO:** Plan and Design Commission ("***Commission***")

**FROM:** Community Development Department

**DATE:** for the June 16 2026 Commission meeting

**RE:** **DES-2026-00096, Design Review, Sign Package, and Variations from the City Code (791-799 Central Ave.)**

## RECOMMENDATION:

Staff recommend the Commission carefully review the revised materials and discuss the proposed design changes.

A Cert. of Approval is included as **Attachment 6**, that adopts the Design Review and Sign Package as proposed.

## PROJECT SUMMARY:

Alec Thornton (the "***Applicant***"), acting as an agent for Keshet (the "***Property Owner***"), proposes an amendment to approved Design Review for exterior changed to the existing structure located at 799 Central Ave. (the "***Property***"). The Applicant proposes the following amendments:

- Change the exterior material and color for the gym addition and monument sign from Copper Patina ACM to Blue Fiber Cement Board.
- A new proposed thermoplastic color design will be installed on the asphalt on the east side of the building, along the internal drive aisle.
- The approved Knee Wall installed around the pedestrian walkway will not be installed.
- Change the dimensions of the previously approved canopy.
- Reduce the amount of openings[1] on the west façade from 6 to 5.
- Reduce the amount of openings on the north façade from 2 to 1.

The site is one tax parcel with frontage on Central Ave, and is located just west of the intersection of Green Bay Road & Central Ave. There are multiple tenants, each with their own principal use within the commercial shopping center. In addition, there is an existing onsite two story parking garage, which provides 182 parking spaces. There is no change of principal use proposed.

The Applicant is requesting an amendment to previously approved design review. The sign package, landscaping plan, parking, and height will all remain the same; with no amendments requested.

## COMMISSION CONSIDERATION & CHANGES:

The Commission originally approved Design Review at the October 21, 2025 Meeting. The applicant now wishes to amend the approved Design Review.

[1] The term 'openings' refers to windows, doors, storefronts, etc.

- The following considerations are before the Commission:

1. Design Review for the proposed amendments, including design, materials, layout, and exterior lighting – see **Attachment 3**.
    a. Change the exterior material for the gym addition and monument sign from Copper Patina ACM to Blue Fiber Cement Board – See **Attachments 4 & 5**
    b. A new proposed thermoplastic color design will be installed on the asphalt – See **Attachments 4 & 5**
    c. Change the dimensions of the previously approved canopy – See **Attachment 6**
    d. Reduce the overall number façade openings from 8 to 6 along the north and west – See **Attachment 6**

**STANDARDS OF APPROVAL:**

The applicant has submitted an application for 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.

Chapter 176, ARTICLE II. - DESIGN REVIEW STANDARDS

**DESIGN REVIEW – CHAPTER 176 STANDARDS OF REVIEW:**

This project is subject to the provisions in Chapter 176 of the City Code, "Design Review." These include the following:

*(A) Site Plan.*

*(1) The site shall be planned to (a) provide a desirable transition from the streetscape, (b) meet the parking design requirements of Article VIII of Chapter 150 of this Code, and (c) meet the landscape planting and screening requirements of Article XXII of Chapter 150 of this Code.*

*(2) Buildings shall be oriented so that the principal entry is visible and accessible from the primary street frontage.*

*(3) Building configurations that tend to catch and accumulate debris, leaves, dirt, trash and rubbish shall be avoided.*

*(4) Service yards, storage yards, exterior work areas, and utility meters shall either be (i) screened from view from public rights-of-way with dense planting or other materials harmonious with the building, or (ii) otherwise be located so as not to be visible from any public rights-of-way.*

**Staff Comment & Review:**

- Landscaping plan was approved on 10.21.25. The applicant is **not** proposing any amendment to the landscape plan. The Certificate of Approval from the PDC is still in effect with respect to the landscaping. The changes to the canopy will not affect the accessibility of the principal entrance.

(B) *Site Treatment.*

*(1) Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced, subject to the requirements set forth in Article XVIII of Chapter 150 of this Code.*

*(2) Grades of walks, parking spaces, terraces, and other paved areas shall provide a safe and stable surface for walking.*

*(3) Sidewalks, plazas, and pedestrian pathways shall be distinguished from Vehicular Use Areas through the use of materials, such as curbs, pavers, and brick or brushed or scored concrete, in order to ensure pedestrian safety and comfort.*

*(4) Newly installed utility services and service revisions necessitated by a modification to an Exterior Design Feature shall be place underground.*

**Staff Comment & Review:**

- The proposed concrete walkways for pedestrians are separated from the vehicular use area by 12 safety bollards and 5 ground planters. The previously approved knee wall will no longer be installed.

*(C) Building Design.*

*(1) Building mass, scale, and lines, including roof forms, shall be designed to be harmonious with the design of adjacent buildings.*

*(2) Buildings shall be designed to avoid monotony with respect to roof line, windows, location and size of principal entry, location and orientation of garage entries, and cladding material and color.*

*(3) Building materials shall be durable and conducive to easy maintenance and upkeep.*

*(4) Mechanical or other utility equipment.*

*(a) Mechanical and utility equipment located on the roof or exterior of a building shall either be: (i) screened from view from public rights-of-way with materials harmonious to the building; or (ii) located as to not be visible from public rights-of-way or residential zoning districts.*

*(b) Ground-mounted mechanical or utility equipment shall comply with the screening requirements set forth in Article XXII of Chapter 150 of this Code.*

*(5) Building additions and modifications shall maintain safe access and pathways, and allow for the functional use of spaces between buildings.*

**Staff Comment & Review:**

- The Applicant is not proposing any new mechanical or utility equipment.

*(D) Lighting.*

*(1) Lighting fixtures shall be of a scale and finish, and shall be mounted at a height, that are appropriate to the building design and lighting function.*

*(2) Light sources shall be shielded from view from public rights-of-way and residential districts.*

*(3) Light poles located within a Vehicular Use Area shall be located between parking spaces.*

*(4) Lighting levels and light fixture design shall meet the standards of Article VI of Chapter 150 of this Code.*

**Staff Comment & Review:**

- Applicant has indicated no changes, and all existing lighting shall remain as is.

*(D) Awnings.*

(1) *Awnings are encouraged to be mounted with respect to the design of the building bays and windows, and so as to not detract from the window trim or other architectural features of the building.*

(2) *Awning design and construction shall meet the standards set forth in Article XX of Chapter 150 of this Code and in Chapter 170 of this Code.*

**Staff Comment & Review:**

- The proposed amendment to the canopy above the principal entry way makes the design more uniform to the building, while also providing the same visibility to pedestrians and vehicular traffic.

(F) *Fences. Fences shall be constructed to meet the requirements of Article XXII of Chapter 150 of this Code and of Chapter 173 of this Code.*

**Staff Comment& Review:**

- Applicant has indicated no changes to existing fencing.

**CITY DEPARTMENT COMMENTS:**

The following provides summary comments from City staff.

- *Public Works* – No comments
- *Public Works - Engineering Division:* No comments.
- *Fire Department and Building Division:* Permit required.

**STAFF COMMENTS:**

- **The applicant has indicated that no change shall be made to the existing approved sign package**
- **The applicant has indicated that no change shall be made to the existing approved landscape plan**
- **The applicant has indicated that no change shall be made to the approved height increase**
- **The applicant has indicated that no change shall be made to parking.**

**THE SECTIONS BELOW ARE A RECAP OF THE ORIGINAL APPROVED PROJECT.**

**BUILDING, USE, & SITE DESIGN:**

The Applicant proposed a change in the overall height of the principal structure by 9'. A rendering and elevations have been provided in **Attachment 4**. The overall footprint of the structure did not change, and the majority of the work will take place on the interior of the property.

- The existing use is a multi-tenant building with different principal uses.
- The facility has the following components
  - Six existing tenant spaces (sizes vary).
  - Existing two story parking garage.

- The Applicant has previously confirmed that the majority of customer and tenant employee parking shall be in the existing parking garage. All ADA parking will be located outside of the parking garage and closer to the principal structure.

**ZONING ANALYSIS:**

The Property is zoned "B4-5 Service/Commercial". There are multiple principal uses within the shopping center.

*Land Use.*

Per Section 150.490 the land use Community and Recreation Center is listed with a "P" for a permitted and is an allowed use at this location, pursuant to appropriate regulations. The petitioner's current use is "Community and Recreation Center". The Applicant has indicated they may amend the use to "Institute for Special Education". That is also a permitted use in this district.

*Height.*

The maximum allowed height in the B4-5 district for a principal structure is 51 feet. The proposed height after the addition will be 43 feet.

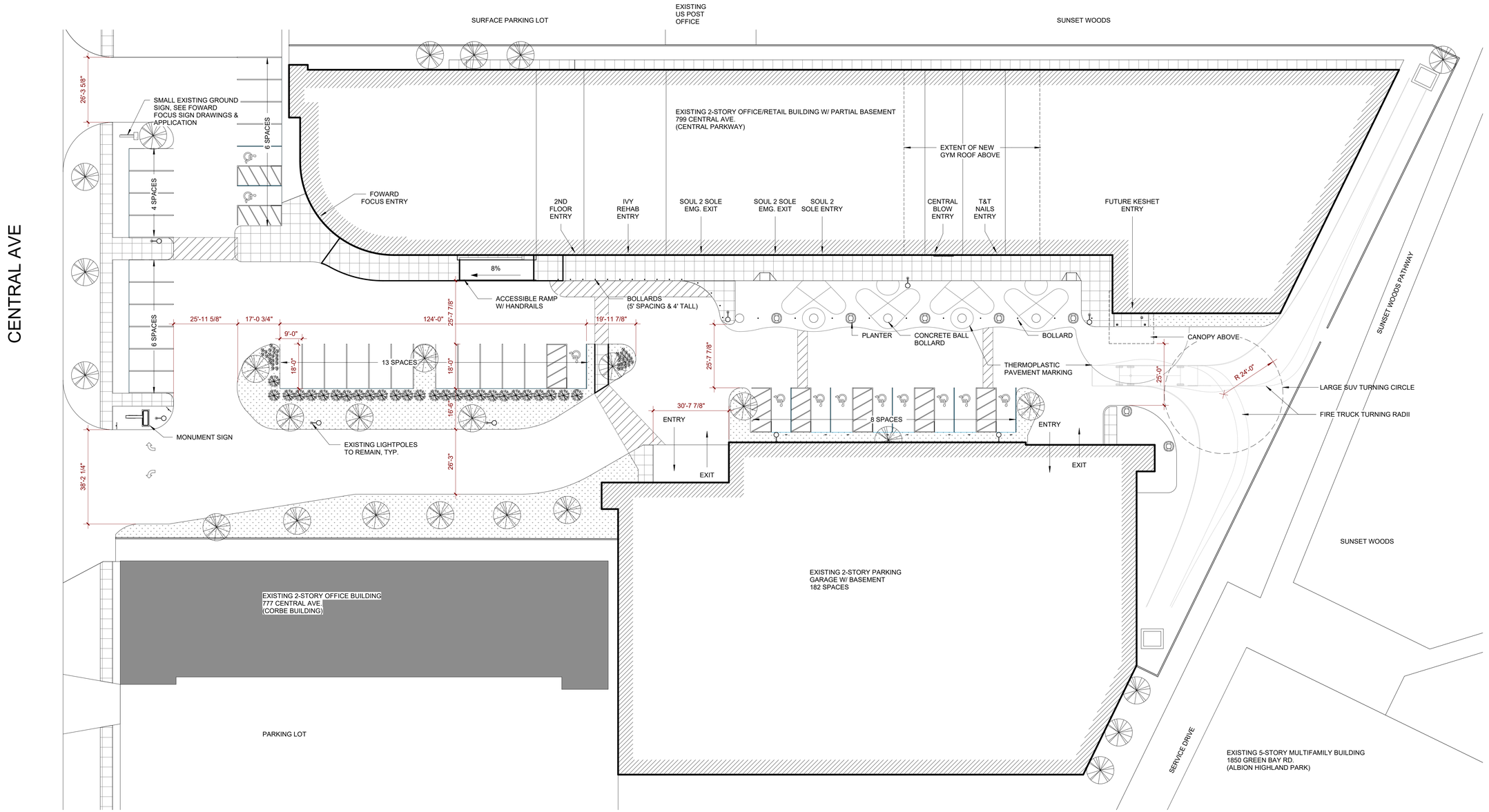
- **Staff Comment:** The proposal **complies** with B4-5 height requirements.

**799 Central Narrative for Highland Park Design Review Application | 06.02.26**

799 Central Avenue is an existing 2-story steel framed building with brick, stone, and ACM cladding built in 2003 as a mixed-use development with mercantile spaces on the first floor, office space on the second floor and a 2-story with basement health club anchoring the rear of the building. The building is unique in that the front of all the tenant spaces are turned perpendicular to the street frontage leaving only the short side of the structure facing Central Ave.

The building was bought by Keshet in 2023, which is a non-profit organization that provides services & activities to participants with disabilities, with the goal of becoming the marquee tenant repurposing a portion of the building to serve as their special education facility. The repurposing of the building will enable Keshet to consolidate their services and provide dedicated activity spaces that they currently do not have as renters in several locations and as a secondary entity that occupies spaces at some local schools.

This renovation & addition will occupy the former health club space which has been vacant since the pandemic as well as an adjacent vacant mercantile space. This project is meant to serve as a first phase to Keshet's occupancy of the building, which may eventually encompass other areas of the building. The scope of the project is an interior gut renovation to reconfigure the space to Keshet's needs by providing classrooms, specialized spaces for Keshet programs, offices, & social spaces. The most visible exterior scope of the project is the increase in height of a space on the second floor to create a gym. This gym will essentially raise a portion of the existing roof 9 feet with new walls clad in fiber cement board (FCB) in a similar style to the existing ACM design language established by the building. This height increase still allows the building to conform to the massing requirements for its zone, B4-5. The remainder of the exterior scope on the building are some new windows & doors in existing walls and a new canopy for Keshet's entry. The site will also be modified in order to better divide the traffic between existing tenant spaces and Keshet as well as addressing site security concerns for Keshet's population.




**SITE LEGEND**

- NEW STRIPED LOADING ZONES & CROSSWALKS
- NEW SIDEWALK
- NEW GRASS

**NOTES:**

1. NEW ADDITION WILL NOT INCREASE GSF OF THE BUILDING.

**ONSITE PARKING**

- 182 GARAGE PARKING SPACES
- 36 SURFACE PARKING SPACES
- 218 PARKING SPACES TOTAL (INCLUDING 11 ADA SPACES)
- TOTAL PARKING COUNT IS LESS THAN 3.33 SPACES PER 1,000 SF AS OUTLINED BY 150.505(B)(4) AS ((72,000 SF/1,000 SF)*3.33=240 SPACES)

0 10' 20' 40'

## SITE PLAN

Keshet

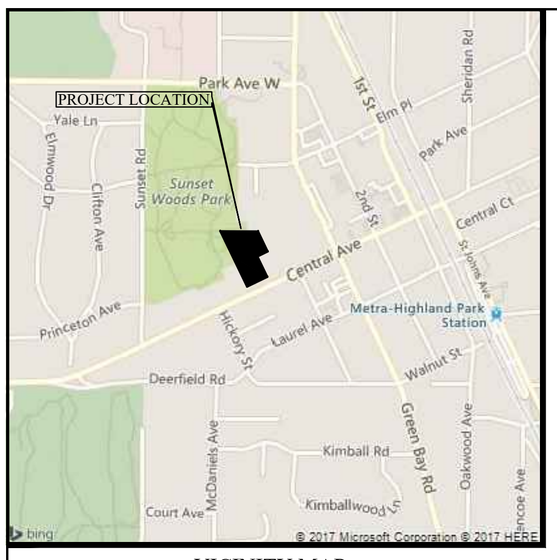
# THE JUSTIN COE CENTER AT KERSTEN CAMPUS

**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

LCM ARCHITECTS

# ALTA/NSPS LAND TITLE SURVEY




VICINITY MAP
NO SCALE

## LEGAL DESCRIPTION

LOT 1 IN THE FINAL PLAT OF SUBDIVISION OF CENTRAL PARKWAY CONSOLIDATION OF LOT 3 (EXCEPT THE SOUTH 200 FEET OF SAID LOT 3) AND ALL OF LOTS 4 AND 5 IN BLOCK "A" 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 NOVEMBER 7, 2003 AS DOCUMENT 5427188, IN LAKE COUNTY, ILLINOIS.

GRAPHIC SCALE

30 0 15 30 60 120

( IN FEET )
1 inch = 30 ft.

GRID NORTH

**AREA SUMMARY**
(TO HEAVY LINES)
122,013 SQUARE FEET
OR
2.801 ACRES
(BASED ON MEASURED VALUES)

**STRIPED PARKING DATA**
LEVEL 1 (BELOW GROUND) = 59
LEVEL 2 = 59
VISIBLE SPACES = 101
ACCESSIBLE SPACES = 7
TOTAL SPACES = 226
NOTE:
SPACES IDENTIFIED WITH "*" ARE MARKED "30 MINUTE PARKING ONLY"

## ZONING INFORMATION

THE FOLLOWING INFORMATION IS FROM THE FINAL PZR ZONING REPORT DATED 06/23/2023 FOR:

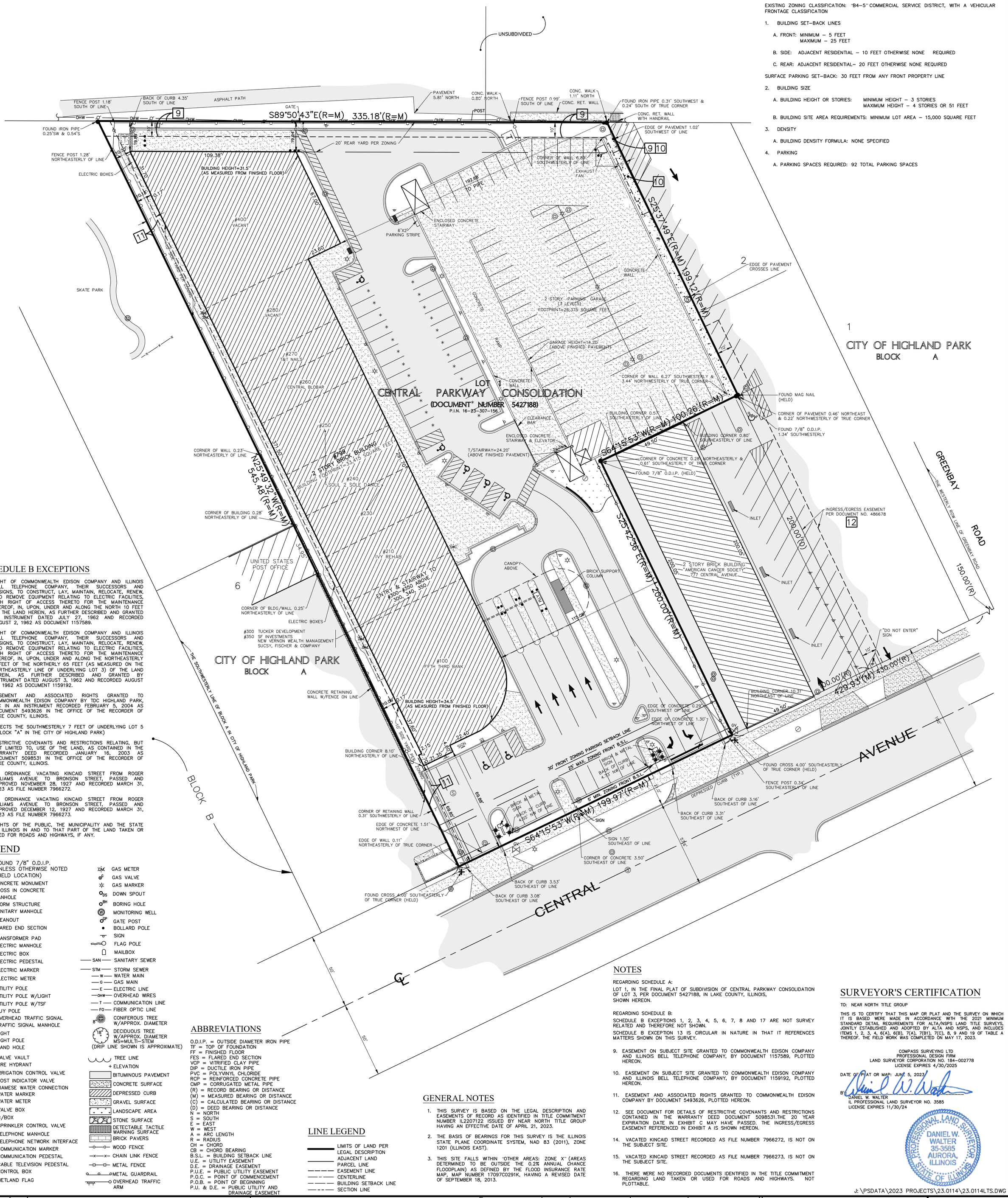
799 CENTRAL AVENUE
HIGHLAND PARK, ILLINOIS 60035

EXISTING ZONING CLASSIFICATION: "B4–5" COMMERCIAL SERVICE DISTRICT, WITH A VEHICULAR FRONTAGE CLASSIFICATION

1. BUILDING SET–BACK LINES
   A. FRONT: MINIMUM – 5 FEET, MAXIMUM – 25 FEET
   B. SIDE: ADJACENT RESIDENTIAL – 10 FEET OTHERWISE NONE REQUIRED
   C. REAR: ADJACENT RESIDENTIAL– 20 FEET OTHERWISE NONE REQUIRED

SURFACE PARKING SET–BACK: 30 FEET FROM ANY FRONT PROPERTY LINE

2. BUILDING SIZE
   A. BUILDING HEIGHT OR STORIES: MINIMUM HEIGHT – 3 STORIES, MAXIMUM HEIGHT – 4 STORIES OR 51 FEET
   B. BUILDING SITE AREA REQUIREMENTS: MINIMUM LOT AREA – 15,000 SQUARE FEET
3. DENSITY
   A. BUILDING DENSITY FORMULA: NONE SPECIFIED
4. PARKING
   A. PARKING SPACES REQUIRED: 92 TOTAL PARKING SPACES




1
CITY OF HIGHLAND PARK
BLOCK A

## SCHEDULE B EXCEPTIONS

9. RIGHT OF COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY, THEIR SUCCESSORS AND ASSIGNS, TO CONSTRUCT, LAY, MAINTAIN, RELOCATE, RENEW, AND REMOVE EQUIPMENT RELATING TO ELECTRIC FACILITIES, WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE NORTH 10 FEET OF THE LAND HEREIN, AS FURTHER DESCRIBED AND GRANTED BY INSTRUMENT DATED JULY 27, 1962 AND RECORDED AUGUST 2, 1962 AS DOCUMENT 1157589.

10. RIGHT OF COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY, THEIR SUCCESSORS AND ASSIGNS, TO CONSTRUCT, LAY, MAINTAIN, RELOCATE, RENEW, AND REMOVE EQUIPMENT RELATING TO ELECTRIC FACILITIES, WITH RIGHT OF ACCESS THERETO FOR THE MAINTENANCE THEREOF, IN, UPON, UNDER AND ALONG THE NORTHEASTERLY 5 FEET OF THE NORTHERLY 65 FEET (AS MEASURED ON THE NORTHEASTERLY LINE OF UNDERLYING LOT 3) OF THE LAND HEREIN, AS FURTHER DESCRIBED AND GRANTED BY INSTRUMENT DATED AUGUST 3, 1962 AND RECORDED AUGUST 17, 1962 AS DOCUMENT 1159192.

11. EASEMENT AND ASSOCIATED RIGHTS GRANTED TO COMMONWEALTH EDISON COMPANY BY TDC HIGHLAND PARK, LLC IN AN INSTRUMENT RECORDED FEBRUARY 5, 2004 AS DOCUMENT 5493626 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, ILLINOIS.

(AFFECTS THE SOUTHWESTERLY 7 FEET OF UNDERLYING LOT 5 IN BLOCK "A" IN THE CITY OF HIGHLAND PARK)

12. RESTRICTIVE COVENANTS AND RESTRICTIONS RELATING, BUT NOT LIMITED TO, USE OF THE LAND, AS CONTAINED IN THE WARRANTY DEED RECORDED JANUARY 16, 2003 AS DOCUMENT 5098531 IN THE OFFICE OF THE RECORDER OF LAKE COUNTY, ILLINOIS.

14. AN ORDINANCE VACATING KINCAID STREET FROM ROGER WILLIAMS AVENUE TO BRONSON STREET, PASSED AND APPROVED NOVEMBER 28, 1927 AND RECORDED MARCH 31, 2023 AS FILE NUMBER 7966272.

15. AN ORDINANCE VACATING KINCAID STREET FROM ROGER WILLIAMS AVENUE TO BRONSON STREET, PASSED AND APPROVED DECEMBER 12, 1927 AND RECORDED MARCH 31, 2023 AS FILE NUMBER 7966273.

16. RIGHTS OF THE PUBLIC, THE MUNICIPALITY AND THE STATE OF ILLINOIS IN AND TO THAT PART OF THE LAND TAKEN OR USED FOR ROADS AND HIGHWAYS, IF ANY.

## LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
- CONCRETE MONUMENT
- CROSS IN CONCRETE
- MANHOLE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- FLARED END SECTION
- TRANSFORMER PAD
- ELECTRIC MANHOLE
- ELECTRIC BOX
- ELECTRIC PEDESTAL
- ELECTRIC MARKER
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TSF
- GUY POLE
- OVERHEAD TRAFFIC SIGNAL
- TRAFFIC SIGNAL MANHOLE
- LIGHT
- LIGHT POLE
- HAND HOLE
- VALVE VAULT
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- POST INDICATOR VALVE
- SIAMESE WATER CONNECTION
- WATER MARKER
- WATER METER
- VALVE BOX
- B/BOX
- SPRINKLER CONTROL VALVE
- TELEPHONE MANHOLE
- TELEPHONE NETWORK INTERFACE
- COMMUNICATION MARKER
- COMMUNICATION PEDESTAL
- CABLE TELEVISION PEDESTAL
- CONTROL BOX
- WETLAND FLAG
- GAS METER
- GAS VALVE
- GAS MARKER
- DOWN SPOUT
- BORING HOLE
- MONITORING WELL
- GATE POST
- BOLLARD POLE
- SIGN
- FLAG POLE
- MAILBOX
- SANITARY SEWER
- STORM SEWER
- WATER MAIN
- GAS MAIN
- ELECTRIC LINE
- OVERHEAD WIRES
- COMMUNICATION LINE
- FIBER OPTIC LINE
- CONIFEROUS TREE W/APPROX. DIAMETER
- DECIDUOUS TREE W/APPROX. DIAMETER MS=MULTI-STEM (DRIP LINE SHOWN IS APPROXIMATE)
- TREE LINE
- + ELEVATION
- BITUMINOUS PAVEMENT
- CONCRETE SURFACE
- DEPRESSED CURB
- GRAVEL SURFACE
- LANDSCAPE AREA
- STONE SURFACE
- DETECTABLE TACTILE WARNING SURFACE
- BRICK PAVERS
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- METAL GUARDRAIL
- OVERHEAD TRAFFIC ARM

## ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
TF = TOP OF FOUNDATION
FF = FINISHED FLOOR
FES = FLARED END SECTION
VCP = VITRIFIED CLAY PIPE
DIP = DUCTILE IRON PIPE
PVC = POLYVINYL CHLORIDE
RCP = REINFORCED CONCRETE PIPE
CMP = CORRUGATED METAL PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
N = NORTH
S = SOUTH
E = EAST
W = WEST
A = ARC LENGTH
R = RADIUS
CH = CHORD
CB = CHORD BEARING
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

## LINE LEGEND

- LIMITS OF LAND PER LEGAL DESCRIPTION
- ADJACENT LAND PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

## GENERAL NOTES

1. THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER IL2207122 ISSUED BY NEAR NORTH TITLE GROUP HAVING AN EFFECTIVE DATE OF APRIL 21, 2023.
2. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST).
3. THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17097C0291K, HAVING A REVISED DATE OF SEPTEMBER 18, 2013.

## NOTES

REGARDING SCHEDULE A:

LOT 1, IN THE FINAL PLAT OF SUBDIVISION OF CENTRAL PARKWAY CONSOLIDATION OF LOT 3, PER DOCUMENT 5427188, IN LAKE COUNTY, ILLINOIS, SHOWN HEREON.

REGARDING SCHEDULE B:

SCHEDULE B EXCEPTIONS 1, 2, 3, 4, 5, 6, 7, 8 AND 17 ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN.

SCHEDULE B EXCEPTION 13 IS CIRCULAR IN NATURE IN THAT IT REFERENCES MATTERS SHOWN ON THIS SURVEY.

9. EASEMENT ON SUBJECT SITE GRANTED TO COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY, BY DOCUMENT 1157589, PLOTTED HEREON.
10. EASEMENT ON SUBJECT SITE GRANTED TO COMMONWEALTH EDISON COMPANY AND ILLINOIS BELL TELEPHONE COMPANY, BY DOCUMENT 1159192, PLOTTED HEREON.
11. EASEMENT AND ASSOCIATED RIGHTS GRANTED TO COMMONWEALTH EDISON COMPANY BY DOCUMENT 5493626, PLOTTED HEREON.
12. SEE DOCUMENT FOR DETAILS OF RESTRICTIVE COVENANTS AND RESTRICTIONS CONTAINED IN THE WARRANTY DEED DOCUMENT 5098531.THE 20 YEAR EXPIRATION DATE IN EXHIBIT C MAY HAVE PASSED. THE INGRESS/EGRESS EASEMENT REFERENCED IN EXHIBIT A IS SHOWN HEREON.
14. VACATED KINCAID STREET RECORDED AS FILE NUMBER 7966272, IS NOT ON THE SUBJECT SITE.
15. VACATED KINCAID STREET RECORDED AS FILE NUMBER 7966273, IS NOT ON THE SUBJECT SITE.
16. THERE WERE NO RECORDED DOCUMENTS IDENTIFIED IN THE TITLE COMMITMENT REGARDING LAND TAKEN OR USED FOR ROADS AND HIGHWAYS. NOT PLOTTABLE.

## SURVEYOR'S CERTIFICATION

TO: NEAR NORTH TITLE GROUP

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, 6(A), 6(B), 7(A), 7(B1), 7(C), 8, 9 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 17, 2023.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184–002778
LICENSE EXPIRES 4/30/2025

DATE OF PLAT OR MAP: JUNE 5, 2023

BY: _____
DANIEL W. WALTER
IL PROFESSIONAL LAND SURVEYOR NO. 3585
LICENSE EXPIRES 11/30/24

PROFESSIONAL LAND SURVEYOR
DANIEL W. WALTER
35-3585
AURORA, ILLINOIS
STATE OF ILLINOIS

J: \PSDATA\2023 PROJECTS\23.0114\23.0114LTS.DWG

PROJ. NO.: 23.0114
1 OF 1
SCALE: 1" = 30'


COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM


PROJECT
799 Central Avenue
Highland Park , IL

CLIENT
Keshet
610 Academy Drive
Northbrook IL 60062

DATE: 05–24–2023 | PC EH | DRAWN BY BT | CHECKED BY DW | BOOK 501 PG 7

| NO. | REVISIONS | DATE | BY |
|---|---|---|---|
| | | | |

**MONUMENT SIGN RENDERING - DAY**

**MONUMENT SIGN RENDERING - NIGHT**

N

Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**

**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

LCM ARCHITECTS

**GYM ADDITION RENDERING - DAY**

**GYM ADDITION RENDERING - NIGHT**

N

Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**

**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

LCM ARCHITECTS

**ENTRY CANOPY RENDERING**

*Flint Trading Introduces...*

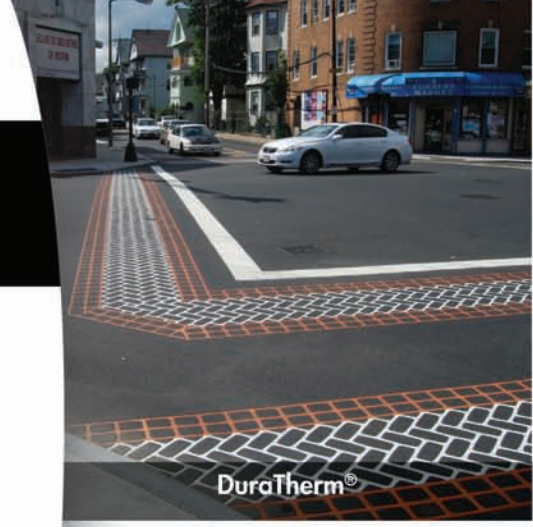
# TrafficScapes™

## SURFACE SYSTEMS FOR ENHANCED SAFETY

TrafficScapes™ is a portfolio of preformed thermoplastic pavement marking materials engineered for durability, safety, and aesthetics for the streetscape and traffic calming market. The TrafficScapes™ group of products includes:

- **DecoMark® - Logos and Surface Signage**
- DuraTherm® - Inlaid Crosswalks and Traffic Calming Surfaces
- TrafficPatterns® - Surface-Applied Crosswalks and Traffic Calming Surfaces
- TrafficPatternsXD™ - Heavy-Duty Stamped Crosswalks & Traffic Calming Surfaces

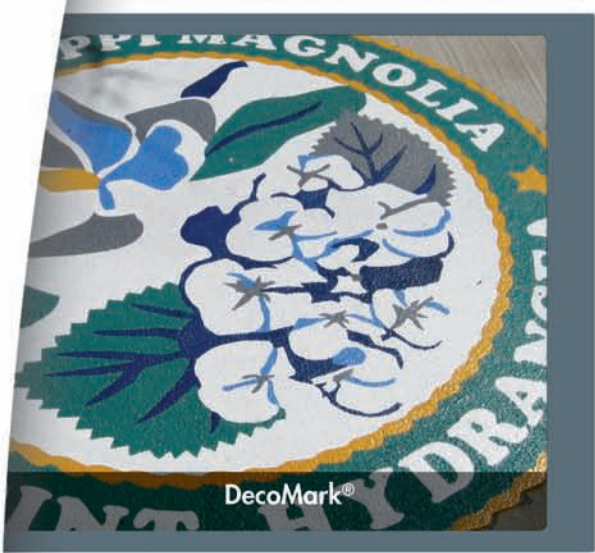
Each product offers its own unique application and performance approach to streetscape projects where shared roadway safety and aesthetic appeal need to work in conjunction. Contact Flint Trading today at 336.475.6600 to find out which product suits your needs.


DuraTherm®

TrafficPatternsXD™

DecoMark®
A TrafficScapes™ Solution BY FLINT

Maximize traffic guidance, reduce sign clutter, increase brand awareness, enhance community pride, and promote school spirit with durable preformed thermoplastic horizontal surface signage that is engineered to last 6 to 8 times longer than paint, and even longer in areas with only pedestrian traffic. DecoMark® design and color combinations are virtually endless.


DecoMark®

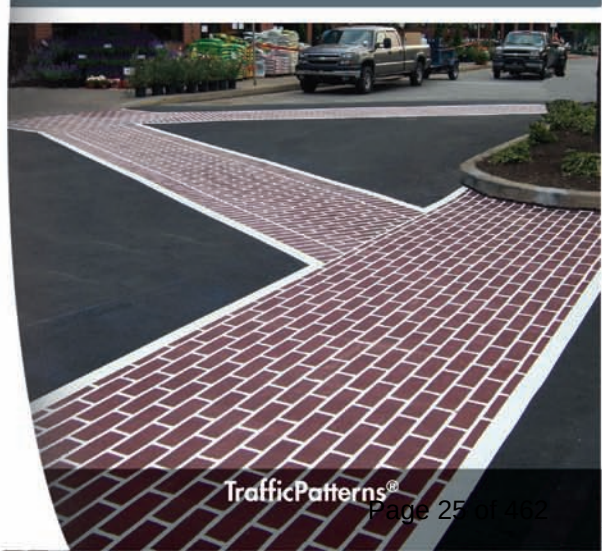
## LOGOS & HORIZONTAL SURFACE SIGNAGE

Whether a basic two-color directional message or a multi-colored custom logo, each design begins with a CAD drawing linked to a stringent manufacturing process. At the time of installation, the applicator will find pre-cut sheets of interconnected material with application instructions and a diagram for proper layout. Available in 90-mil and 125-mil thicknesses, the sheets of DecoMark® material are easily lifted and positioned onto an asphalt or concrete surface for application with a propane heat torch or large heater.

1.

2.

3.


TrafficPatterns®

# DecoMark®

A TrafficScapes™ Solution BY FLINT

SURFACE SIGNAGE • LOGOS • STREETSCAPES

**DecoMark®** is surface applied and does not alter or impair the substrate. Application does not require expensive capital equipment, customized tools, templates, or grids. DecoMark® provides extensive uses at many places:

USES:

- Custom Logos
- Sidewalk Accents
- Directional Markings
- Informational Markings
- Trail Markings
- Toll Lane Markings

LOCATIONS:

- Streets and Highways
- Business Parks
- Parking Lots
- University Campuses
- Driveways
- and more...

## HIGH SKID/SLIP RESISTANT FOR SAFETY

- Anti-skid elements, added during manufacturing, ensure skid resistance is maximized, especially in wet conditions. Retroreflective glass beads can be added if signage is used as a traffic control device in compliance with the MUTCD.
- The material is flush across the surface so there are no tripping hazards.

## ACCESSIBILITY

DecoMark® is surface-applied and has the same surface characteristics as the pavement. Therefore, there is no rigid bumpy effect as with imprinted products.

## MANUFACTURING CONTROL

All DecoMark® preformed thermoplastic materials are made at Flint's manufacturing facility which is ISO 9001:2008 certified for design, development and manufacturing. Quality, value, and long-term performance are built into the marking.

## STANDARD COLORS

| | | | | | | |
|---|---|---|---|---|---|---|
| White | Yellow | Orange | Lt. Green | Green | Red | Purple |
| Brick | Salmon | Sand | Cinnamon | Pink | Lt. Blue | Blue |
| Sky Blue | Olive | Lemon Yellow | Khaki | Teal | Chestnut | SYG |
| Terracotta | Dark Brick Red | Grey | Black | Kelly Green | Lt. Gray | |

Flint TRADING INC.

Flint Trading, Inc. • 115 Todd Ct. Thomasville, NC • 336.475.6600
trafficscapes@flinttrading.com • www.flinttrading.com

# Long lasting beauty by design.

Inspiration Guide

Siding | Trim | Soffit

JamesHardie™

jameshardie.com

**Hardie® Plank**
Evening Blue

# Make your dream home a reality.

As North America's #1 brand of siding,* count on Hardie® fiber cement products to perform beautifully while helping to protect what you cherish.

**Hardie® Plank** Aged Pewter
**Hardie® Trim** Arctic White

*Based on Freedonia 2022 Global Siding (Cladding) demand estimates and James Hardie sales in North America.

**Hardie® Plank** Arctic White
**Hardie® Panel & Hardie® Trim Batten** Arctic White

**Hardie® Plank** Deep Ocean
**Hardie® Shingle** Deep Ocean
**Hardie® Trim** Arctic White
**Hardie® Soffit** Arctic White

# Transform imagination into inspiration.

Explore colors, styles and accents that can help give your home a beautiful new beginning.

**Scan to visualize your home with Hardie® products, colors and textures.**

**Hardie® Panel &**
**Hardie® Trim Batten** Arctic White
**Hardie® Plank** Arctic White

# Imagine falling in love again with a home you've had for years.

**Hardie® Shingle Straight Edge** Evening Blue
**Hardie® Trim** Arctic White

## Bring your timeless design to life.

When picking the siding style for your home, there are a few things you should always keep in mind:

1. **Your home is an extension of you.** Choose exterior materials and designs that reflect your lifestyle.

2. **Think about the climate where you live.** Our fiber cement siding is a better all-around performer than wood-based or vinyl siding, delivering exceptional resistance to weather, is noncombustible and does not appeal to pests.

3. **Take a long-term view of your investment.** Weighing costs? Re-siding with fiber cement siding is one of the top ways to increase your home's re-sale value.*

4. **Choose colors that complement your personality.** Find colors that complement your home's setting and your personality. No other siding brand matches our combination of styles, textures and color finishes to capture the design you desire.

5. **Complete Exterior™ by James Hardie.** The trim, soffit, and fascia will complete your home's exterior, giving it instant curb appeal and long lasting value.

"As we started looking at the house, we thought, well, maybe we should re-side it. Now I think it reflects more what's on the inside of our house. It looks like a different house—it looks like a new house."

Lisa and Mike H. used Hardie® fiber cement products to re-side their home.

*_Remodeling_ magazine's 2024 Cost vs. Value Report (www.costvsvalue.com).
Complete data from the 2024 Cost vs. Value Report can be downloaded free at www.costvsvalue.com.

# Stand up to the elements.
# Stand out from the crowd.

NORTH AMERICA'S
**#1 BRAND OF SIDING***

It's easy to get swept away by James Hardie's collection of profiles and products. The closer you look, you'll understand why Hardie® is North America's #1 brand of siding*, chosen for more than **10 million homes.****

**Hardie® Plank** Stone Gray
**Hardie® Panel** Stone Gray
**Hardie® Trim Batten** Stone Gray
**Hardie® Trim** Cobble Stone

*Based on Freedonia 2022 Global Siding (Cladding) demand estimates and James Hardie sales in North America.
**Estimate based on James Hardie North American siding sales and average housing unit size.

**Scan to see why James Hardie is the recognized industry leader.**

Hardie® Plank creates a signature style that's uniquely yours.

**Hardie® Plank** Iron Gray
**Hardie® Trim** Arctic White

# Traditional beauty that goes beyond tradition.

Wrap your home in clean, classic lines with low maintenance Hardie® Plank, which gives your home the warm and welcoming look you've always imagined.

"Hardie® Plank was really able to provide the aesthetic I was going for. Now our home looks back to its original farmhouse look and feel."

Holly W. used Hardie® fiber cement products to re-side her 1800s-era farmhouse.

**Hardie® Plank** Khaki Brown
**Hardie® Trim** Arctic White

Hardie® Shingle siding brings the handcrafted look of cedar to your dream home.

**Hardie® Shingle** Cobble Stone
**Hardie® Trim** Arctic White

# Inspire a mood of relaxation at the shore.

Hardie® Shingle adds instant charm to any home—whether it's located a stone's throw from the sea or many leagues away.

"Having something we knew would last and would still look good for a long time was a huge factor in our decision."

Chris and Minna Z. replaced fading and cracking cedar siding with Hardie® siding—with transformative results.

**Hardie® Shingle** Navajo Beige
**Hardie® Plank** Navajo Beige

Combine Hardie® Panel with Hardie® Trim Batten for a rustic board-and-batten look

**Hardie® Panel** Light Mist
**Hardie® Trim Batten** Light Mist
**Hardie® Trim** Arctic White

# Clean and contemporary with a little bit of country.

Hardie® Panel transforms homes into modern farmhouses that would feel right at home on the prairie or rolling hills.

**Hardie® Panel** Iron Gray
**Hardie® Trim Batten** Iron Gray

# Durable is the new beautiful.

Hardie® fiber cement products are noncombustible,* hold no appeal for pests, and are made to withstand the harshest elements providing beauty built to last to help protect your home, and everything you cherish.

**Hardie® Artisan® Shiplap**
Primed and ready for paint

*Hardie® fiber cement products are noncombustible and have a Class A fire rating when tested in accordance with ASTM E84.

**Scan to see the durability of Hardie® products.**

# Built to perform beautifully here, there, or anywhere.

Only Hardie® fiber cement siding, trim and soffit are **Engineered for Climate®**, specifically designed to perform beautifully for where you live. Hardie® products resist shrinking, swelling and cracking, even after years of wet or freezing conditions, and they stand up to hot, humid conditions, blistering sun and more.

**Unlike other companies, we don't prorate our Hardie® substrate warranty coverage.**

**30-Year, Non-Prorated Siding, Trim and Soffit Substrate Warranty Coverage by James Hardie**

**Hardie® Shingle Straight Edge** Timber Bark

**Hardie® Plank** Night Gray
**Hardie® Trim** Arctic White

## Nothing is ever finished until it's finished.

Hardie® siding, trim and soffit products enhanced with ColorPlus® Technology finishes can save you time, money and maintenance headaches down the road. Our controlled, baked on process, delivers a more consistent finish than paint applied on-site and performs better, helping your home look great for years to come. Backed by our 15-year limited finish warranty, you can enjoy the peace of mind that comes from a style that endures.

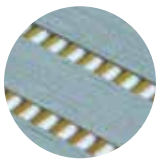
**Scan to browse color offering and request a sample.**

### Exceptional finish adhesion

Our proprietary coating is applied to the surface and edges of our boards for durable performance.

### Superior color retention

Our ColorPlus® Technology finishes are baked onto Hardie® fiber cement products, enhancing resistance to peeling and chipping.



### Superior UV resistance

Our ColorPlus® Technology finishes retain vibrancy longer when compared to vinyl siding and typical field paints on other siding products.

# Natural look of cedar with unparalleled performance.

James Hardie designs every fiber cement board to resist swelling, buckling, warping and splitting. No wood, wood-based, vinyl or other fiber cement siding can match our overall ability to help protect your home's exterior from the elements.

**Hardie® Plank** Deep Ocean
**Hardie® Trim** Arctic White

HARDIE® SIDING

WOOD-BASED SIDING

*

vs.

*

## Resists Weather

### Hardie® siding

Resists shrinking, swelling and cracking in changing weather.

### Wood-based siding

Shrinks and swells more with changes in moisture and humidity.

---

**

vs.

**

## Resists Fire

### Hardie® siding

Won't burn and is recognized by fire departments.†

### Wood-based siding

Noncombustible siding, combined with other safety measures, can help harden your home against damage from external fire.

---

††

vs.

††

## Resists Pests

### Hardie® siding

Holds no appeal to animals or other pests.

### Wood siding

Subject to damage from woodpeckers and other pests.

* The images illustrate Hardie® Plank and woodbased siding samples, both unexposed (left) and exposed (right) to repeated cycles of wetting and drying.
** The images represent Hardie® Plank and wood-based siding samples exposed to a blowtorch flame for 90 seconds.
† Hardie® siding complies with ASTM E136 as a noncombustible cladding and is recognized by fire departments including Chicago IL, St. Paul MN, Flagstaff AZ and Wayne County, OH. Fiber cement fire resistance does not extend to applied paints or coatings, which may be damaged or char when exposed to flames.
†† Images depict undamaged Hardie® Plank and wood siding exhibiting woodpecker damage.

# Long lasting protection that vinyl siding can’t match.

When investing in your home, don’t be misled by vinyl siding’s short-term cost. Its color can be more susceptible to fading. Vinyl siding may also crack, buckle or sag with weather stress and time, diminishing your home’s value.

**Hardie® Plank** Evening Blue
**Hardie® Trim** Arctic White

HARDIE® SIDING

VINYL SIDING

vs.

## Resists Weather

### Hardie® siding
Resists damage from wind, rain, freezing temperatures and hail.

### Vinyl siding
Can be damaged by hail and more prone to cracks, buckling or warping with extreme temperature changes.

---

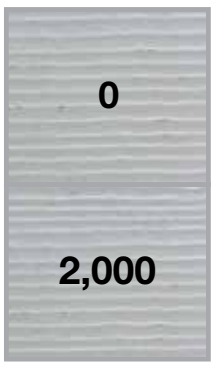
vs.

## Resists Heat

### Hardie® siding
Noncombustible and helps resist damage from extreme heat.†

### Vinyl siding
Vulnerable to melting caused by flame, grills and Low-E windows.

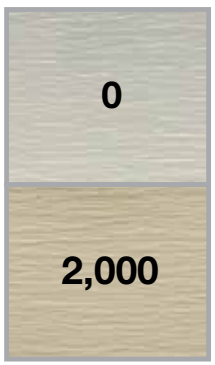
---




††

vs.

Hours of UV light exposure




††

## Resists Discoloration

### Hardie® siding
ColorPlus® Technology finishes are baked onto the boards, creating consistent color that performs better and looks brighter on homes.

### Vinyl siding
Color stability varies with product quality, which can affect susceptibility to color change.

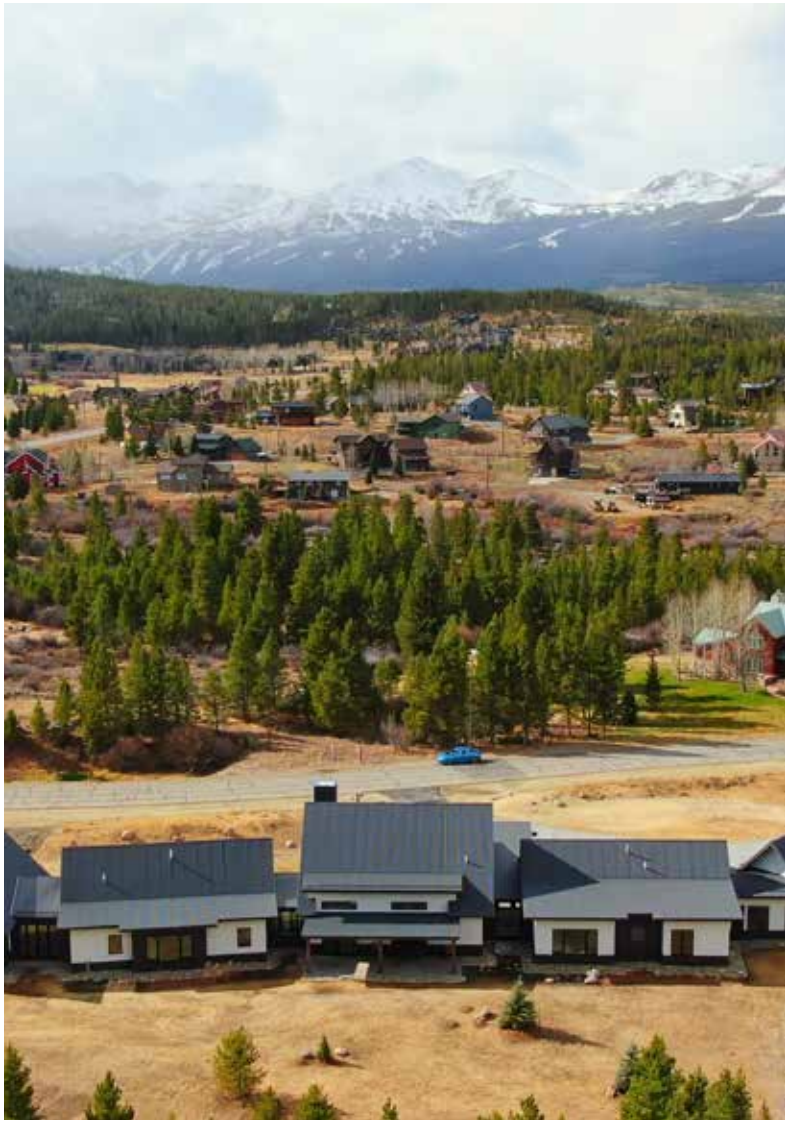
* The images illustrate samples of Hardie® Plank, both unexposed (left) and exposed (right) to repeated cycles of wetting and drying. Image of vinyl siding illustrates potential damage from hail or other impact.

** The images represent Hardie® Plank sample exposed to a blowtorch flame for 90 seconds, and a vinyl siding sample heated to 140°F for 30 seconds.

† Hardie® siding complies with ASTM E136 as a noncombustible cladding and is recognized by fire departments including Chicago IL, St. Paul MN, Flagstaff AZ and Wayne County, OH. Fiber cement fire resistance does not extend to applied paints or coatings, which may be damaged or char when exposed to flames.

†† Within a controlled lab environment, samples were exposed to an accelerated QUV test of 2,000 hours under ASTM G154-12a.

# Durable Resilien



## Meeting the challenges of a changing world.

The Panorama House by Thrive Home Builders showcases a Net Zero, carbon neutral project featuring Hardie® fiber cement siding. In the mountains of Breckenridge, Hardie® siding is part of a project that is built for durability and resilience, while also providing a low maintenance solution.

© 2024 Visuals by Insignia Studios / courtesy Pro Builder Media

**Scan to learn more about the resiliency of Hardie® siding.**

# Prepare for your remodel with these helpful tips.

### What to consider for your re-side

- [ ] Don't just cover up an existing problem. To fix a damaged exterior, always completely remove the old siding.
- [ ] Have your home inspected for moisture damage, mold, termites and rot. If any of these are found, address the problem to avoid future structural issues.
- [ ] Your contractor should apply a weather-resistant barrier such as Hardie™ Weather Barrier. In fact, most building codes now require this.
- [ ] Be sure your new siding is installed according to the manufacturer's instructions for optimal product performance.

### What to consider for your contractor

- [ ] Make sure the contractor's proposal includes everything you requested and the price is based on the entire project, start to finish.
- [ ] Focus on value rather than price – the credentials, attention to detail and provisions for maintaining a safe and tidy workspace.
- [ ] Carefully read the contractor's workmanship warranty policy.
- [ ] Remember, a proposal is not a contract. Once you get a written contract, compare it to the proposal to ensure all your needs are met.

**Hardie® Plank** Arctic White
**Hardie® Panel** Arctic White
**Hardie® Trim Batten** Arctic White

**Scan for more help in choosing a contractor.**

# Added peace of mind with distinctive design.

**Hardie® Plank** Mountain Sage
**Hardie® Trim** Arctic White

Get added peace of mind and complete your home's distinctive design with Hardie® siding, trim, and soffit. With a Complete Exterior™ by James Hardie you can spend less time and money maintaining your home and more time enjoying your new exterior.

**Visualize Hardie® products on a 3D model of your home with Hover® Design Studio, brought to you by James Hardie.**

**Start your free design.**

2024 ECO-LEADERS Green Builder Media

James Hardie recognized as
**2024 Eco-Leader by Green Builder®**

QUALITY TESTED · GOOD · HOUSEKEEPING Since 1909 LIMITED WARRANTY · ghseal.com for details

Select Hardie® products* are backed by the **Good Housekeeping Seal**.

*Includes Hardie® Plank, Hardie® Trim, Hardie® Panel, Hardie® Soffit, Hardie® Shingle (all primed and with ColorPlus® Technology), Hardie® Artisan® Lap, Hardie® Artisan® Shiplap, Hardie® Artisan® V-Groove, Hardie® Artisan® Square Channel, Hardie® Backer Board and Hardie™ Weather Barrier

2024 GREEN BUILDER SUSTAINABLE PRODUCT OF THE YEAR

2024 Green Builder **Sustainable Product of the Year** Award for Hardie® Artisan® Lap Siding

JamesHardie™ | **1.888.542.7343** | **jameshardie.com**

Siding colors shown in these images may deviate from actual ColorPlus® Technology colors. For best results in color selection, please refer to our Statement Collection® and Dream Collection® product samples.
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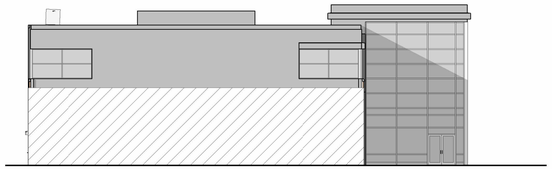
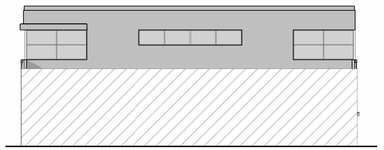
## 6 NORTH ELEVATION

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



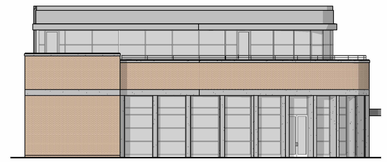
## 5 INNER SOUTH ELEVATION

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



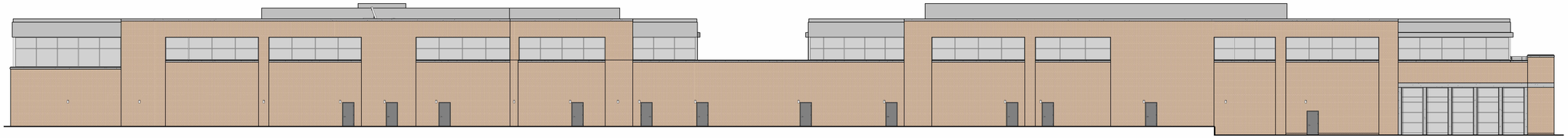
## 4 INNER NORTH ELEVATION

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



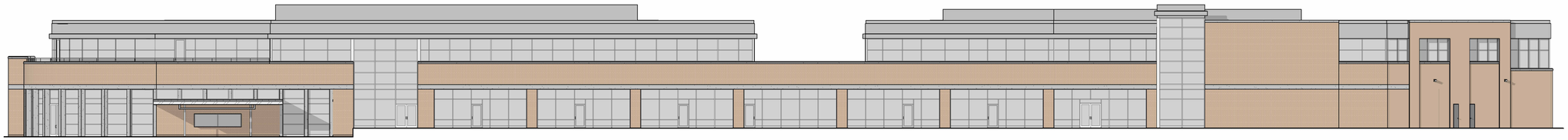
## 3 SOUTH ELEVATION

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



## 2 WEST ELEVATION

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



## 1 EAST ELEVATION

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

0 8' 16' 32'

# OVERALL EXTERIOR ELEVATIONS (EXISTING)

Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**

**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

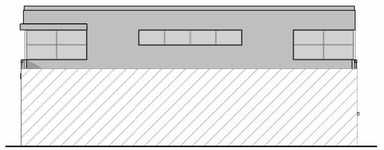
LCM ARCHITECTS

## 6 NORTH ELEVATION

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

## 5 GYM SOUTH ELEVATION

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

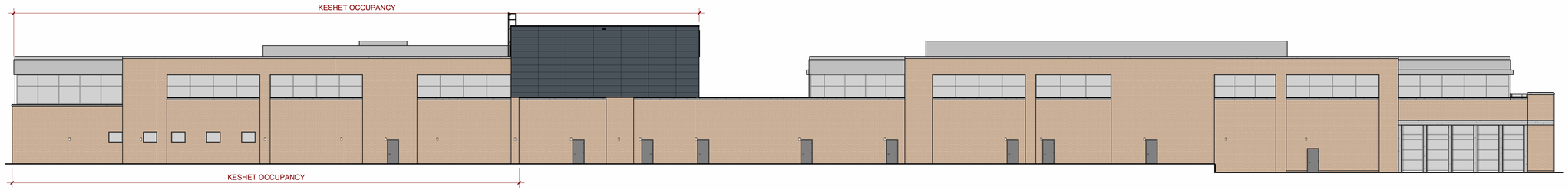


## 4 INNER NORTH ELEVATION

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

## 3 SOUTH ELEVATION

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




## 2 WEST ELEVATION

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

## 1 EAST ELEVATION

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

0 8' 16' 32'

# OVERALL EXTERIOR ELEVATIONS (NEW)

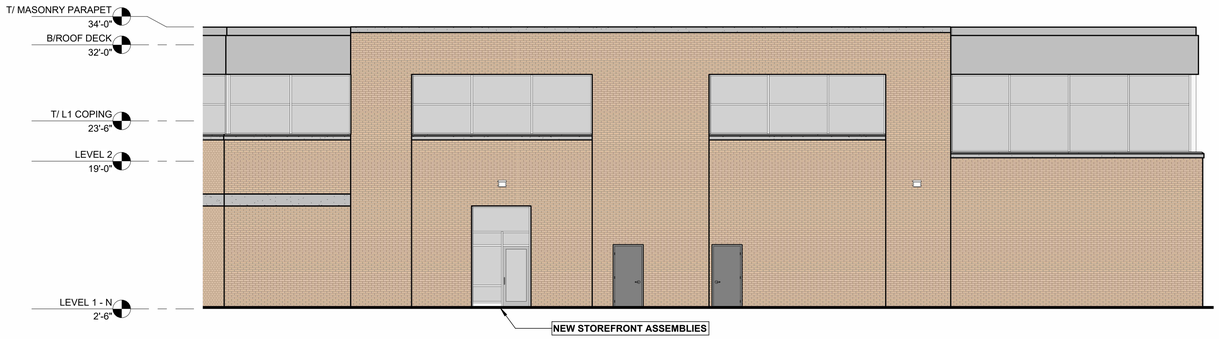
Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**

**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

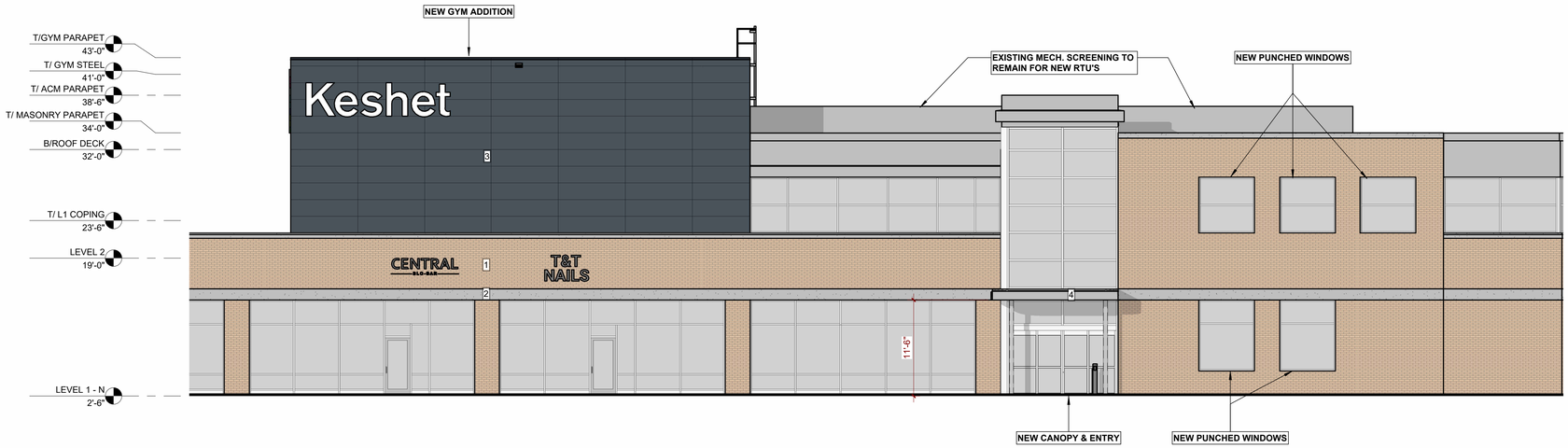
LCM ARCHITECTS




## 2 ENLARGED NORTH ELEVATION (PR)

SCALE: 1/8" = 1'-0"

| EXTERIOR FINISH KEY | |
|---|---|
| **NO.** | **MATERIAL** |
| 1 | BRICK<br>COLOR: TO MATCH EXISTING |
| 2 | CAST STONE<br>COLOR: TO MATCH EXISTING |
| 3 | FIBER CEMENT BOARD PANEL<br>B.O.D.: JAMES HARDIE BOARD PANEL, 1'-6" X 8'-0"<br>STYLE: OPEN JOINT<br>TEXTURE: SMOOTH<br>COLOR: DEEP OCEAN |
| 4 | ACM PANEL<br>B.O.D.: ARCONIC RAYNOBOND<br>STYLE: OPEN JOINT<br>TEXTURE: SMOOTH<br>COLOR: CLEAR ANODIZED TO MATCH EXISTING |




## 1 PARTIAL EAST ELEVATION (PR)

SCALE: 1/8" = 1'-0"

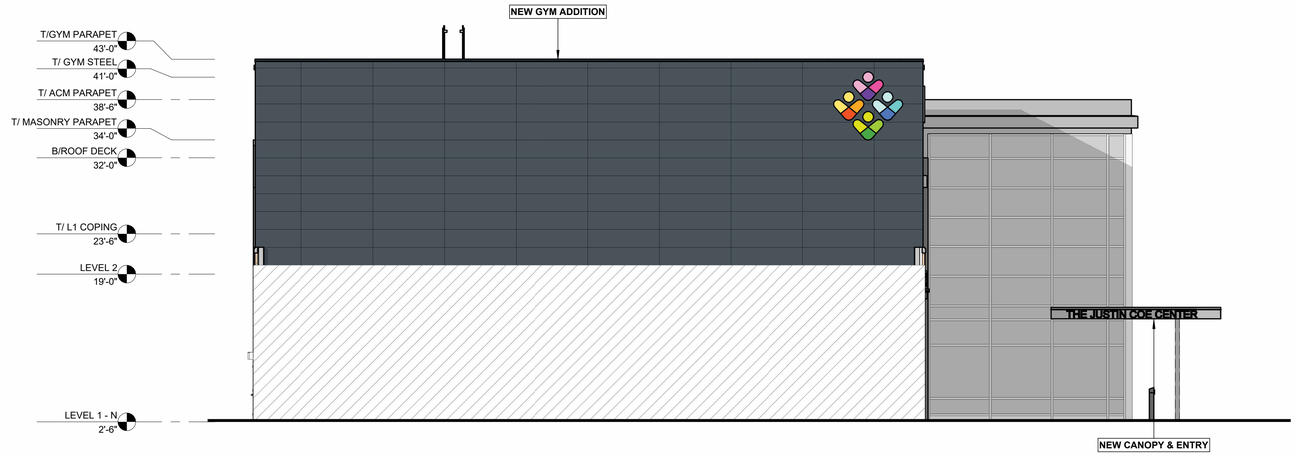
0 4' 8' 16'

# PARTIAL EXTERIOR ELEVATIONS

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**

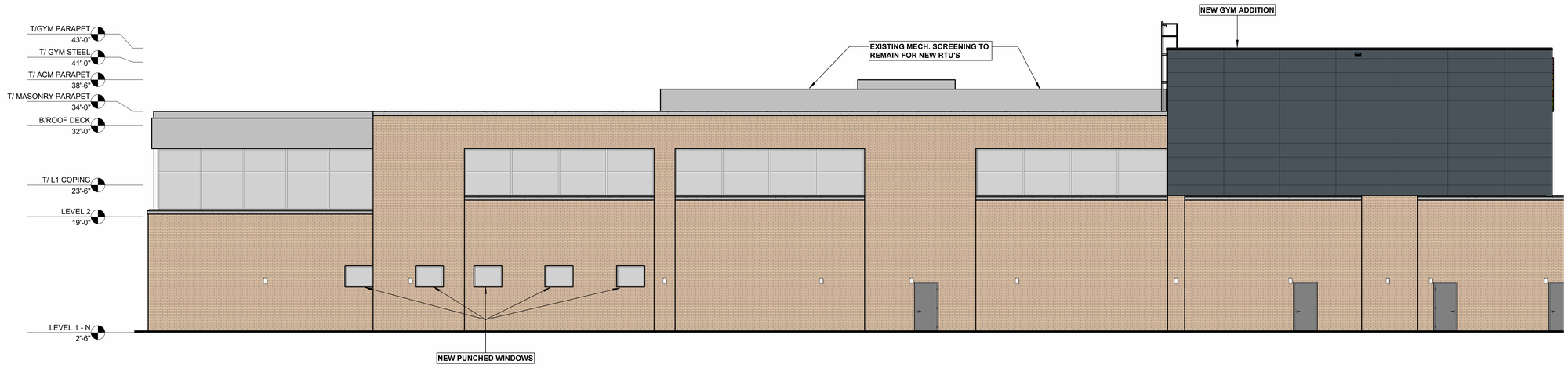
**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026




## 2 ENLARGED GYM SOUTH ELEVATION (PR)

SCALE: 1/8" = 1'-0"




## 1 PARTIAL WEST ELEVATION (PR)

SCALE: 1/8" = 1'-0"

| EXTERIOR FINISH KEY | |
|---|---|
| **NO.** | **MATERIAL** |
| 1 | BRICK<br>COLOR: TO MATCH EXISTING |
| 2 | CAST STONE<br>COLOR: TO MATCH EXISTING |
| 3 | FIBER CEMENT BOARD PANEL<br>B.O.D.: JAMES HARDIE BOARD PANEL, 1'-6" X 8'-0"<br>STYLE: OPEN JOINT<br>TEXTURE: SMOOTH<br>COLOR: DEEP OCEAN |
| 4 | ACM PANEL<br>B.O.D.: ARCONIC RAYNOBOND<br>STYLE: OPEN JOINT<br>TEXTURE: SMOOTH<br>COLOR: CLEAR ANODIZED TO MATCH EXISTING |

0 4' 8' 16'

**PARTIAL EXTERIOR ELEVATIONS**

Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**
**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

LCM ARCHITECTS

**FROM CENTRAL AVE LOOKING NORTH**

**FROM CENTRAL AVE LOOKING WEST**

**FROM CENTRAL AVE LOOKING SOUTH**

**FROM KESHET DRIVE ENTRY**

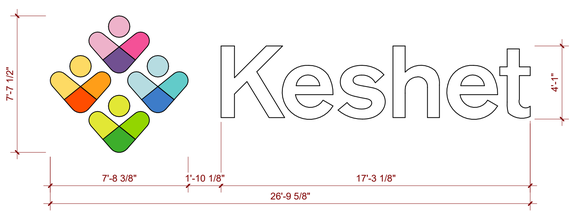
## CONTEXT PHOTOGRAPHS

SUNSET WOODS
KESHET OCCUPANCY
833 CENTRAL AVE.
(US POST OFFICE)
799 CENTRAL AVE.
1850 GREEN BAY RD.
(ALBION HIGHLAND PARK)
799 CENTRAL AVE.
PARKING GARAGE
CENTRAL AVE.
777 CENTRAL AVE.
(CORBE BUILDING)
SUNSET FOODS
PARKING LOT

**AERIAL**

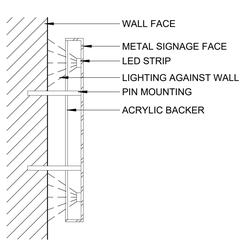
**KESHET SIGN SCHEDULE**

| TYPE | LENGTH | HEIGHT | AREA (SF) | ILLUMINATION |
|---|---|---|---|---|
| GYM WALL SIGN EAST | 7'-8" | 7'-7.5" | 59 | HALO LIT |
| GYM WALL SIGN NORTH | 17'-3" | 4'-1" | 70.5 | HALO LIT |
| CANOPY SIGN | 17'-5.5" | 1'-0" | 18 | HALO LIT |
| MONUMENT SIGN | 6'-0" | 4'-2" | 9 | HALO LIT |



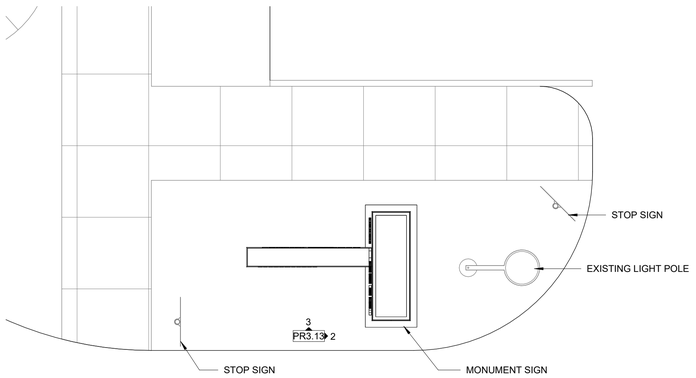

**NOTES:**
1. LOGO ON SOUTH ELEVATION & TEXT ON WEST ELEVATION
2. +38' AFF TO TOP OF SIGN
3. BERTHOLD AKZIDENZ GROTESK TYPEFACE
4. ALUMINUM LOGO & LETTERS, FLOUROPOLYMER FINISH
5. HALO ILLUMINATED
6. SIGN AREA: 129.5 SF

**NOTES:**
1. +12'6" AFF TO TOP OF SIGN
2. ALUMINUM LETTERS, FLOUROPOLYMER FINISH
3. ROBOTO REGULAR TYPEFACE
4. HALO ILLUMINATED
5. SIGN AREA: 18 SF



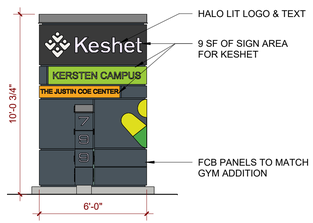

## 4 GYM SIGN DETAIL

SCALE: 1/4" = 1'-0"



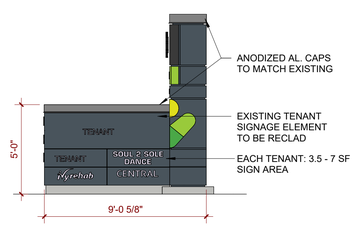

## 5 ENTRY CANOPY DETAIL

SCALE: 1/4" = 1'-0"




## 6 HALO LIT SIGNAGE DETAIL (TYP.)

SCALE: 3" = 1'-0"




## 1 MONUMENT SIGN ENLARGED PLAN

SCALE: 1/4" = 1'-0"

## 2 MONUMENT SIGN - SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

## 3 MONUMENT SIGN - EAST ELEVATION

SCALE: 1/4" = 1'-0"

# SIGNAGE DETAILS

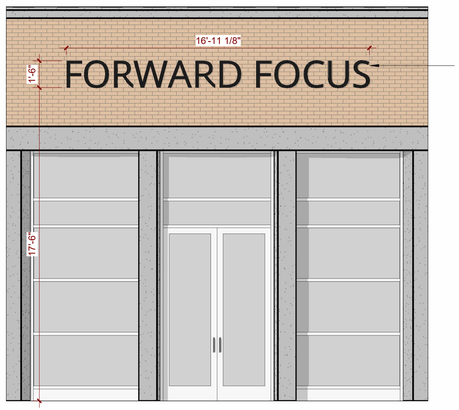
Keshet

**THE JUSTIN COE CENTER AT KERSTEN CAMPUS**
**799 CENTRAL AVE, HIGHLAND PARK, IL 60035**

06/02/2026

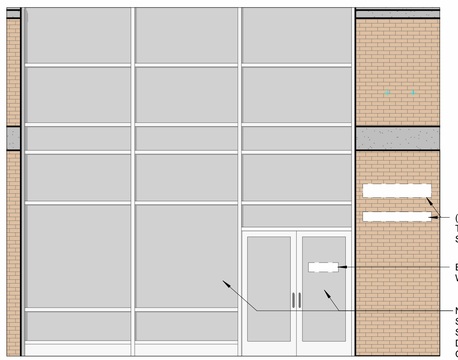
N

LCM ARCHITECTS




NEW HALO LIT SIGN, 25 SF, PART OF FRONT TENANT SIGNAGE PERMIT

18 SF SIGN AREA ON EXISTING GROUND SIGN, LIT BY GROUND LIGHTS, PART OF FRONT TENANT SIGNAGE PERMIT



(2) EXISTING LEVEL 2 TENANT IDENTITY SIGNS, 3 SF EACH

EXISTING KESHET WINDOW SIGN, 1 SF

NEW LEVEL 2 TENANT SIGNS TO BE WINDOW SIGNS MOUNTED TO DOOR OR TO ADJ. GLAZING

**TENANT SIGN SCHEDULE**

| TYPE | LENGTH | HEIGHT | AREA (SF) | ILLUMINATION |
|---|---|---|---|---|
| **IVYREHAB** | | | | |
| WALL SIGN | 8'-0" | 3'-0" | 25 | Y |
| WINDOW SIGN | | | 1.5 | N |
| MONUMENT SIGN | 3'-6" | 1'-0" | 3.5 | Y |
| **SOUL 2 SOLE** | | | | |
| WALL SIGN | 17'-2" | 1'-2" | 20 | Y |
| WINDOW SIGN | | | 1.5 | N |
| MONUMENT SIGN | 3'-6" | 1'-0" | 3.5 | Y |
| **CENTRAL BLO BAR** | | | | |
| WALL SIGN | 7'-11" | 1'-11.5" | 16 | Y |
| WINDOW SIGN | | | 10 | N |
| MONUMENT SIGN | 3'-6" | 1'-0" | 3.5 | Y |
| **T&T NAILS** | | | | |
| WALL SIGN | 3'-1" | 5'-3" | 16.3 | Y |
| WINDOW SIGN | | | 2 | N |
| MONUMENT SIGN | 3'-6" | 1'-0" | 3.5 | Y |
| **FOWARD FOCUS (PROPOSED)** | | | | |
| WALL SIGN | 16'-11" | 1'-6" | 25 | Y |
| WINDOW SIGN | | | 2 | N |
| GROUND SIGN | 5'-10" | 3'-0" | 18 | Y |
| **LEVEL 2 TENANT** | | | | |
| WINDOW SIGN (EACH) | | | 3 | N |

## 5 SIGN - FOWARD FOCUS

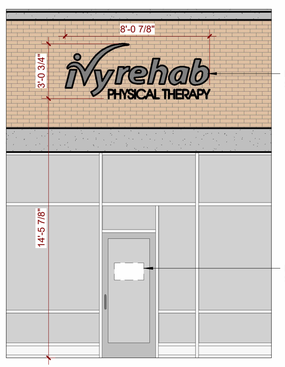
SCALE: 1/4" = 1'-0"

## 6 WEST GROUND SIGN

SCALE: 1/4" = 1'-0"

## 7 SIGN - LEVEL 2 ENTRY

SCALE: 1/4" = 1'-0"

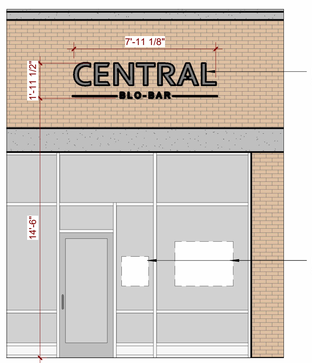



EXISTING BACKLIT SIGN, 25 SF

EXISTING WINDOW SIGN, 1.5 SF

EXISTING BACKLIT SIGN, 20 SF

EXISTING WINDOW SIGN, 1.5 SF




EXISTING BACKLIT SIGN, 15.5 SF

EXISTING WINDOW SIGNS, 10 SF

EXISTING BACKLIT SIGN, 16.3 SF

EXISTING WINDOW SIGN, 2 SF

## 1 SIGN - IVY REHAB

SCALE: 1/4" = 1'-0"

## 2 SIGN - SOUL 2 SOLE

SCALE: 1/4" = 1'-0"

## 3 SIGN - CENTRAL

SCALE: 1/4" = 1'-0"

## 4 SIGN - T&T NAILS

SCALE: 1/4" = 1'-0"

**NOTE:**
SEE SEPARATE DOCUMENT FOR SIGANGE STANDARDS.

## EXISTING & NEW TENANT SIGNAGE

# CERTIFICATE OF DESIGN REVIEW APPROVAL

| | |
|---|---|
| Date Approved: | June 2nd, 2026 |
| Project Address: | 799 Central Avenue (the "Property") |
| Applicant: | Alec Thornton (on behalf of Keshet) |
| Project Name / Description: | Design Review for Keshet |

Application Summary

The Plan & Design Commission approved the Design Review for exterior alterations as shown in Attachments 2, 4, & 6 of the packet.

Approved Plans:

- Approved Site Plan – per Attachment 2 in the posted packet for June 2, 2026
- Approved Elevations - per Attachment 6 in the posted packet for June 2, 2026
- The landscaping approval from October 21, 2025 is still applicable.

*Approved Plans Attached*.

See next page for notes and signature.

This is to verify that on this date, an approval was given by the Plan & Design Commission of the City of Highland Park, Illinois for this project. It is the responsibility of the Petitioner to ensure that all necessary permits are filed with the City. Plan & Design Commission approval does not imply that the project has met all code requirements of the City as subsequent approvals by the Building Division, Public Safety or Public Works may be required.

_____

Anthony Mistretta

Planner I

Community
Development

# MEMORANDUM – PLAN & DESIGN COMMISSION

**TO:** Plan and Design Commission ("***Commission***")

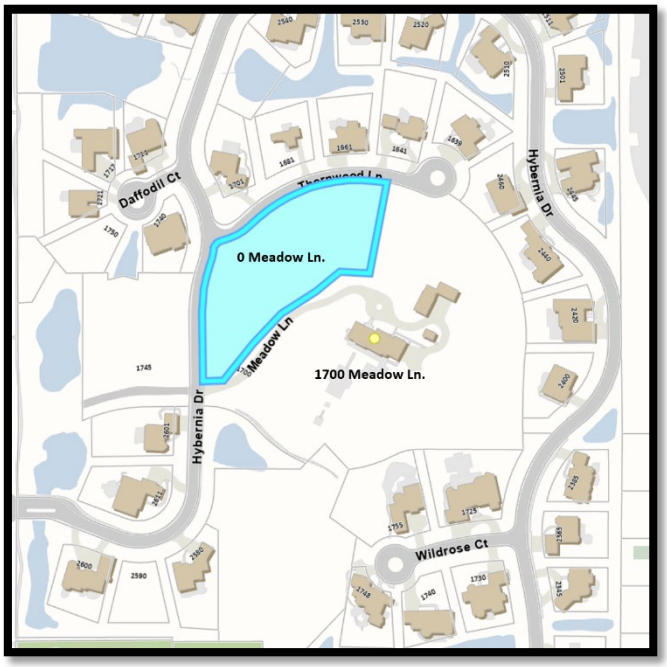
**FROM:** Community Development Department

**DATE:** for the June 16th, 2026 Plan & Design Commission meeting

**RE:** **Final Plat of Re-Subdivision with Variations (0 Meadow Ln., a vacant lot with the PIN 1616310002 that is adjacent to 1700 Meadow Ln.)**

**RECOMMENDATION:**

Staff recommend the Commission consider the proposed Minor Plat of Re- Subdivision with two requested subdivision variations and that the Commission make a written recommendation regarding the Plat[1]. The proposed plat of re-subdivision is attached as **Attachment 2**.




If the Commission is ready to make a recommendation to approve, draft Findings of Fact approving[2] the Plat ("***FOF***") are attached in the packet as **Attachment 4**. Standard conditions of approval are also recommended, which are listed towards the end of this report.

**SUMMARY OF CONSIDERATION:**

The petitioner and property owner Hedjo Chase, LLC ("***Applicant***") has submitted a Minor Plat of Subdivision application to re-subdivide the property 0 Meadow Lane (the "***Property***") into two buildable lots. The Property is currently one buildable lot with no structures on it. Based on what the Applicant submitted, their intention is to subdivide the Property from one lot to two lots – both would be buildable[3].

The existing Property is approximately 2 acres in size or 87,124 sq. ft. The proposed re-subdivision would split land into two approximate-1 acre lots. The lots are proposed as follows:

- Lot 1: proposed to be 43,560 or approximately 1 acre. This lot is proposed to be vacant and buildable for a new single family home.
- Lot 2: proposed to be 43,564 sq. ft. or approximately 1 acre. This lot is proposed to be vacant and buildable for a new single family home.

The Subject Property is within the R3 zoning district, which requires a minimum lot size of 40,000 sq. ft. and minimum Lot Width of 100 feet. The proposed lots will comply.

The Applicant requests two subdivision variations, discussed further in the next section.

[1] The PDC has 45 days to make a written recommendation, unless the applicant allows longer in writing, and if the Commission takes longer than 45 days without the consent of the applicant, the application is deemed denied.

2 FOF are **not** a staff recommendation and are available only in the event the PDC is ready to act.

3 New construction must comply with relevant City Codes and receive permit.

A Minor Subdivision *without* variation only requires review by the Secretary and Chairman of the Plan Commission prior to the City Council meeting, per Section 151.005(E)(1)(a)[4]. In all cases final consideration occurs by City Council at a public meeting noticed by regular US mailing to adjoining property owners.

- The plat qualifies as a Minor Subdivision because no Bonded Improvements are required[5].
- The Commission is considering the application because two variations are requested: **Section 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."

**Variation Review:**

The proposed re-subdivision does not comply with Section 151.004(A)(1): "Lot shapes. Every lot shall have four sides. Exceptions may be approved when the applicant demonstrates that a four-sided lot is not feasible because of peculiar topographical conditions, abutting lots of record or abutting parcels, or pre-existing buildings not owned directly or indirectly by the applicant. A lot of other than four sides will not be approved if it appears that such lot has been so formed solely to comply with the minimum area, depth and width requirements of the Zoning Ordinance. As nearly as practicable, intersecting lot lines shall form right angles with each other."

- Proposed Lot 1 has 11 sides and has multiple intersections that are not at 90 degree angles.
- Proposed Lot 2 has five sides and has at least one intersection not at a 90 degree angle.
- The prior subdivision was approved for similar relief, in 2021.

The variation also encompasses the interior proposed lot lines, of which there are seven proposed interior line segments. Three of the interior line segments are approximately at 90 degree angles; the other interior lines are not. The interior line segments appear to follow the existing private driveway to the existing home. The Applicant submitted a survey and survey exhibit, included in **Attachment 4**, that indicate existing lot lines and the proposed lot lines with the driveway superimposed.

The Applicant states the following regarding the proposed variation for this subsection, from **Attachment 1**.:

- "The intent and purpose of the regulation set forth in the Subdivision Code is, in part, to protect neighborhood character and to provide quality neighborhoods by requiring minimum lot widths, depths and areas (Section 151.002(D)). In this case, the existing lot contains more than 4 sides, as will the newly created lots."

The proposed re-subdivision does not comply with Section 1501.004(A)(5): *"*Relationship to streets. Each lot shall have principal frontage on a public street. Through lots are prohibited."

The Subject Property currently fronts on private streets Thornwood Lane, Meadow Lane, and Hybernia Drive. This is a pre-existing condition and any re-subdivision of the Subject Property would need this variation. The proposed lot will front on Hybernia Drive and Thornwood Lane, both private streets.

**NEIGBOR COMMENTS:**

[4] Section 151.005(E)(1)(a). "*Following a review of the plat of each such Minor Subdivision by the Secretary and Chairman of the Plan Commission, the Chairman will make a written recommendation regarding the plat to the City Council within 45 days. The failure of the Chairman to provide a recommendation within such 45 day period, or such further time to which the applicant may, in writing, agree, shall be deemed a recommendation against the approval of the minor subdivision plat.*"

[5] Section 151.010(B)(23) "*'Minor Subdivision' Any subdivision which does not involve the installation and/or construction of bonded improvements.*"

Public Comments have been included in the packet. The abutting HOA (Hybernia) has provided general comments on behalf of the entire Homeowners Association. The Planning Division recommends Applicants reach out to neighbors and HOAs, as appropriate.

**City & Agency Review:**
The City Planning, Building, Engineering, Police, Fire, and Forestry Divisions / Departments reviewed the plat, and Utility and other County or State Agencies also reviewed, and the following is a summary of comments:

1. Planning Comments:
    a. Zoning review is included within this memo.
2. Engineering Comments:
    a. In current conditions the lots drain east so with the new lot lines Lot 2 will need to accept the Lot 1 run off.
3. Forestry:
    a. Should this subdivision application receive approval, all matters of tree preservation will be administered within the permitting phase of development.
4. Fire Departments: No objections.
5. Building Division: No objections.
6. ComEd: The only comment ComEd has is that the Easement Provisions from Document 2906319 referenced on this new Plat should be included. Alternatively, the attached easement provisions can be added. (See **Attachment 7**.)
    **a. STAFF UPDATE (6/12/26): The applicant has provided the easement provisions on the new proposed plat.**
7. Comcast: Comcast has no cable facilities within the boundaries of the Minitzer Estates Resubdivision and therefore has noobjection to the proposed resubdivision.
8. AT&T: Thank you for sharing the details on the proposed plat of re-subdivision. After reviewing the information provided, AT&T has no concerns with this re-subdivision at 0/1700 Meadow Ln. Everything looks good from our end.
9. North Shore Gas was contacted and did not respond.

Comments from City entities and outside agencies are only for the proposed subdivision. Future construction / development, such as for a new home, must comply with all relevant local, county, state, and federal requirements.

**PRIOR RE-SUBDIVISION**
This property has had a prior re-subdivision which was considered at 9/28/21 PDC meeting. The PDC ultimately recommended the drafted Findings of Fact recommending approval for the Plat of Re-subdivision with the variations requested, recommending 5-1. The plat was approved by City Council on Oct. 25, 2021.

**ZONING AND SUBDIVISION REVIEW**:
**Applicant/Property Owner**: Hedjo Chase, LLC.
**Legal Counsel**: Cal Bernstein
**Location**: The Properties are comprised of the following tax parcel:
- PIN: 16-16-310-002-0000 (0 Meadow Lane)

The subdivision does not create any new zoning nonconformities.

**Section 151.004 Minimum Design Standards & Other Chapter 151 Requirements**

| *Standard* | *Requirement* | *Proposed* | *Notes* |
|---|---|---|---|

| | | | |
|---|---|---|---|
| ***lot shape*** | 4 sides | Multiple | **Sub. Variation** |
| ***lot depth*** | 125' | Lot 1 – 189.51'<br>Lot 2 – 188.40' | Complies |
| ***zoning density*** | 40,000 Sq. Ft (R3) | Lot 1 - 43,560 Sq. Ft.<br>Lot 2 - 43,564 Sq. Ft. | complies |
| ***zoning width*** | 100' (R3) | Lot 1 – 241.40'<br>Lot 2 – 307.45' | **complies** |
| ***creation of nonconformities*** | none allowed | none proposed | complies |
| ***tableland*** | 20% or more | complies | complies |
| ***frontage on a public street*** | frontage required | located along private streets | **Sub. Variation** |
| ***established property width average*** | NA for two lots | 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 or on plat | complies |
| ***lot-in-depth standards*** | not applicable | not applicable | complies |

**Other Review Notes:**

| | | | |
|---|---|---|---|
| ***flood plain*** | none | no flood plain on property | noted |
| ***required infrastructure improvements*** | See PW comments | no PW objections | NA |
| ***burial of utility lines*** | must comply & bury per Sec. 151.008(7) | Waiver requested | Waiver Requested |

The following is a summary Zoning Code review:

1. The Subject Property is located within the R3 zoning district.
2. The Subject Property is not locally landmarked nor within a historic district.
3. There is not steep slope on the Subject Property, as defined in Article II of the Zoning Code.
4. There is no flood plain on the Subject Property.
5. The Subject Property has frontage on dedicated and built **private** streets.

Preliminary zoning review for proposed lots:

1. Lot 1:
    a. Lot 1 will have a R3 40 feet required front yard along the west property lines along the private streets, located along Hybernia Drive and Thornwood Drive.
    b. The three lot line segments opposite the front property lines will become R3 required rear yards, of 20% of the Lot Depth, or 40 feet, whichever is less.
    c. The residual two lot lines, one on the north being 197.84 feet in length and one on the south being 47.48 feet in length, are side yards and will have the R3 requirement: the total sum of the two side yards must equal 30% of the Lot Width with any one side yard being at least 15 feet. The Lot Width will have to be provided for future construction on this property.

d. Subdivision Building Lines appear on the plat. The Codes does not require these lines. The Applicant may remove them if they want. If the Applicant keeps the lines they should clarifies what accessory structures are allowed to encroach, such as fences.

   - **STAFF UPDATE: The previous proposed plat that was posted for the June 2nd meeting prior to its cancellation had shown proposed subdivision building lines. <u>Those have since been removed</u>.**

e. The Established Building Setback ("EBS") is not triggered by the proposed lot arrangement.

2. Lot 2:

   a. Lot 2 will have a R3 40 feet required front yard along the west and north property lines, located along Thornwood Drive.

   b. The two lot line segments opposite the front property lines will become R3 required rear yards, of 20% of the Lot Depth, or 40 feet, whichever is less.

   c. The residual two lot lines, one on the east being 195.84 feet in length and one on the southwest being 197.84 feet in length, are side yards and will have the R3 requirement: the total sum of the two side yards must equal 30% of the Lot Width with any one side yard being at least 15 feet. The Lot Width will have to be provided for future construction on this property.

   d. Subdivision Building Lines appear on the plat. The Codes does not require these lines. The Applicant may remove them if they want. If the Applicant keeps the lines they should clarifies what accessory structures are allowed to encroach, such as fences.

      - **STAFF UPDATE: The previous proposed plat that was posted for the June 2nd meeting prior to its cancellation had shown proposed subdivision building lines. <u>Those have since been removed</u>.**

   e. The Established Building Setback ("EBS") is not triggered by the proposed lot arrangement.

Other zoning code requirements will apply as appropriate, and this review is a preliminary and general review only, not an approval. Tree considerations will be required as part of any permit review.

**<u>ADDITIONAL CODE DEFINITIONS</u>**:
**<u>Section 151.010(B)</u>**:
"Bonded Improvements. Privately owned improvements (e.g., retention ponds and other improvements which the City Engineer determines are nevertheless necessary for the public good and all public improvements."

"'Minor Subdivision' Any subdivision which does not involve the installation and/or construction of bonded improvements."

**CITY OF HIGHLAND PARK**
**Subdivision Application**
**Letter of Situation**
**Dated: March 27, 2026**

RE: Lot 2, 1700 Meadow Lane in Highland Park

TO: Plan Commission and City Council

Lot 2, 1700 Meadow Lane is a substantial property situated in west Highland Park, encompassing more than two acres of land. It is currently vacant. The owner desires to subdivide the property into two lots large lots to construct homes thereon. To subdivide the lot, one variation is required to allow lots of more than 4 sides.

Pursuant to the Subdivision Code, the Plan and Design Commission may recommend, and the City Council may grant variations so long as the variation does not affect the general plan or the spirit of the Subdivision Code (Section 151.009). The intent and purpose of the regulation set forth in the Subdivision Code is, in part, to protect neighborhood character and to provide quality neighborhoods by requiring minimum lot widths, depths and areas (Section 151.002(D)). In this case, the existing lot contains more than 4 sides, as will the newly created lots.

The newly subdivided lots comport well with the neighborhood and preserve the neighborhood character. The newly created lots comply with the regulations by meeting the minimum lot width, depth and area in the zoning district. Thus, the application herein meets the standards for a variation set forth in the Subdivision Code and but for the one issue, no variation will be required or needed. In sum, the proposed subdivided lots do not affect the general plan and are consistent with the spirit of the Subdivision Code. Thank you for considering this application.

PRELIMINARY PLAT OF SUBDIVISION

OF

# MINTZER ESTATES RESUBDIVISION

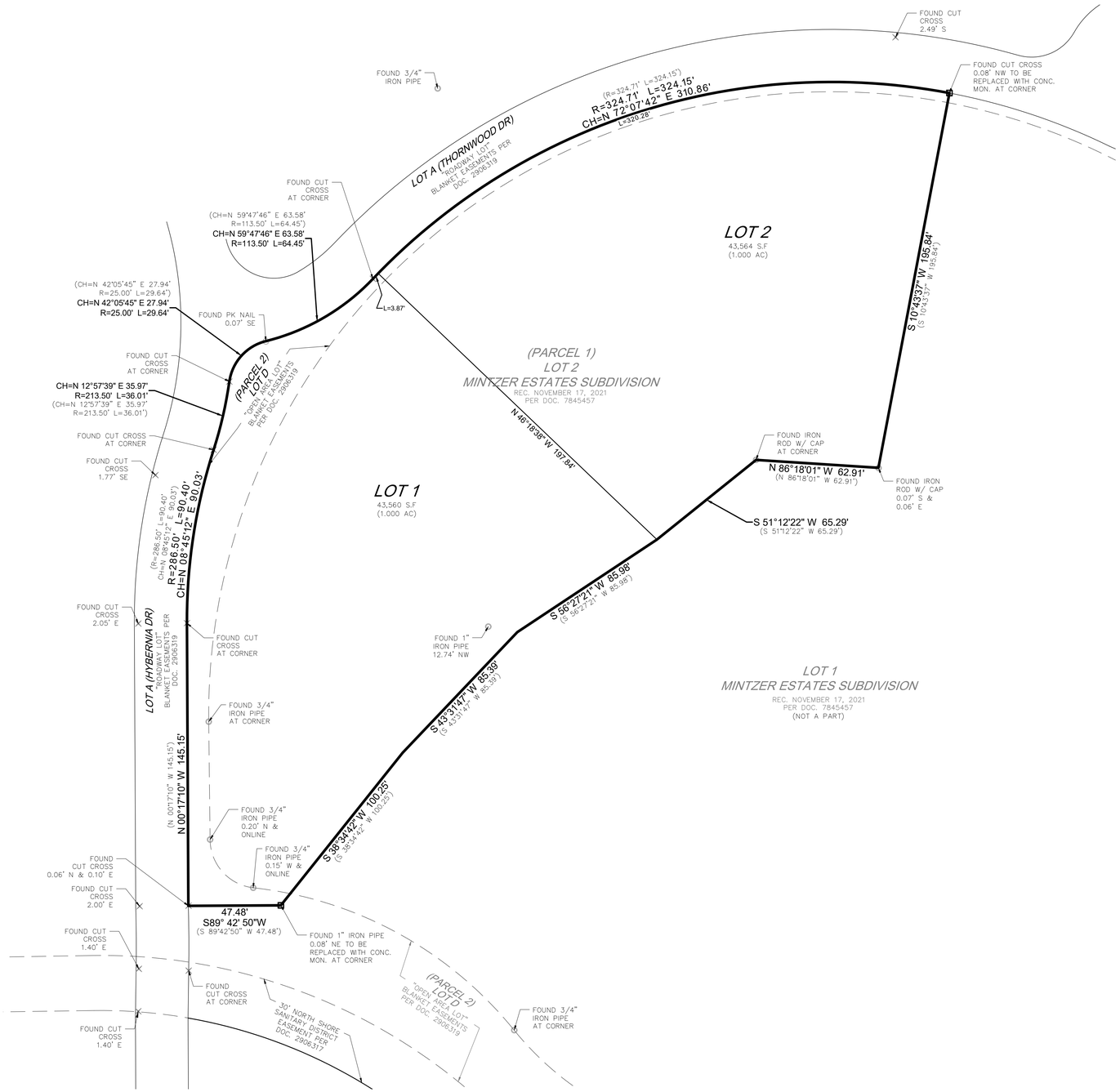
BEING A SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST
OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, ILLINOIS

0 30' 60'

1" = 30' (HORIZONTAL)

## BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS




## SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT.
4. EASEMENTS AND SETBACKS AS SHOWN ON THE PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE CITY OF HIGHLAND PARK.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
6. IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8"X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
7. ⊡ DENOTES SET CONCRETE MONUMENTS.

## CURRENT P.I.N.:

16-16-310-002

## OWNER/DEVELOPER

MR. JOSHUA MINTZER
1660 RYDERS LANE
HIGHLAND PARK, ILLINOIS

## PREPARED FOR:

SAMUELS & BERNSTEIN
484 CENTRAL AVE, SUITE #202
HIGHLAND PARK, ILLINOIS

## AREA SUMMARY

| | |
|---|---|
| LOT 1 | 43,560 S.F. (1.000 AC±) |
| LOT 2 | 43,564 S.F. (1.000 AC±) |
| TOTAL | 87,124 S.F. (2.000 AC±) |

## LEGEND

| | |
|---|---|
| EX. BOUNDARY LINE = | |
| EX. R.O.W. LINE = | |
| EX. LOT LINE = | |
| EX. EASEMENT LINE = | |
| PROPOSED LOT LINE = | |
| PROPOSED SETBACK LINE = | |
| MEASURED INFORMATION = | XXX.XX |
| RECORDED INFORMATION = | (XXX.XX) |
| FOUND IRON PIPE/ROD = | ○ |
| FOUND ROW MARKER = | × |
| FOUND PK NAIL = | ⊖ |
| SET CONCRETE MONUMENT = | ⊡ |

PLAT SUBMITTAL AND RETURN TO ADDRESS

THIS PLAT SUBMITTED FOR RECORDING BY, AND RETURN TO:

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

## SHEET INDEX


SHEET 1 OF 2: BOUNDARY, EASEMENTS, LOT DETAILS AND SETBACK INFORMATION

SHEET 2 OF 2: LEGAL DESCRIPTION, EASEMENT PROVISIONS AND CERTIFICATES



3110 WOODCREEK DRIVE
DOWNERS GROVE, IL 60515
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING


REVISIONS △

06/03/26 REVISE PER COMM. G.P.

06/12/26 REVISE PER COMM. G.P.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MINTZER ESTATES RESUBDIVISION

HIGHLAND PARK, ILLINOIS

PRELIMINARY PLAT OF RESUBDIVISION

PROJ NO: 210112

PM: GP/AR

DATE: 02/05/2026

SCALE: 1"=30'

SHEET NUMBER

1 OF 2

PRELIMINARY PLAT OF SUBDIVISION

OF

# MINTZER ESTATES RESUBDIVISION

BEING A SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST
OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, ILLINOIS

CURRENT P.I.N.:

16-16-310-002

## OWNER'S CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

I, JOSHUA A. MINTZER, DO HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT WE HAVE CAUSED THE SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON.

DATED THIS ___ DAY OF_____ A.D., 2026.

OWNER: _____

ADDRESS: 1660 RYDERS LN
CITY: HIGHLAND PARK ZIP: 60035

## NOTARY CERTIFICATE

STATE OF _____ )
) SS
COUNTY OF _____ )

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT JOSHUA A. MINTZER, AS OWNER OF THE PROPERTY COMMONLY KNOWN AS MINTZER ESTATES RESUBDIVISION, HIGHLAND PARK, ILLINOIS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THESE STATEMENTS AS HIS/HER FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 2026.

_____
NOTARY PUBLIC SIGNATURE

## SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

THIS IS TO CERTIFY THAT I JOSHUA A. MINTZER, AS OWNER OF THE PROPERTY DESCRIBED AS MINTZER ESTATES RESUBDIVISION, AND LEGALLY DESCRIBED ON THE PLAT OF THE SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH THE FOLLOWING LOTS LIE.

| LOT NO. | SCHOOL DISTRICT |
|---|---|
| ALL | NORTH SHORE SCHOOL DISTRICT 112-ELEMENTARY |
| ALL | TOWNSHIP HIGH SCHOOL DISTRICT 113-HIGH SCHOOL |
| ALL | COMMUNITY COLLEGE DISTRICT #532 |

DATED THIS _____ DAY OF _____, 2026.

OWNER: _____

## NOTARY CERTIFICATE

STATE OF _____ )
) SS
COUNTY OF _____ )

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT JOSHUA A. MINTZER, AS OWNER OF THE PROPERTY COMMONLY KNOWN AS MINTZER ESTATES RESUBDIVISION, HIGHLAND PARK, ILLINOIS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THESE STATEMENTS AS HIS/HER FREE AND VOLUNTARY ACT.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF_____ A.D., 2026.

_____
NOTARY PUBLIC SIGNATURE

## CITY ENGINEER CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

I, EMMANUEL GOMEZ, CITY ENGINEER OF THE CITY OF HIGHLAND PARK, DO HEREBY APPROVE THIS PLAT WHICH MEETS THE MINIMUM REQUIREMENTS OF THE CITY.

APPROVED BY THE CITY ENGINEER OF THE CITY OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS THIS _____ DAY OF _____, A.D, 2026.

_____
CITY ENGINEER

## PLANNING AND DESIGN COMMISSION CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

APPROVED BY THE PLAN AND DESIGN COMMISSION OF THE CITY OF HIGHLAND PARK ON _____ _____, 2026.

BY: _____ (CHAIR) ATTEST: _____ (SECRETARY)

NAME: _____ NAME: _____

## CITY CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

I, _____, MAYOR OF THE CITY OF HIGHLAND PARK, ILLINOIS, DO HEREBY CERTIFY THAT THE PLAT WAS PRESENTED TO, AND BY RESOLUTION DULY APPROVED, BY THE CITY COUNCIL AT ITS MEETING HELD ON _____, 2026.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND THE SEAL OF THE CITY OF HIGHLAND PARK, ILLINOIS, THIS ___ DAY OF _____, A.D. 2026.

BY: _____ (MAYOR)

NAME: _____(CITY CLERK) NAME: _____ (SEAL)

## CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

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

DATED AT HIGHLAND PARK THIS _____ DAY OF _____, A.D. 2026.

_____
CITY COLLECTOR, HIGHLAND PARK, IL

## LAKE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF LAKE COUNTY, ILLINOIS ON THE ___ DAY OF_____ A.D., 2026 AT _____ O'CLOCK _M

_____
LAKE COUNTY RECORDER

## LAKE COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF LAKE )

THE LAKE COUNTY CLERK'S OFFICE HEREBY CERTIFIES 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 ON THE ABOVE REQUEST FOR CONSOLIDATION OR DIVISION OF TAX PARCELS FORM.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF LAKE COUNTY, ILLINOIS, THIS ___ DAY OF_____ A.D., 2026.

_____
LAKE COUNTY CLERK OR DEPUTY COUNTY CLERK

## EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY
AND
SBC TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

## PERMISSION TO RECORD

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO A REPRESENTATIVE OF THE VILLAGE OF GLENVIEW, ILLINOIS, TO RECORD THIS PLAT WITH THE COOK COUNTY RECORDER'S OFFICE. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.

DATED THIS _____ DAY OF _____ A.D., 2026.

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ILLINOIS

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF DUPAGE )

THIS IS TO CERTIFY I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1: LOT 2 IN MINTZER ESTATES SUBDIVISION, BEING A SUBDIVISION IN SECTION 16 AND 21, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON NOVEMBER 17, 2021 AS DOCUMENT NUMBER 7845457, IN LAKE COUNTY, ILLINOIS.

PARCEL 2: EASEMENT FOR INGRESS AND EGRESS OVER ROADWAY LOTS AND OPEN AREA LOTS FOR THE BENEFIT OF PARCEL 1, AS GRANTED IN PARAGRAPH 3 (A) ON PAGE 4 OF 4 IN THE PLAT OF HYBERNIA SUBDIVISION RECORDED AS DOCUMENT 2906319 AND CORRECTED BY CERTIFICATION OF CORRECTION RECORDED JANUARY 15, 1991 AS DOCUMENT 2981718 AND AMENDED BY DOCUMENTS 2983805, 2990361 AND 3014937 AND AS REFLECTED IN PLAT OF MINTZER ESTATES SUBDIVISION RECORDED NOVEMBER 17, 2021 AS DOCUMENT 7845457, IN LAKE COUNTY, ILLINOIS.

SUBDIVIDED PROPERTY CONTAINS 2.000 ACRES MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT 5/8"X24" IRON RODS HAVE BEEN SET OR WILL BE SET UPON COMPLETION OF CONSTRUCTION, AT ALL CORNERS, POINTS OF CURVATURE AND TANGENTS AND CONCRETE MONUMENTS WILL BE PLACED AS INDICATED HEREON.

I FURTHER CERTIFY THAT, BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP NUMBER 17097C0279K WITH AN EFFECTIVE DATE OF SEPTEMBER 18, 2013, THE LAND SHOWN ON THIS PLAT IS LOCATED WITHIN ZONE X. ZONE X IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAP.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE CITY OF HIGHLAND PARK, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY THE STATE OF ILLINOIS IN ACCORDANCE WITH 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED.

GIVEN UNDER MY HAND AND SEAL AT LISLE, ILLINOIS,
THIS _____ DAY OF _____ A.D., 2026.

FOR REVIEW

BY: _____
GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003893
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

DATE OF FIELD SURVEY: JANUARY 27, 2026.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ILLINOIS

3110 WOODCREEK DRIVE
DOWNERS GROVE, IL 60515
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING

REVISIONS

06/03/26 REVISE PER COMM. G.P.

06/12/26 REVISE PER COMM. G.P.

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MINTZER ESTATES RESUBDIVISION

HIGHLAND PARK, ILLINOIS

PRELIMINARY PLAT OF RESUBDIVISION

PROJ NO: 210112

PM: GP/AR

DATE: 02/05/2026

SCALE: N/A

SHEET NUMBER

2 OF 2

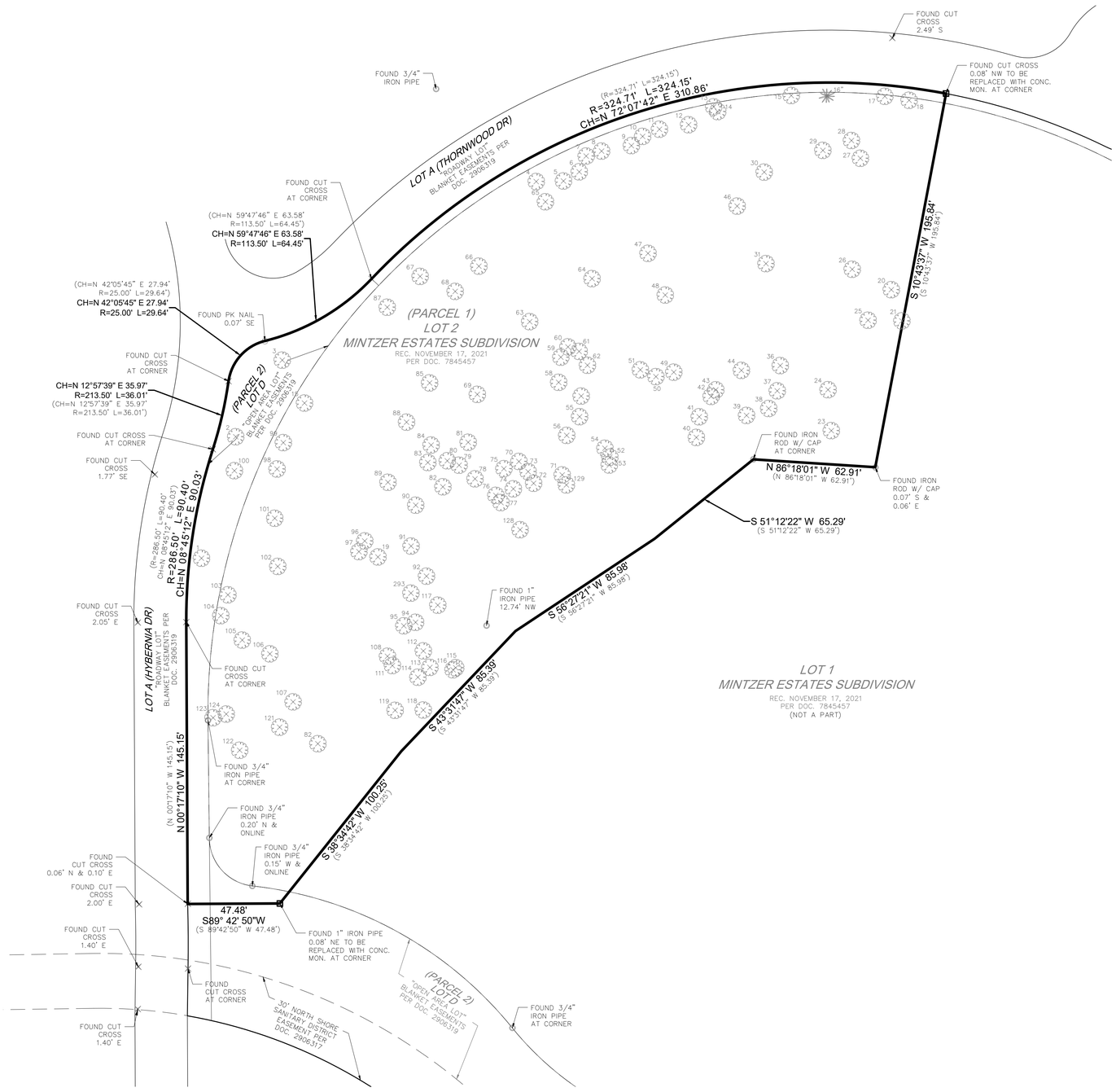
# TREE EXHIBIT

0 30' 60'

1" = 30' (HORIZONTAL)

## BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS




## SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT.
4. EASEMENTS AND SETBACKS AS SHOWN HEREON ARE HEREBY GRANTED TO THE CITY OF LAKE COUNTY.

## CURRENT P.I.N.:

16-16-310-002

## OWNER/DEVELOPER

MR. JOSHUA MINTZER
1660 RYDERS LANE
HIGHLAND PARK, ILLINOIS

## PREPARED FOR:

SAMUELS & BERNSTEIN
484 CENTRAL AVE, SUITE #202
HIGHLAND PARK, ILLINOIS

## LEGEND

| | |
|---|---|
| EX. BOUNDARY LINE = | |
| EX. R.O.W. LINE = | |
| EX. LOT LINE = | |
| EX. EASEMENT LINE = | |
| PROPOSED LOT LINE = | |
| PROPOSED SETBACK LINE = | |
| MEASURED INFORMATION = | XXX.XX |
| RECORDED INFORMATION = | (XXX.XX) |
| FOUND IRON PIPE/ROD = | ○ |
| FOUND ROW MARKER = | × |
| FOUND PK NAIL = | ⊖ |
| SET CONCRETE MONUMENT = | ■ |


3110 WOODCREEK DRIVE
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REVISIONS △


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MINTZER ESTATES RESUBDIVISION
HIGHLAND PARK, ILLINOIS
TREE EXHIBIT

PROJ NO: 210112
PM : GP/AR
DATE : 03/26/2026
SCALE : 1"=30'

SHEET NUMBER

1 OF 1

**FINDINGS OF FACT**

**Plan and Design Commission Recommendation**
**For a Proposed Minor Preliminary and Final Plat of Subdivision**
**Located at 0 Meadow Lane, Highland Park, Illinois 60035**
**That Requests Variations to the City of Highland Park Subdivision Code (Chapter 151)**
**SUB-2026-00013**

**RECOMMENDATION:**
The Plan and Design Commission recommends the requested variations be granted by the City Council, with the following conditions of approval:

A. The Owners shall secure the necessary approvals from all public utility companies, provide easement statements, and locate all existing easements on the Plat, prior to recordation.

B. The Owners shall secure the signature of the City Engineer and that of the County Clerk on the Plat, prior to its recordation.

C. The Plat shall include all certificates, signatures, and seals as required by Section 151.005(A)(12) of "The Highland Park Code of 1968," as amended.

D. The Plat shall identify monuments for all corners of the proposed lot.

**REQUESTED VARIATIONS:**
The Applicant has requested a variation to Section 151.004(A)(1), which states thus:

"*Lot shapes. Every lot shall have four sides. Exceptions may be approved when the applicant demonstrates that a four-sided lot is not feasible because of peculiar topographical conditions, abutting lots of record or abutting parcels, or pre-existing buildings not owned directly or indirectly by the applicant. A lot of other than four sides will not be approved if it appears that such lot has been so formed solely to comply with the minimum area, depth and width requirements of the Zoning Ordinance. As nearly as practicable, intersecting lot lines shall form right angles with each other.*

- The Applicant proposes two new lots which will not be four sided and will have intersecting lines not forming at right angles.

The Applicant has requested a variation to Section 151.004(A)(5), which states thus:

"*Relationship to streets. Each lot shall have principal frontage on a public street. Through lots are prohibited."*

- The Applicant proposes two new lots which will not front on public streets. Proposed frontage for the new lots will be on private streets.

**FINDINGS OF FACT:**
The Plan and Design Commission finds the requested variations in this specific case do not affect the general plan or the spirit of the Subdivision Code. The Plan and Design Commission documents the following facts of this specific case:

1. Developing new properties as four-sided polygons with intersecting lot lines forming at right angles is inherently difficult for the Subject Property, 0 Meadow Lane, because the property is already in curvilinear and oval in shape, due to pre-existing conditions from prior platting. Proposed interior lot lines follow the existing driveway and form nearly right angles where intersecting the front property line.

2. The property is not subdivisible without variation to the public street frontage requirement – the property is already cut-off from public street frontage due to prior platting. The Commission finds that the Applicant states that when curb cuts and access is proposed onto the private streets the issue will be brought forth to the Hybernia HOA.

**STANDARDS FOR A SUBDIVISION VARIATION AND EXCEPTION:**

**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*."

**Sec. 151.002. – Intent and Purpose.**
"These regulations are intended to serve the following purposes:"

A. "To assist in the carrying out and implementation of the Master Plan of the City of Highland Park."

B. "To set forth rules and regulations for the division and consolidation of real property."

C. "To provide for the proper location and/or width of streets and alleys, buildable areas, open spaces, utilities and drainage easements, and public use facilities and areas."

D. "To protect neighborhood character and to provide quality neighborhoods by requiring minimum lot widths, depths, and areas."

E. "To provide minimum standards for public improvements and provision for modernizing infrastructure, including water, sanitary sewer lines, and drainage."

F. "To provide for and secure the actual construction of public improvements."

G. "To discourage residential "enclaves" which tend to divide neighborhoods and which restrict reasonable access to adjacent land which is likely to be subdivided or resubdivided in the future."

# PLAT OF SURVEY

CURRENT P.I.N.:
16-16-310-002

## LEGAL DESCRIPTION

LOT 2 IN MINTZER ESTATES , BEING A RESUBDIVISION OF PART OF BLOCK 11 IN HIGHMOOR SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED JULY 13, 1926 AS DOCUMENT 282477 AND PART OF LOT D IN HYBERNIA SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1990 AS DOCUMENT 2906319, BOTH BEING PART OF SECTIONS 16 AND 21, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

## SURVEYED AREA

87,124 SQUARE FEET (2.000 AC±)

## BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS

0 40' 80'

1" = 40' (HORIZONTAL)

## OWNER

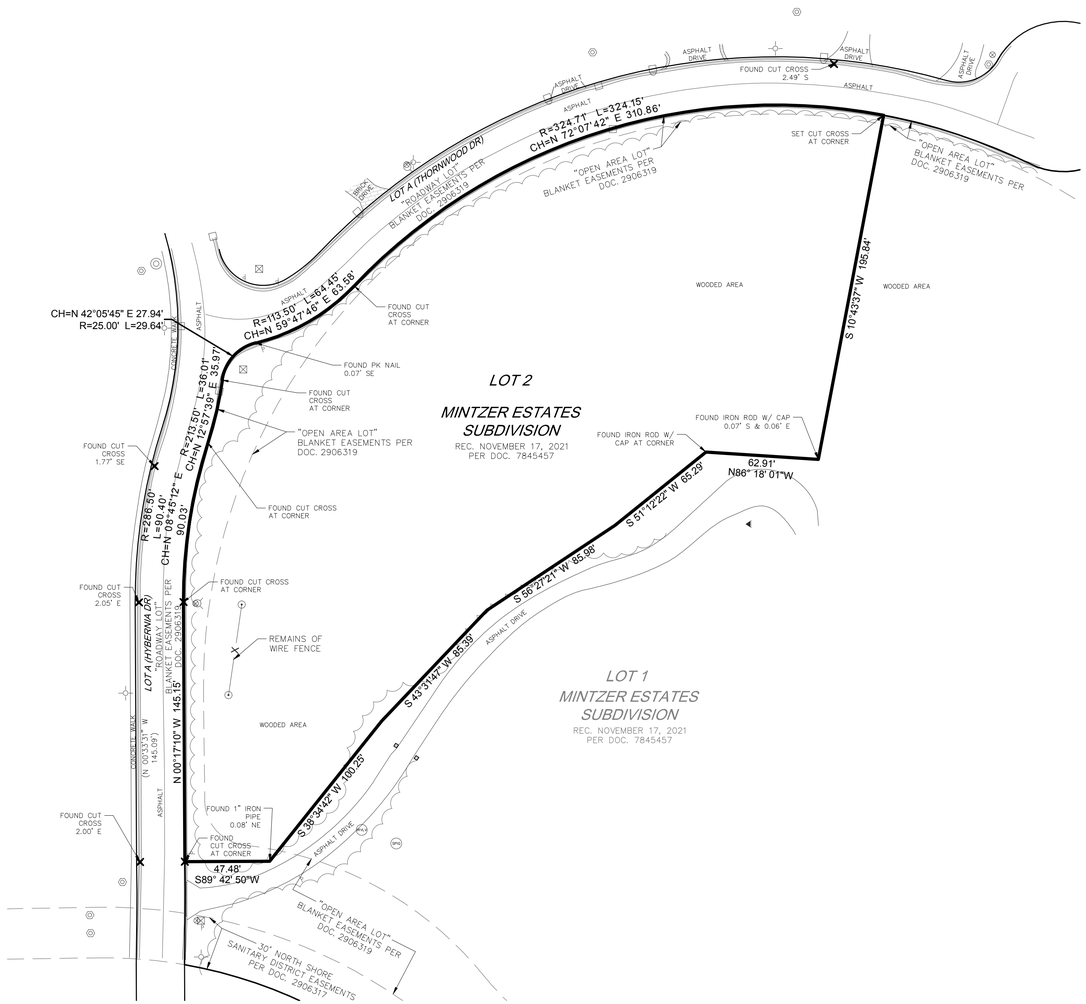
MR. JOSHUA MINTZER
1660 RYDERS LANE
HIGHLAND PARK, ILLINOIS

## PREPARED FOR:

SAMUELS & BERNSTEIN
484 CENTRAL AVE, SUITE #202
HIGHLAND PARK, ILLINOIS

## LEGEND

- BOUNDARY LINE =
- EASEMENT LINE =
- PAVEMENT LINE =
- CURB & GUTTER =
- WIRE FENCE =
- TREE/BRUSH LINE =
- FOUND CUT CROSS = ×
- EX. SANITARY MANHOLE =
- EX. STORM MANHOLE =
- EX. INLET =
- EX. BUFFALO BOX =
- EX. HYDRANT =
- EX. VALVE BOX =
- EX. VAULT VAULT =
- EX. TELEPHONE PEDESTAL =
- EX. UTILITY POLE =
- EX. WOOD POST =
- EX. GROUND LIGHT =
- EX. SIGN =
- EX. MAILBOX =
- EX. CONCRETE HATCH =
- EX. BRICK HATCH =




## SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS ('123.45') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. COMPARE THIS PLAT AND ALL SURVEY MONUMENTS BEFORE BUILDING AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD MAY NOT BE SHOWN.
4. UNLESS OTHERWISE NOTED, ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF THE SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLERS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY LEAVES OR OTHER OBSTRUCTIONS. THERE MAY BE ADDITIONAL UTILITIES OR IMPROVEMENTS THAT HAVE NOT BEEN SHOWN.
6. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORTS TOGETHER WITH UTILITY MARKINGS (J.U.L.I.E., DIGGER, PRIVATE, ETC) IS RECOMMENDED TO DETERMINE THE FULL EXTENT OF UNDERGROUND SERVICE AND UTILITY LINES.

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )
)SS
COUNTY OF DUPAGE)

I, GABRIELA PTASINSKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THIS PLAT AND THE SURVEY UPON WHICH IT IS BASED HAS BEEN PREPARED FOR THE USES AND PURPOSES HEREIN SET FORTH.

ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMALS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 15TH DAY OF APRIL, A.D. 2026.

Gabriela Ptasinska

GABRIELA PTASINSKA
GPTASINSKA@CAGECIVIL.COM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3893
LICENSE EXPIRES NOVEMBER 30, 2026

GABRIELA PTASINSKA 3893 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LISLE, ILLINOIS

DESIGN FIRM PROFESSIONAL LICENSE NO. 184007577
LICENSE EXPIRES APRIL 30, 2027.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF FIELD SURVEY (BOUNDARY AND IMPROVEMENTS): JULY 16, 2021
DATE OF FIELD SURVEY VERIFICATION (BOUNDARY): JANUARY 27, 2026


2200 CABOT DRIVE, STE. 325
LISLE, IL 60532
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LOT 2 IN MINTZER ESTATES
HIGHLAND PARK, ILLINOIS
PLAT OF SURVEY

PROJ NO: 210112
PM : G.P.
DATE : 04/15/2026
SCALE : 1"=40'

SHEET NUMBER
1 OF 1

## Burhop, Karl

**Subject:** FW: Subdivision of Lots at 0 Meadow Lane

**From:** David Mason < >
**Sent:** Wednesday, May 27, 2026 9:58 AM
**To:** Burhop, Karl <kburhop@cityhpil.com>
**Cc:** Robert Stanley < >; Bernie Erdman < >; James Scheider < >; David Sugar < >; Kyla Mercer < >
**Subject:** Subdivision of Lots at 0 Meadow Lane

*[EXTERNAL EMAIL]*

Karl—Please provide this email to the Plan and Design Commission. Thank you.

To: Highland Park Plan and Design Commission

Re: Proposed Subdivision of 0 Meadow Lane

It is the understanding of the Hybernia Area Homeowners Association that the lot in question can be subdivided into two lots without the consent of the HOA. It is also the understanding of the HOA that the owners of the lots will have certain rights of ingress and egress over HOA owned roads.

As construction plans for the two lots evolve, we require that our rights and property are respected, but with proper notice we will consider reasonable requests that may affect our rights and property:

1. Access to both lots should be via Meadow Lane, exclusively. If there is a desire by the owner of one or both of the lots for the creation of alternative means to access either lot, we should discuss well in advance. If the proposed development of either lot would require curb cuts, driveway access connections, roadway modifications, utility work, grading, drainage alterations, or other physical encroachments affecting Hybernia Drive, Thornwood Lane, adjacent berms, landscaped areas, stormwater facilities, or other HOA-owned property, those actions may well infringe upon our rights and we ask that we be provided with ample notice to consider such requests.
2. Experience tells us that the construction process can be messy. We respectfully request that:
    a. All streets be swept for nails and other debris each evening in order to avoid tire damage.
    b. Mud and dirt be removed from all streets each evening.
    c. Every effort be made to avoid dirt and other runoff from the property(ies) into the streets. All dirt and runoff migrates into our storm sewers which empty into our ponds, leading to deterioration of health of the ponds.

The HOA reserves all rights with respect to HOA-owned property. No work should occur within or affecting HOA property without the HOA's approval and involvement in the process.

The Board of Directors of the Hybernia Area Homeowners Association
May 27, 2026

# EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

**Commonwealth Edison Company**
and
**SBC Telephone Company, Grantees,**

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the *"Condominium Property Act*", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

EXHIBIT FOR PROPOSED

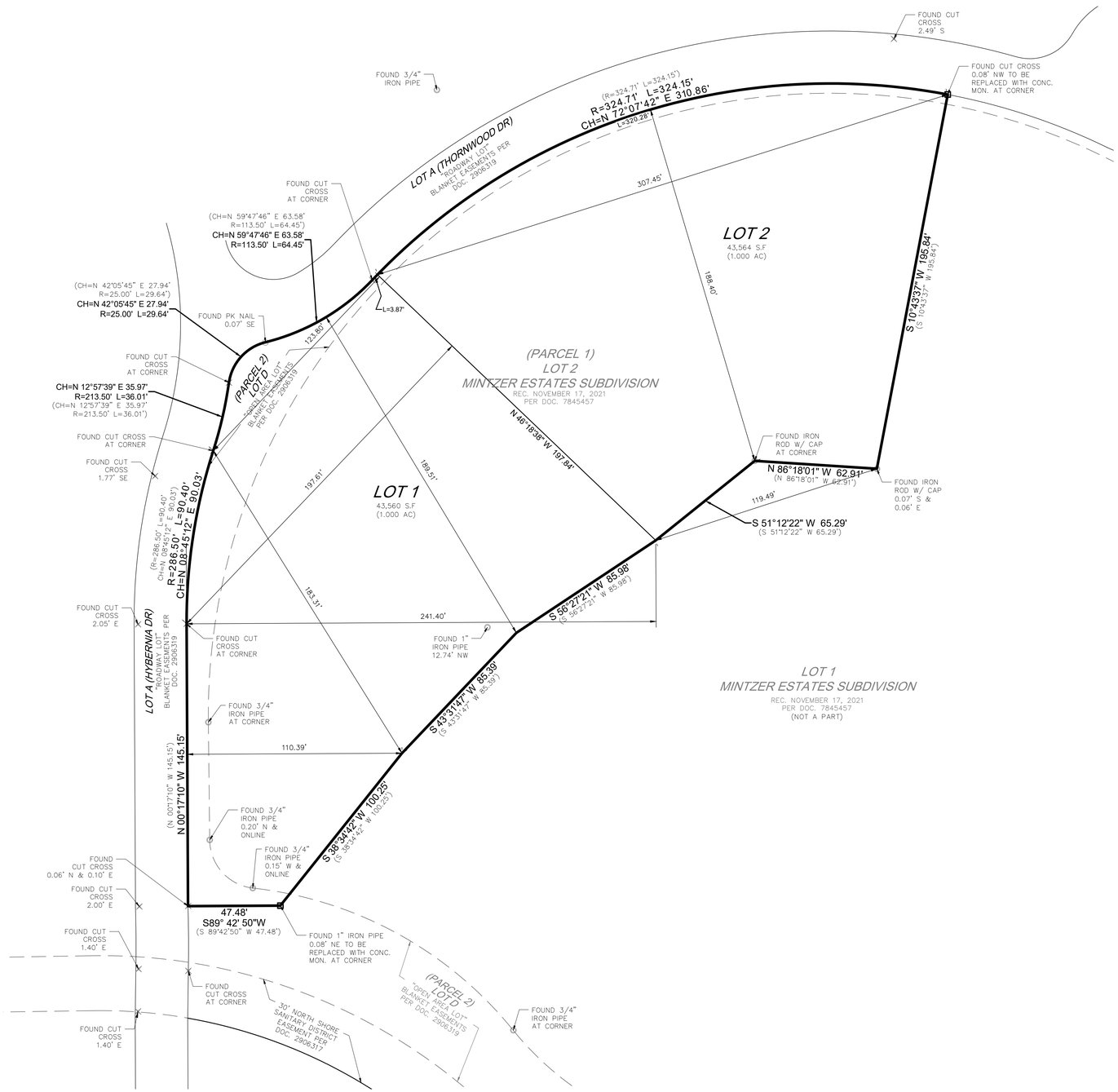
# MINTZER ESTATES RESUBDIVISION

BEING A SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 12, EAST
OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, ILLINOIS

0 30' 60'
1" = 30' (HORIZONTAL)

## BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING GPS OBSERVATIONS




## SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (R) AND CHORD BEARING AND LENGTH (CH).
3. NO MEASUREMENT SHALL BE ASSUMED BY SCALE MEASUREMENT.
4. EASEMENTS AND SETBACKS AS SHOWN ON THE PLATTED SUBDIVISION ARE HEREBY GRANTED TO THE CITY OF HIGHLAND PARK.
5. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENT OF RECORD AND MAY NOT BE SHOWN OR PLOTTABLE.
6. IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1, 5/8"X 24" IRON RODS WILL BE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS SHOWN OTHERWISE. CONTACT SURVEYOR OF RECORD WITH DISCREPANCIES FOUND IN THE FIELD.
7. ⊡ DENOTES SET CONCRETE MONUMENTS.

## CURRENT P.I.N.:

16-16-310-002

## OWNER/DEVELOPER

MR. JOSHUA MINTZER
1660 RYDERS LANE
HIGHLAND PARK, ILLINOIS

## PREPARED FOR:

SAMUELS & BERNSTEIN
484 CENTRAL AVE, SUITE #202
HIGHLAND PARK, ILLINOIS

## AREA SUMMARY

| | |
|---|---|
| LOT 1 | 43,560 S.F. (1.000 AC±) |
| LOT 2 | 43,564 S.F. (1.000 AC±) |
| TOTAL | 87,124 S.F. (2.000 AC±) |

## LEGEND

| | |
|---|---|
| EX. BOUNDARY LINE = | ——— |
| EX. R.O.W. LINE = | ——— |
| EX. LOT LINE = | ——— |
| EX. EASEMENT LINE = | – – – – – |
| PROPOSED LOT LINE = | ——— |
| PROPOSED SETBACK LINE = | — — — |
| MEASURED INFORMATION = | XXX.XX |
| RECORDED INFORMATION = | (XXX.XX) |
| FOUND IRON PIPE/ROD = | ○ |
| FOUND ROW MARKER = | × |
| FOUND PK NAIL = | ⊙ |
| SET CONCRETE MONUMENT = | ⊡ |


3110 WOODCREEK DRIVE
DOWNERS GROVE, IL 60515
P: 630.598.0007
WWW.CAGECIVIL.COM

CAGE CIVIL ENGINEERING


REVISIONS △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MINTZER ESTATES RESUBDIVISION
HIGHLAND PARK, ILLINOIS
EXHIBIT

PROJ NO: 210112
PM : GP/AR
DATE : 06/03/26
SCALE : 1"=30'

SHEET NUMBER
1 OF 1

# MEMORANDUM – PLAN & DESIGN COMMISSION

**TO:** Plan and Design Commission ("***Commission***")

**FROM:** Community Development Department

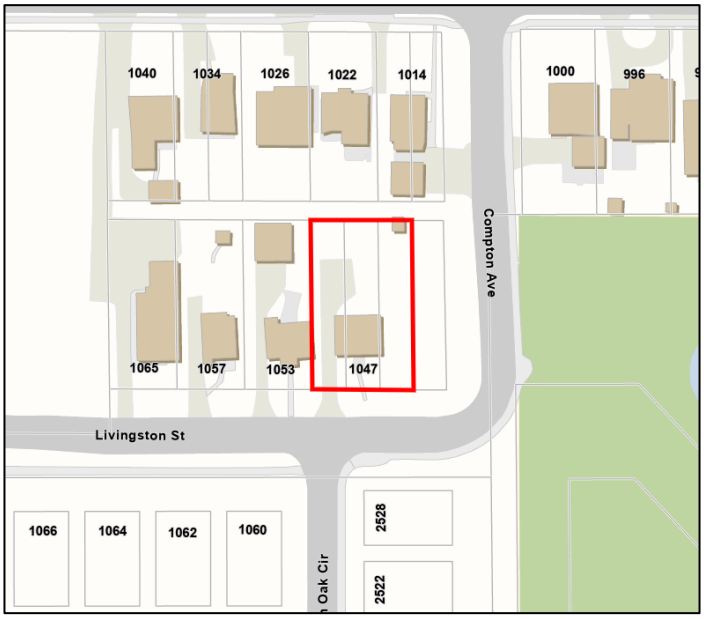
**DATE:** for the June 16, 2026 Commission Meeting

**RE:** **Public Hearing REZ-2026-00014 for a Zoning Map Amendment to rezone 1047 Livingston St from R1 Country Estates Single Family Residential District to R6 Medium Density Single Family Residential District**

---

## PROJECT SUMMARY:

The petitioner and owner Von Hanovnikian (the "***Applicant***") of 1047 Livingston St (the "***Property***") has submitted an application for a Zoning Map Amendment to rezone their property from R1 Country Estate Single Family Residential District to R6 Medium Density Single Family Residential District. The application is only to rezone the property, and no changes to the existing structure are proposed.




This request includes the following:

1. Zoning Map Amendment – the Commission makes recommendation to City Council.

The Applicant's Narrative Statement is included as **Attachment 1**. The plat of survey for the property is included as **Attachment 2**.

## PROJECT BACKGROUND:

The property, located near the corner of Compton Ave and Livingston St, is currently zoned R1 Country Estate and has been zoned R1 since 1981. Before 1981, the property was zoned A for country estate. The A country estate zoning designation can be found on the 1976, 1964, and 1947 zoning maps, see **Attachment 3**. In essence, this property has always been zoned the least dense single family zoning district. The adjacent neighborhoods across from Half Day and Compton have stayed consistently R6 since 1981. Before 1981, across from Half Day and Compton the homes had been zoned D single family. According to the 1968 zoning code, zoning district D was referred to as one-sixth acre single-family, which is comparable to today's R6 zoning district. The City will review the zoning of the other R1 properties on this block as part of the upcoming comprehensive plan, and City staff will be recommending all the properties are rezoned to R6, to match the surrounding neighborhood.

In 2006, the development referred to as Compton and Livingston, located south of the property across from Livingston St was approved for a 10 single family home development, which rezoned the area from R1 to R6. This resulted in the property to be adjacent to the R6 zoning district from both the south and east, as well as, to the north once across Half Day Rd.

Note that the property is located within floodplain, and any development onsite must comply with relevant floodplains rules, including both FEMA and City and County regulations. Add sentence on restrictions

**RELIEF SUMMARY:**
Please see below for Chapter 150 Zoning Code bulk requirements for the R1 and R6 zoning districts:

| Zoning District | R1 | R6 | Existing Lot |
|---|---|---|---|
| Lot Area | 130,680 SF | 7,260 SF | 9,375 SF |
| Average Width | 250 ft. | 50 ft. | 75 ft. |
| Front Yard Minimum | 50 ft. | 25 ft. | 33.17 ft. (existing house location) |
| Side Yard | 50 ft. | Total depth of all side yards must be a minimum of 25% of Lot Width, and in no event shall any side yard be less than 6 | 31.43 ft. to the east; Survey does not show dimension to the west |
| Rear Yard | 50 ft. | 25 ft. or 20% of Lot Depth | Greater than 50 ft.; Survey does not include dimension |

Per **Attachment 2**, the plat of survey, the existing lot is undersized for the R1 zoning district but would be compliant with the R6 zoning district. Please note, the lot currently has **no** buildable area due to the setback constraints of the R1 zoning district. Any new development would require a variation from the Chapter 150 setback requirements, which requires approval from the Zoning Board of Appeals. In 2022, the applicant applied for multiple variations to the setback requirements and was approved, but has decided not to move forward with that project. Please refer to the Applicant's narrative regarding the variance.

**MASTER PLAN:**
The proposed Planned Development is located within the North Central neighborhood planning district and addresses multiple Master Plan and Neighborhood Plan goals including:

- New Development should be consistent with existing conditions.
    - Home located on the property has been there since 1927 according to Lake County Assessor's Office and no change to the property is proposed at this time.
- Encourage neighborhood integration with the rest of the City by strengthening physical linkages to other neighborhoods.
    - Adjacent neighborhoods to the north, south, and west are zoned R6, which is consistent with the rezoning request.
- Maintain the quiet and peaceful nature of the neighborhood.
    - Property will continue to be used as a single family use.

**RECOMMENDATION:**
The Department of Community Development recommends that the Plan & Design Commission open the public hearing, consider the request, and continue or adopt the draft findings of fact, as appropriate.

PROJECT NARRATIVE

Request for map amendment to re-zone 1047 Livingston Street from R1 to R6.

Surrounding properties are zoned R6, including a new development completed 2024-2026 on the same street (Livingston).

Property value significantly diminished by R1 due to non-conforming status. R1 requires 3 acres. No home on Petitioner's side of Livingston is anywhere close to three acres in size.

The proposed zoning promotes the general health, safety, and welfare of the citizenry of the City.

Both public and Petitioner gain by rectifying an outdated 1922 zoning designation. Surrounding properties were re-zoned but not Petitioner property.

Compatibility is achieved by this change.

Petitioner can modernize and update home in R6 without any issues. Petitioner under significant hardship, only one bathroom and no garage. Petitioner cannot sell home with current zoning.

Petitioner wishes to build new home conforming to R6 standards like homes built on other side of Livingston 2024-2026. Petitioner cannot age in place in existing home due to accessibility issues.

Petitioner has accessibility issues in outdated home built over 70 years ago. Petitioner would like to continue to reside in home he has owned for many years.

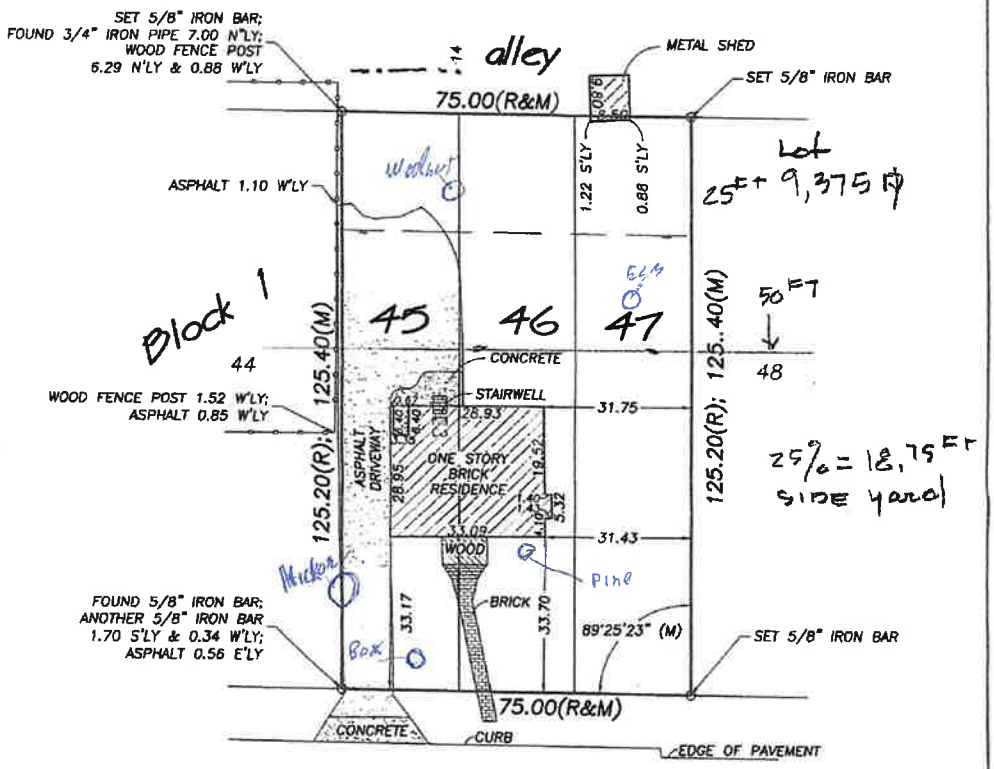
(847) 336-0059 phone
(847) 336-8753 fax

PEKLAY SURVEYING CO., LTD.

# PLAT OF SURVEY

163 N. GREENLEAF ST.
SUITE 1
GURNEE, IL 60031-3344

LOTS 45, 46 AND 47 IN BLOCK 1 IN COMPTON'S ADDITION TO HIGHLAND PARK, BEING A SUBDIVISION OF THE EAST HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 43 NORTH, RANGE 12 EAST, OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 23, 1876, IN BOOK "A" OF PLATS, PAGE 36, IN LAKE COUNTY, ILLINOIS.




Livingston Street

Lot 25 FT = 9,375 SF

50 FT

25% = 18.75 FT side yard

R-6

## Legend

(R)= Record
(M)= Measure
——o——o—— = Wood Fence
Area = 9,390 Sq. Ft. (R)

NORTH

ALL DISTANCE IN FEET AND DECIMAL PARTS THEREOF. NO DIMENSIONS TO BE ASSUMED BY SCALING.
DATE OF FIELD WORK: 7/10/19
SCALE: One inch = 30 feet
FILE NO. 19-190
ORDERED BY: V. Hanovnikian

PROPERTY ADDRESS: 1047 Livingston Street, Highland Park, Illinois

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the descriptions ordered to be surveyed contains a proper description of the required building lines or easements.

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

EDWARD PEKLAY ILLINOIS 2549 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS GURNEE,

STATE OF ILLINOIS
COUNTY OF LAKE S.S.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GURNEE, IL. 7/16 A.D. 20 19
PEKLAY SURVEYING CO., LTD.
PROFESSIONAL DESIGN FIRM - 184.2981

BY Edward Peklay
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2549. MY LICENSE EXPIRES 11/30/2020

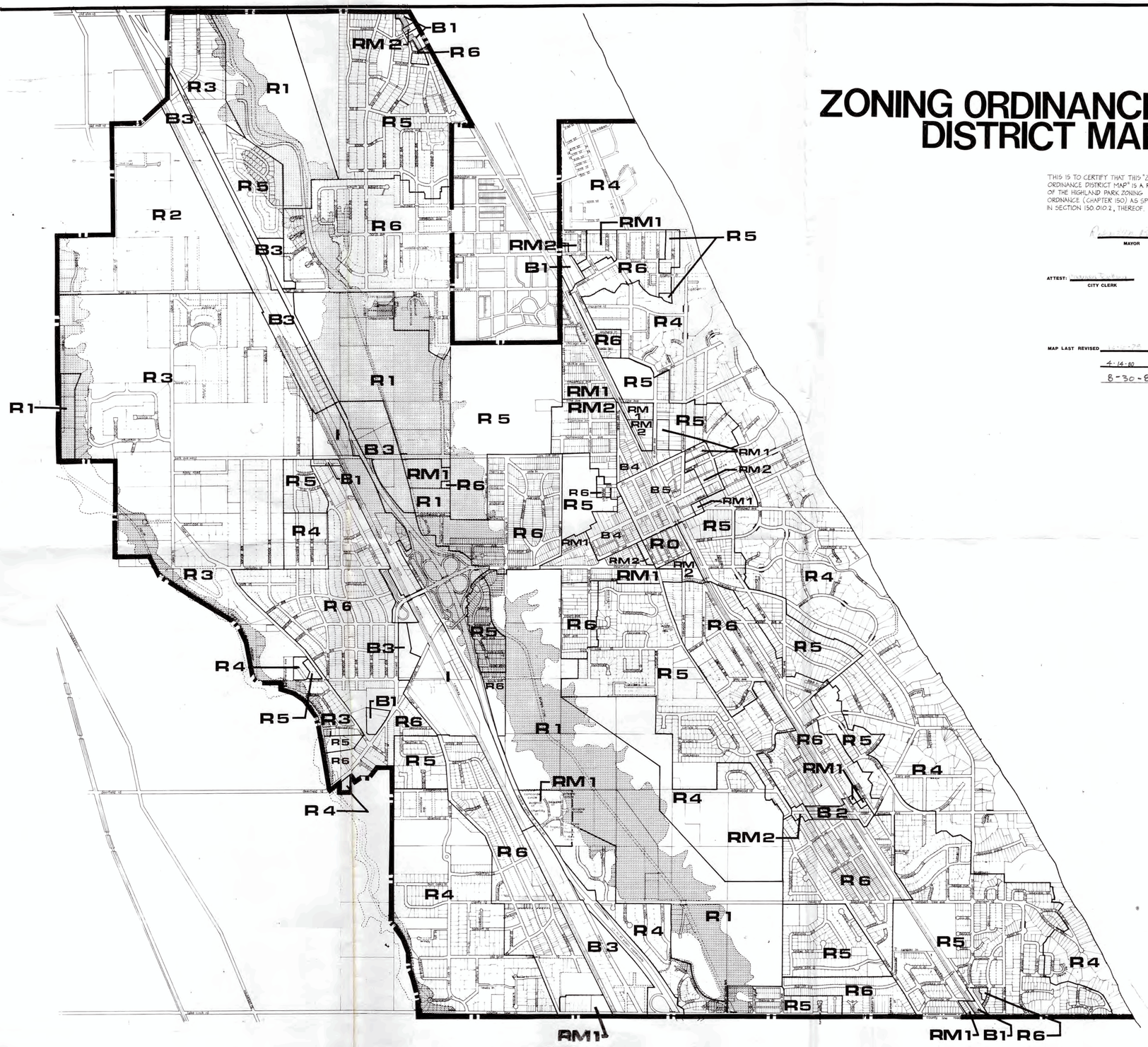
# CITY OF HIGHLAND PARK ILLINOIS

# ZONING ORDINANCE DISTRICT MAP

## Legend

| | |
|---|---|
| **RESIDENTIAL** | |
| country estate | R 1 |
| country home | R 2 |
| low density | R 3 |
| low to moderate | R 4 |
| moderate density | R 5 |
| medium density | R 6 |
| medium to high | RM1 |
| high density | RM2 |
| high density res./ office | R0 |
| **COMMERCIAL** | |
| neighborhood | B 1 |
| ravinia | B 2 |
| highway | B 3 |
| service | B 4 |
| central business | B 5 |
| **INDUSTRIAL** | |
| light industry | I |
| **FLOOD PLAIN** | |
| approximate | |

each square = one acre




THIS IS TO CERTIFY THAT THIS "ZONING ORDINANCE DISTRICT MAP" IS A PART OF THE HIGHLAND PARK ZONING ORDINANCE (CHAPTER 150) AS SPECIFIED IN SECTION 150.0102, THEREOF.

MAYOR

ATTEST: _____
CITY CLERK

MAP LAST REVISED
4-14-80
8-30-81

# CITY OF HIGHLAND PARK
# ILLINOIS

## USE DISTRICT MAP

GRAPHIC SCALE IN FEET

| DIST. | SYMBOL | USE |
|---|---|---|
| A | | COUNTRY ESTATE |
| B | | COUNTRY HOME |
| B1 | | SINGLE FAMILY |
| C | | SINGLE FAMILY |
| D | | SINGLE FAMILY |
| E | | LIMITED MULTIPLE-FAMILY |
| F | | MULTIPLE-FAMILY |
| G | | OUTLYING BUSINESS |
| H-1 H | | BUSINESS CENTRAL BUSINESS |
| H-2 I | | SERVICE INDUSTRIAL |
| G-1 | | OFFICE & RESEARCH |
| A-1 | | TWO ACRE COUNTRY HOME |
| F-1 | | MULTIPLE - FAMILY |

THIS IS TO CERTIFY THAT THIS "USE DISTRICT MAP" IS A PART OF THE HIGHLAND PARK ZONING ORDINANCE OF 1947 AS SPECIFIED IN SECTION 4-6 THEREOF, AS AMENDED

Robert M Bastian
MAYOR

ATTEST: Carmen Pallery
CITY CLERK

FILED: 28 OCT 1975
PASSED: 28 OCT 1975
APPROVED: 28 OCT 1975
RECORDED: 6 NOV 1975
PUBLISHED 3 DEC 1975

REVISED: Nov 9, 1975
Sept 12, 1975
Oct 21, 1975
Nov 6, 1975

Revised: 13 July 1970
14 Sept 1970
22 Nov 1971

Redrawn: Nov 29, 1966 HJ Oyvert
Revised: Feb 15, 1961
Dec 2, 1968 REC
Mar 9, 1966 CAM, JLH
Jan 25, 1966 REC
Mar 25, 1966 REC
July 26, 1966 NTS
Nov 14, 1966 NTS
Feb 2, 1967 DFJ
Apr 10, 1967 HJS
May 22, 1967 HJS
June 26, 1967 NTS
Sept 11, 1967 NTS
Dec 11, 1967 NTS
Apr 8, 1968 JU
May 13, 1968 JU
June 10, 1968 JU
June 9, 1969
Mar 23, 1970 KB
Apr 13, 1970

REDRAWN NOV 29, 1966 BY H.J.O.Y. 65-7

# CITY OF HIGHLAND PARK
# I L L I N O I S

## USE DISTRICT MAP

| DIST. | SYMBOL | USE |
|---|---|---|
| A | | COUNTRY ESTATE |
| B | | COUNTRY HOME |
| B-1 | | SINGLE FAMILY |
| C | | SINGLE FAMILY |
| D | | SINGLE FAMILY |
| E | | LIMITED MULTIPLE-FAMILY |
| F | | MULTIPLE-FAMILY |
| G | | OUTLYING BUSINESS |
| H | | CENTRAL BUSINESS |
| I | | INDUSTRIAL |
| G-1 | | OFFICE & RESEARCH |
| A-1 | | TWO ACRE COUNTRY HOME |
| F-1 | | MULTIPLE - FAMILY |

GRAPHIC SCALE IN FEET 0 600 1200 1800

THIS IS TO CERTIFY THAT THIS "USE DISTRICT MAP" IS A PART OF THE HIGHLAND PARK ZONING ORDINANCE OF 1947 AS SPECIFIED IN SECTION 4-6 THEREOF, AS AMENDED

Fred G. Green
MAYOR

ATTEST: Helen L. Swedberg
CITY CLERK

FILED: _____
PASSED: Oct. 26, 1964
APPROVED: Oct. 26, 1964
RECORDED: Oct. 27, 1964
PUBLISHED: Oct. 29, 1964

Revised Feb. 15, 1961 REDRAWN NOV. 29, 1956
"Revised Dec. 2, 1964-REC" BY N. J. DYHAERT
Revised Mar. 6, 1965 CAM, JLH

# CITY OF HIGHLAND PARK
## ILLINOIS




GRAPHIC SCALE IN FEET
0 300 900 1200 1800

LEGEND

| DIST. | SYMBOL | USE |
|---|---|---|
| A | | COUNTRY ESTATE |
| B | | COUNTRY HOME |
| C | | SINGLE FAMILY |
| D | | SINGLE FAMILY |
| E | | TWO FAMILY |
| F | | MULTIPLE FAMILY |
| G | | OUTLYING BUSINESS |
| H | | CENTRAL BUSINESS |
| I | | INDUSTRIAL |

THIS IS TO CERTIFY THAT THIS "DISTRICT MAP" IS A PART OF THE HIGHLAND PARK ZONING ORDINANCE OF 1947 AS SPECIFIED IN SECTION 4-6 THEREOF

J.B. Sammis
MAYOR

ATTEST.
H. Mercer
CITY CLERK

FILED: ~~February 17, 1947.~~
PASSED: ~~February 24 1947~~
APPROVED: ~~February 24 1947.~~
RECORDED: ~~February 26, 1947~~
PUBLISHED: March 4, 1947.

**FINDINGS OF FACT**
**Public Hearing REZ-2026-00014**

**Draft Findings of Fact for a Zoning Map Amendment to rezone 1047 Livingston St from R1 Country Estates Single Family Residential District to R6 Medium Density Single Family Residential District.**

Per Section 150.1505. – Standards
(A) In making its recommendations to grant or its recommendations to deny any specific application for an amendment rezoning any given parcel of land, the Plan and Design Commission shall consider:

(1) The existing uses and zoning of nearby properties;

Finding: The Plan & Design Commission finds that,

| Direction | Zoning | Land Use |
|---|---|---|
| North | R1 Country Estate; R6 Medium Density Single Family | Single Family Homes |
| West | R1 Country Estate | Single Family Homes, Public Works Storage Yard |
| South | R6 Medium Density Single Family | Retention Pond, Single Family Homes |
| East | R6 Medium Density Single Family | Retention Pond, Golf Course and Single Family Homes |

Note that the neighborhood across Half Day Rd. on the north is R6.

(2) The extent to which property values are diminished by the existing zoning;

Finding: The Plan & Design Commission finds that the property has no buildable area due to the large setback requirements of the R1 zoning district. In order to add an addition or construct any new home would require variations from the Chapter 150 Zoning Code, or rezoning, as requested.

(3) The extent to which the existing zoning and/or proposed zoning promotes the general health, safety, and welfare of the citizenry of the City;

Finding: The Plan & Design Commission finds that a change to the R6 zoning district would allow for the property to construct a new addition or construct a new home like the homes across from Livingston St, Compton Ave, and Half Day Rd.

DRAFT

(4) The relative gain to the public as compared to the hardship imposed upon the petitioner;

Finding: The Plan & Design Commission finds that the property already exists with a single family home. There will be no change in the number of units allowed on the property. The zoning map amendment would allow the applicant to improve their home without the need of a variation from Chapter 150 Zoning Code.

(5) The suitability of the subject property for the purposes for which it is presently zoned;

Finding: The Plan & Design Commission finds that the property is non-conforming with the R1 zoning district bulk regulations and has no buildable area per the setback requirements.

(6) The length of time that the subject property has been vacant, as presently zoned, considered in the context of the land development in the area in which the property is located;

Finding: The Plan & Design Commission finds that the property is not vacant, but cannot construct an addition without receiving a variation to Chapter 150 Zoning Code bulk requirements.

(7) The compatibility of existing zoning as compared to the compatibility of the proposed zoning with the existing Master Plan; and

Finding: The Plan & Design Commission finds that the property will continue to be a single family residence.

(8) The evidence or lack of evidence of community need for the use proposed by the petitioner which would require the zoning amendment.

Finding: The Plan & Design Commission finds that the property is adjacent to the R6 zoning district along the south and east, as well as to the north across from Half Day Rd. This zoning change would allow for the existing home to match adjacent zoning and conform to the Zoning Code.

DRAFT

# MEMORANDUM – PLAN & DESIGN COMMISSION

**TO:** Plan and Design Commission ("***Commission***")

**FROM:** Community Development Department

**DATE:** for the June 16, 2026 Commission Meeting

**RE:** **Public Hearing #PUD-2026-00083 & PUD-2026-00084 for a Zoning Map Amendment to Rezone from RM1A to RO, a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, and Design Review, with Modifications and Variations from City Code, for multi-story Multiple-Family Developments (1696-1704 McGovern St. and 793 Laurel Ave.)**

---

**PROJECT SUMMARY:**

This project was previously before the Commission on April 21, 2026. Please follow the link for previously posted materials.

The petitioner Structa LLC, PO Box 499, Glencoe, IL 60022, on behalf of the owner 1696 McGovern LLC, 1946 W. Lawrence Ave., Chicago, IL 60640 (collectively the "***Applicant***") have submitted two applications for redevelopment located at the corner of McGovern St. and Laurel Ave. The project is divided by a public alley and each building sits on a separate legal lot of record. The Applicant proposes two multiple family residential uses, one 20-unit multi-family building located at 1696-1704 McGovern St. (the "East Parcel") and the other multi-family building located on 793 Laurel Ave. being 14-units (the "West Parcel"); both, collectively the "Property".

This request includes the following:

1. Zoning Map Amendment – the Commission makes recommendation to City Council
2. Preliminary and Final Planned Development ("PUD") Review – the Commission makes recommendation to City Council. This includes the following:
    a. The proposed public benefit.
    b. Variations for setbacks and maximum lot coverage, and the Open Space requirement.
3. Design Review – the Commission is the authority and makes approval.
    a. This includes certain landscaping and lighting variation requests – see the subsection on next page for variation summary.

The Applicant's Response Letter is included as **Attachment 1**. This letter highlights all applicant proposal changes and address City comments. Please note, those changes have been reflected below in the staff report. The Applicant also included an updated architectural plans, updated landscape plan, and updated lighting package included in **Attachment 2**. Additional materials such as building materials, renderings and updated traffic study are included as **Attachments 3-5.**

**RELIEF SUMMARY & PUBLIC BENEFIT PROPOSED:**

This is a summary only and additional context and further analysis is provided in the report.

- Rezoning both properties from RM1A to RO. Please note the relief summary uses RO setback requirements and for more information on the differences between RM1A and RO please review the zoning analysis section below.

1696 McGovern St.; all the following relief also triggers public benefit, per Sec. 150.515(B)(1).

- Rear Yard Setback requirement is 25' and the applicant is proposing a 10' setback from the northern property line, which is a total encroachment of 15' into the northern rear yard requirement. The applicant is proposing 10' to match the side yard requirement of the RO zoning district.
- Maximum Height increased from 51' and 4 stories to 68.75' and 5 stories: a relief request of 12' and 1 stories; or a magnitude relief request of 25.8% on the height and 25% on story relief.
    - **Applicant reduced request from 70.25' and 6 stories, a reduction in 1.5' and 1 story.**
- Maximum Lot Coverage requirement increased from 33.3% to 50.6%: a magnitude relief request of 51.9%.
- Rear Yard Coverage: Per Section 150.707(D)(1) only 30% of the rear yard can be covered by uses. The north rear yard covers 51.5% of the rear yard.
    - **Applicant provided additional information as requested.**

793 Laurel Ave.; all the following relief also triggers public benefit, per Sec. 150.515(B)(1).

- Maximum Height increased from 51' and 4 stories to 64.75' and 5 stories: a relief request of 14.75' and 1 story; or a magnitude relief request of 26.9% on the height and 25% on story relief.
- Maximum Lot Coverage requirement increased from 33.3% to 52.47%: a magnitude relief request of 57.7%.
- Multiple Family Use Minimum Lot Area requirement decreased from 21,780 SF to 18,915 SF; a magnitude relief request of 13.1%.
- Rear Yard Coverage: Per Section 150.707(D)(1) only 30% of the rear yard can be covered by uses. The applicant is proposing to cover 71.6% of the rear yard for the entrance to the underground parking.
    - **Applicant provided additional information as requested.**

Additionally a modification of Section 150.104 to consider the two separate lots one single zoning (see later in report for analysis).

*Public Benefit Proposed.*
Applicant has not changed their Public Benefit offering.

- Burying existing overhead utility services and large electrical transformers.

City staff previously provided comment that with the information provided the public benefit offered should not be considered public benefit.

**PUBLIC COMMENTS:**
Two public comments were received for the June 16, 2026 meeting.

**EXISTING CONDITIONS:**
The subject property is currently improved by a vacant church building, classroom wing, and vacant church residence across the alley, which has been held under common ownership. For the project to proceed the structures would be demolished, please note, the Historic Preservation Commission does not review residential demolitions within the RM1A zoning district or non-residential structures within residential districts.

- **The two multiple family buildings are located each on a separate zoning lot and are split by a public alley. The applicant is requesting a PUD modification for the project to be considered one zoning lot. This will allow the Applicant to utilize the West Parcel for multiple-family land use; as otherwise, the West Parcel is substandard with respect to Sec. 150.704 the R0 minimum lot size. The West Parcel is about 87% the 21,780 min. lot area and 90% or greater is required to utilize the property for multiple-family.**
    - **The two properties are separated by a public alleyway about 20' in width.**
    - **The two properties are currently under common ownership and have been under common ownership since at least 2002 (per County Assessor Records search on April 17, 2026).**
    - **The two properties have functioned together historically as the Galilee United Methodist Church and parking as church parking only (per Google Streetview image from Sept. 2016).**
    - **The City does not want to vacate and therefore relinquish control of the public alley due to life safety purposes.**
    - **If this modification is granted and the two properties are to be utilized as one zoning lot then the approval, if any, must encompass both properties.**

**BUILDING & SITE DESIGN:**

The proposed project is two multi-family residential structures separated by a 20' alley. In total, 34 residential units are being proposed: 20 units located on 1696 McGovern St. and 14 units located on 793 Laurel Ave. The building will include amenities such as fitness room, wellness center, common terrace, bike parking, and package room. Residents will have available parking on the lowest level with guest parking accessed via the alley.

**ZONING ANALYSIS:**

The Property is zoned RM1A Medium to High Density and the applicant is requesting to rezone the property to RO High Density Residential/Office. Both zoning districts are higher density multi-family districts with a few key differences:

- Minimum Lot Area Per Unit: RM1A requires 1,980 SF of lot area per unit; RO requires 871 SF of lot area per unit
- Maximum Height: RM1A requires 40' maximum of three stories; RO requires 51' maximum of four stories
- Minimum Rear Yard: RM1A requires 10' or 20', if adjacent to a residential district; RO requires 25' or 20% of Lot Depth (Whichever is less)

The rest of this zoning review will follow the RO zoning district requirements.

*Land Use.*

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.*
Per Section 150.505, the Applicant is proceeding by a Planned Development ("***PUD***"). The PUD is triggered by Sec. 150.505(A)(6), "Any new principal building in the RO zoning district that exceeds the maximum height limitation set forth in Section 150.704(A) of this Chapter."

*Setbacks*.
Per Section 150.704(A), the development must meet the following RO setbacks and Per Section 150.2325. – Neighborhood Frontage Regulations:

1696 McGovern St.

- South & East (Front): 25' min. setback per the RO / 5' to 25' for the Neighborhood Frontage
  - 10' proposed along the East and South– complies with the min. and max. Article 23 frontage requirements
- West (Rear): 25' min. setback required
  - 10' proposed – **encroaches 15'**
  - **Applicant to cover 51.5% of the rear yard, which exceeds the allowable 30%.**
- North (Rear): 25' min. setback required
  - 45' is proposed – complies, allowed to use half of the 20' alley for the setback measurement. Building sits 35' from property line.

793 Laurel Ave.

- South (Front): 25' min. setback per the RO / 5' to 25' for the Neighborhood Frontage
  - 5' proposed along the East, 7'11" proposed along the South – complies with the min. and max. Article 23 frontage requirements
- West & East (Side): 10' min. setback required
  - 10.16' proposed along the West and 6' along the East – **encroaches 4' along eastern side yard**
  - **Applicant adjusted the West from the previous proposal of 10' and the East from the previous proposal of 5.**
- North (Rear): 25' min. setback required
  - 36' is proposed – complies, allowed to use half of the 20' alley for the setback measurement. Building sits 26' from property line.
  - **Applicant to cover 71.6% of the rear yard, which exceeds the allowable 30%.**

*Article 23 Review.*
Both properties are compliant with the Neighborhood Frontage Regulations set in Section 150.2325
- Build-to-Zone – 5' to 25' and 65% of frontage
- Parking Setback (open air surface parking) – 30' setback from front property line
- Transparency – exceeds 20% requirement for both residential building and upper story

- Pedestrian Access – 1696 McGovern St has access from both McGovern and Laurel; 793 Laurel Ave has access from Laurel

*Article V Review.*
Per Section 150.520

- (K) – **Applicant reduced the height of the McGovern proposal and confirmed compliance with the upper-story step-back of 15' compliance.**
- (M) – **Applicant confirmed the proposed building is 15' from building to building between 793 Laurel and 801 Laurel's primary structure. The proposed building on Laurel will be 13.51' from the detached garage on 801 Laurel.**

*Bike & Pedestrian.*
Applicant notes internal bike storage within their narrative letter and denotes 14 interior spaces for 793 Laurel; 20 interior spaces for 1696 McGovern.

The project has primary pedestrian entrances along both Laurel and McGovern, allowing pedestrians from the site to access the sidewalk grid.

*Lot Dimensions*.

1696 McGovern St

- The minimum lot area required for Multi-Family Use is 21,780 sq. ft. The submitted survey indicates the dimensions of this development's lot is approx. 179.55' x 149.85' which area totals 26,982 sq. ft.

793 Laurel Ave

- The minimum lot area required for Multi-Family Use is 21,780 sq. ft. The submitted survey indicates the dimensions of this development's lot is approx. 189.67' x 99.76' which area totals 18,915 sq. ft. **This property is undersized for the Multi-Family Use, therefore to consider the site one zoning lot (which conforms to the area requirement) requires a modification from Section 150.104.**

*Subdivision Review.*
Proposed development does not require a new Plat of Subdivision. Each lot is a separate legal lot of record.

*Density & Inclusionary Housing.*
The density allowance for conforming lot sizes is one multiple-family unit per 871 sq. ft. of lot.

- Applicant is requesting to consider this one zoning lot for a total lot area of 45,897 sq. ft. That allows as a base density without any market rate bonuses based on providing on site inclusionary units, 53 units and 34 total are proposed. The following is zoning analysis of each separate parcel.
    - The property at 1696 McGovern St is approximately 26,982 sq. ft. in area. That allows as a base density, without any market rate bonuses based on providing onsite inclusionary units, 31 units. The applicant is proposing 20 units on site.
    - The property at 793 Laurel Ave is approximately 18,915 sq. ft. in area. That allows as a base density, without any market rate bonuses based on providing onsite inclusionary units, 22 units. The applicant is proposing 14 units on site. Again, this lot is undersized for multi-family use, **modification of Section 105.104 is required to consider the two properties be one zoning lot**.

Inclusionary Housing Review
At their June 3 meeting, the Housing Commission (HC) reviewed a Preliminary Inclusionary Housing Plan for the proposed McGovern and Laurel condominiums. The applicant proposed to provide 3 of the 5.8 required inclusionary units on site and requested two Departures from the Inclusionary Ordinance, namely Sec.

150.2150(E)(1) – 'Unit Proportional Mix' and Sec. 150.2150(A) – 'Unit Location.' The Commission expressed concerns related to the Departures and the request to omit 2.8 on-site inclusionary units. The Commission asked that the applicant return with a revised Preliminary Inclusionary Housing Plan at the next Regular Housing Commission Meeting. The HC moved to continue the item to the next Regular Meeting. The vote passed 6-0.

*Height.*
The maximum allowed height in the RO for principal structure is 51 feet and maximum four stories.

1696 McGovern St
- **Height from average grade is 68.75' and 5 stories.** The lower level parking garage is now 50% below average grade, which reduced the number of stories.
- The site has considerable grade change with elevations points of 694.3-692.4 along McGovern St and 678.0-677.4 along the public alley.

796 Laurel Ave
- **Height from average grade is 64.75' and 5 stories.**

*Max. Lot Coverage.*
Maximum lot coverage in the RO district is 33.3% for the principal structure and accessory structures. The open space requirement is 20%.

1696 McGovern St
- Lot Coverage proposed is 50.6%, so **zoning relief is requested.**
- Open Space proposed is 24%

793 Laurel Ave
- Lot Coverage proposed is 52.47%, so **zoning relief is requested.**
- Open Space proposed is 20.93%

*Accessory Structures.*
Both sites have generators located within their required rear yard. **Applicant confirms to provide screening and noise to conform to Section 150.607. – Noise.**

*Visibility Clearance.*
Per Section 150.808(H) no fence, wall, landscaping, sign, vehicle, or other visual obstructions located above a height of three feet, measured from the established street grade, is permitted within the triangular area formed by a straight line drawn between points on the property lines at a distance of 25 feet in each direction from the intersection of any street or alley.

- **Building extends 3.5' into the visibility clearance area, relief requested.**

*Off-Street Parking & Loading.*
Effective June 1, 2026, the People over Parking Act prohibits municipalities from enforcing off-street parking minimums for developments located closer than a half mile from public transit hubs. The subject property is located within a half mile of the Highland Park Metra station meaning no off-street parking requirement may be imposed.

1696 McGovern St.

- Provided: 4 guest spaces along west lot line + 40 in the lower level garage: total of 44 off-street parking spaces

793 Laurel Ave.

- Provided: 0 guest spaces + 27 in the underground garage: total of 27 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.*"

- Each project is less than 25 dwelling units – none required.

**Applicant compliant** with the 8.5' min. width and the 17.9' projection requirement, along with drive aisle widths, etc., per Article 8 of the Zoning Code. There are ADA 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.

**SIGNAGE.**

No signage provided. Applicant should provide dimensions and sign information. No internal illumination is allowed in this residential zoning district.

**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:

(A) *Site Plan.*

(1) The site shall be planned to (a) provide a desirable transition from the streetscape, (b) meet the parking design requirements of Article VIII of Chapter 150 of this Code, and (c) meet the landscape planting and screening requirements of Article XXII of Chapter 150 of this Code.

(2) Buildings shall be oriented so that the principal entry is visible and accessible from the primary street frontage.

(3) Building configurations that tend to catch and accumulate debris, leaves, dirt, trash and rubbish shall be avoided.

(4) Service yards, storage yards, exterior work areas, and utility meters shall either be (i) screened from view from public rights-of-way with dense planting or other materials harmonious with the building, or (ii) otherwise be located so as not to be visible from any public rights-of-way.

**STAFF COMMENTS:**

1. **Foundation Review. The project proposes varied landscape that 'rings' the development, either at the foundation or at the foundation of the patios or lawn panels.**
    a. **Applicant does have openings at certain locations, and openings are allowed per Sec. 150.2225.**
        i. **Landscaping shown around entire foundation for 1696 McGovern Ave. Please note any plantings in City-owned right-of-way requires a non-exclusive license agreement.**
        ii. **Landscaping shown around entire foundation for 793 Laurel Ave. Please note any plantings in City-owned right-of-way requires a non-exclusive license agreement.**
2. **Quantity Review.**
    a. **Applicant submitted new landscaping plan, staff is still reviewing. Below is the offered plant material counts.**

| June 16 PDC - 793 Laurel Ave. | | | |
|---|---|---|---|
| type | Chapter 150 Zoning Code | Proposed | Relief |
| shade or ornamental trees | 15 | 3 | 12 |
| evergreen trees | 8 | 2 | 6 |
| total trees | 23 | 5 | 18 |
| shrubs | 113 | 119 | -6 |

| June 16 PDC 1696-1704 McGovern Ave. | | | |
|---|---|---|---|
| type | Chapter 150 Zoning Code | Proposed | Relief |
| shade or ornamental trees | 17 | 8 | 9 |
| evergreen trees | 6 | 5 | 1 |
| total trees | 23 | 13 | 10 |
| shrubs | 132 | 270 | -138 |

(B) *Site Treatment.*

(1) Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced, subject to the requirements set forth in Article XVIII of Chapter 150 of this Code.

(2) Grades of walks, parking spaces, terraces, and other paved areas shall provide a safe and stable surface for walking.

(3) Sidewalks, plazas, and pedestrian pathways shall be distinguished from Vehicular Use Areas through the use of materials, such as curbs, pavers, and brick or brushed or scored concrete, in order to ensure pedestrian safety and comfort.

(4) Newly installed utility services and service revisions necessitated by a modification to an Exterior Design Feature shall be place underground.

(C) *Building Design.*

(1) Building mass, scale, and lines, including roof forms, shall be designed to be harmonious with the design of adjacent buildings.

(2) Buildings shall be designed to avoid monotony with respect to roof line, windows, location and size of principal entry, location and orientation of garage entries, and cladding material and color.

(3) Building materials shall be durable and conducive to easy maintenance and upkeep.

(4) Mechanical or other utility equipment.

(a) Mechanical and utility equipment located on the roof or exterior of a building shall either be: (i) screened from view from public rights-of-way with materials harmonious to the building; or (ii) located as to not be visible from public rights-of-way or residential zoning districts.

(b) Ground-mounted mechanical or utility equipment shall comply with the screening requirements set forth in Article XXII of Chapter 150 of this Code.

(5) Building additions and modifications shall maintain safe access and pathways, and allow for the functional use of spaces between buildings.

**STAFF COMMENTS:**

1. **Building Materials. Applicant to bring to the meeting.**
2. **Mechanical Equipment. Located on roof, applicant states equipment to be screened.**

3. **Refuse Container Screening. Applicant to locate garage in the covered parking area. Please see Section 150.2245.**

(D) *Lighting.*

(1) Lighting fixtures shall be of a scale and finish, and shall be mounted at a height, that are appropriate to the building design and lighting function.

(2) Light sources shall be shielded from view from public rights-of-way and residential districts.

(3) Light poles located within a Vehicular Use Area shall be located between parking spaces.

(4) Lighting levels and light fixture design shall meet the standards of Article VI of Chapter 150 of this Code.

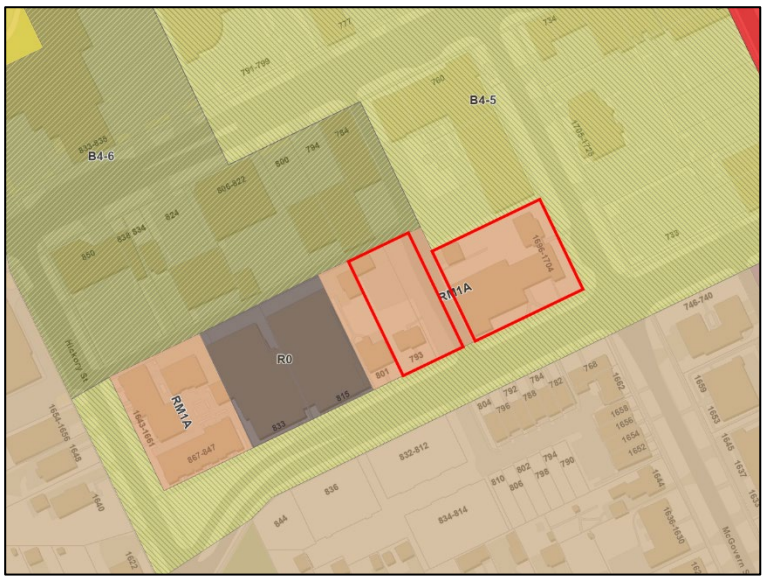
**STAFF COMMENTS:**

1. **Applicant is requesting relief for foot-candle measurements along east and west property lines for both 793 Laurel and 1696 McGovern near entrances to the building for both vehicles and pedestrians.**
2. **Applicant has bubbled the lighting specs indicating conformance with the exterior lighting. No uplight is allowed.**

(F) *Fences.* Fences shall be constructed to meet the requirements of Article XXII of Chapter 150 of this Code and of Chapter 173 of this Code.

**NEIGHBORHOOD CONTEXT:**

- North: B4-6 & B4-5, commercial uses.
- West: RM1A, residential uses.
- South: RM1, residential uses.
- East: B4-5, commercial uses.




**APPROVAL PROCESS:**
The following rezoning, zoning, and design review applications are necessary for the Applicant to complete their project, as well as building permit/s and other permit/s as necessary:

(1) Planned Development (Preliminary and Final), (2) Design Review, (3) Re-Zoning, and (4) Inclusionary Zoning application.

The standards of approval that apply are as follows:

- Preliminary PUD: Sec. 150.520 and Sec. 150.525(H).
- Design Review. Sec. 176.205.

This is a preliminary PUD. Upon City final consideration of this request the Applicant may move forward to final PUD, if appropriate, per Sec. 150.535. The Applicant must submit the final PUD within six months of approval (if approval occurs) by the City Council, per Sec. 150.535(D).

**CITY DEPARTMENT COMMENTS:**
City Forestry: Reviewing updated landscape plan

City Engineering and PW Utilities – see **Attachment 7 (Traffic Study comments)**

- Third-Party provided comment and applicant has responded. Staff confirming comments have been addressed.

The Police Department: No comment

Fire Department: Reviewing updated site plans

Building Division: No new comments

**PUBLIC UTILITIES:**

No Change from April 21 meeting.

AT&T:

- After thoroughly reviewing the proposal, AT&T is comfortable with relocating the existing easement, as long as the developer reaches out to our AT&T customer work order group at 888-901-2779 to initiate a billable project. This is an essential step to facilitate the movement of AT&T facilities from the current easement location to the proposed new easement. Please note that AT&T cannot sign off on the easement relocation until that billable project is set up and the relocation has been completed.
- To ensure everything goes smoothly, we'll also require a joint meeting between the developer, AT&T, and ComEd to coordinate all efforts efficiently. If you or the developer have any questions, or need further assistance, please don't hesitate to reach out.

ComEd:

- For the relocation of existing facilities, including conversions from overhead to underground, the landowner must contact the ComEd New Business Department at 866 639 3532. All relocation work must be completed prior to vacating any utility easements currently occupied by facilities. Once the relocation is complete and Engineering has confirmed that no facilities remain within the easement to be vacated, Engineering must provide approval for Real Estate to execute the Plat of Vacation.

**RECOMMENDATION:**

The Department of Community Development recommends that the Plan & Design Commission reopen the public hearing, consider the request, and continue or direct findings of fact, as appropriate.

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May 12, 2026

**VIA EMAIL**

Patrick Hoffman, Planner II
City of Highland Park
Community Development Department
Planning Division
1150 Half Day Road
Highland Park, IL 60035

**RE: Laurel McGovern Condominiums; Applicant Response to Staff comments following the April 21, 2026, Plan & Design Commission meeting.**

Dear Patrick:

Applicant is in receipt of your April 24th email setting forth a series of comments arising from our April 21, 2026 PDC meeting and summarizing the staff report. For your convenience and efficiency, I have restated the comments below, followed by Applicant responses in red for review and follow-up at our upcoming virtual meeting.

1. Item was continued to the June 16 PDC meeting.

   Acknowledged.

2. Please submit the inclusionary housing plan to go before the Housing Commission as soon as possible to stay on the current timeline.

   This has been submitted and project is confirmed for the June 3rd Housing Commission meeting.

3. [Commissioner] Mantis wants to know the breakdown of units proposed by sq. ft. Please submit an exhibit detailing size of each unit.

   This information is included on pages 19 and 37 of the response presentation attached hereto.

4. Please bring your physical material and color specs again, as the Chair and other Commissioners absent may want to see them.

   Acknowledged.

5. A green roof is desired. Have the applicant address this with a statement and/or exhibit.

   The square footage area of the 1696 McGovern Street ("1696") parcel triggers a stormwater management requirement, which has been accomplished by the addition of a green roof, which has been included. The square footage area of the 793 Laurel Avenue ("793") parcel is below the threshold which would trigger this requirement, and therefore no green roof is proposed.

6. Please confirm the traffic impact studies account for recently approved developments in the area, such as across the street on Laurel and 734 Central Ave.

   Confirmed, as set forth in the KLOA Traffic Impact Studies.

7. Please supply a rendering to show the single-family home property on west side of development. Important to show the impact of their project on the home. Consider any type of step-back or additional setback to this property to mitigate impacts on this property.

   The survey, found on page 3 of the response presentation, shows that the home, which is the primary structure at 801 Laurel, is located 4.92' southwesterly of the property line. In an RM1A zoning district, the setback requirement is 10' for a side yard. For reference, please see the site plan on page 5, the aerial view exhibit on page 39, the elevation on 40, and the rendering on page 41 of the response presentation detailing the non-conforming location of the 801 Laurel building to the property lines and existing and proposed setbacks on either side.

   To accommodate these conditions, Applicant has moved the proposed building on the 793 parcel east by 2" so that there will be a 15' minimum separation between the proposed building and the existing home at 801 Laurel.

   It should be noted that the building at 815 Laurel has a 10' side yard setback but was approved with a multi-story balcony structure projecting at least 4'4" in into this setback, locating the west side of the building only 5'8" in from the property line. While an exact dimension is not shown in our property survey, based on photographs and site visits, the house at 801 Laurel is approximately 5' from its western property line, meaning the distance between the East face of the 815 Laurel building and the West face of 801 Laurel appears to be approximately 10-11', less than the 15' minimum proposed for the building at 793 Laurel.

   Additionally, the detached garage structure located on the 801 Laurel property is 3.34' away from the 793 property line, with portions of an overhanging roof structure extending onto the 793 parcel and physically touching the brick garage located on the 793 parcel.

   To accommodate these conditions, in addition to shifting the proposed 793 building east, as described above, Applicant had previously modified the rear, northern portion, of the proposed 793 building so that the first 26' extending south from the east-west public alley as a 4' wall surrounding the parking ramp, the next 12' as a three-story structure, before stepping up to the four-story portion of the building. To the extent required pursuant to the Zoning Code Article V (M), relative to an accessory, non-conforming, garage structure, Applicant will seek an 18" setback modification.

8. Some general comments from the Commission were about overall bulk and massing. Any consideration to increase setback or step-backs or reduce height?

   Yes. As shown on page 16 of the response presentation, the revised images for the 1696 building, and following preliminary structural engineering, the garage level is considered a Cellar as defined by the Code, and the average

grade calculation has been corrected to reflect the correct building height and stories. See page 20 in the attached response presentation.

In the previous submission for the 1696 McGovern parcel, the depicted average grade of 684.75' was improperly calculated by averaging the grade heights of the four property corners. However, the correct methodology per code is to use the four corners of the buildable area as determined by the minimum setbacks. Therefore, the correct calculation of average grade for the 1696 McGovern parcel is 686.25'. The corrected measurement of building height from average grade is therefore 68.75' (not 70.25' as shown in the previous submission). Additionally, upon further review of the Code, the lowest level meets the definition of cellar:

*"150.202 - Cellar: A story having more than one-half (½) of its height below grade. A cellar shall not be counted in calculating F.A.R. or as a story for the purpose of maximum height measurement."*

After preliminary coordination with the structural engineer, the floor of the cellar (garage) level is 6.75' below average grade, and the elevation of the floor level above is 5.75' above average grade (the underside of the ceiling/structure is 2.75' above average grade), therefore this level is more than 50% below grade and is not counted as a story.

As maximum height is therefore 68.75' and five stories, applicant seeks relief of 17.75' and 1 story. Since the building is defined as a 5 story building, there is only one required step-back of 15' above the fourth story; this building has two step-backs at both fronts, one above the third story and one above the fourth story, which in every front condition amount to greater than 15', so the building is compliant with Section 150.520 (K) of the Code. Reference pages 14, 16-18 and rendered view on pages 7.

9. Consider project one zoning lot, allow 793 Laurel to use 1696 McGovern lot area.

   Acknowledged and Agreed. Applicant has included the full survey of the 793 and 1696 properties which are a Legal Lot of Record and will proceed through the entitlement process as one zoning lot for this unified development.

10. Height:
    a. 1696 McGovern – 70.25' and 6 stories (lower level is 50% above the average grade therefore considered an additional level).

       As discussed in #8 above, the building height is 68.75'and consists of five stories. See zoning data on page 2 of the attached presentation as well as pages 14, 16-18, and rendered view on pages 7.

    b. 793 Laurel – 64.75' and 5 stories.

       Acknowledged, and compliant with the Code. See pages 34-36 and rendered view on page 26.

    c. Please provide average grade exhibit detailing elevation points.

       An average grade exhibit is included on page 20 of the presentation.

11. Lot coverage:
    a. 1696 McGovern – 50.6%
    b. 793 Laurel – 52.47%

    Acknowledged. See Lot coverage exhibit on page 4 and site plan on page 5 of the response presentation demonstrating Applicant reductions in coverage, as well as significant precedential support for this modification request.

12. Setbacks
    a. 1696 McGovern – 15’ rear yard encroachment (north), additionally please provide exhibit for the 30% rear yard coverage requirement per Section 150.707(D)(1).

    See response presentation page 21 illustrating compliance with the Code.

    b. 793 Laurel – 5’ side yard encroachment (east), please also confirm the 30% rear yard coverage requirement.

    See response presentation pages 5 and 38. Relief requested.

13. Article V
    a. (K) provide 15’ step-back exhibit for 1696 McGovern showing two step-backs for the 2 additional stories. Thank you for the exhibit showing this along the alley, however can you please provide an exhibit including along McGovern?

    See responses above. The revised images are included in the response presentation as discussed. The 1696 building (and the 793 building) both exceed Code requirements for setbacks and step-backs for the additional height requested.

    b. (M) – after reviewing the plat of survey again it states the adjacent home is 4.92’ away from the adjacent property line meaning your development will be 14.92’ away from adjacent buildings making it non-conforming with the 15’ building to building requirement. Additionally, the adjacent garage is 3.34’ away leaving a 13.34’ distance from building to building.

    This comment is discussed in detail in # 7 above.

14. Visibility Clearance
    a. Per Section 150.808(H) – draw 25’ along property line at the corner of McGovern and Laurel to form a triangle. Within this area no visual obstructions can be located at a height of 3’ above established street grade.

    The proposed building extends 3'-6" into the triangular are indicated. The distance from property line to Laurel Ave is approximately 17'-0". The distance from property line to McGovern Ave is 26'-6". The increased distance from property line to McGovern avenue moves the area so as not to be visually obstructed by the 1696 building footprint. The drop off apron on McGovern Ave is to be removed to further ensure this increased area free of visual obstruction remains. The building is currently set back twice the minimum build-to-zone required for neighborhood frontage at the location

indicated. If warranted considering the above-described conditions, Applicant requests zoning relief via an additional modification. Corner visibility exhibit provided in response presentation.

15. Landscaping requirements per Article 22
    a. Please note street trees cannot be considered for landscaping requirements, but can be considered for tree replacement by forestry
    b. Staff report provided zoning code landscaping requirements for trees and shrubs
    c. Please dimension foundation landscaping (depth shall be at least 5') and provide response to why you are providing low-prairie grass rather than shrubs or trees as required per code.
    d. Provide ground-mounted mechanical equipment screening

    All landscaping comments are acknowledged. The landscape architect for the project will provide updated images.

16. Lighting
    a. Please highlight on the exterior lighting specification sheets that 3000K CCT is being used and also indicate the BUG rating, as appropriate. No uplight is allowed please confirm.

    Acknowledged.

    b. Per Section 150.605 the horizontal brightness limit is 0.5 foot-candles within front yard setback. 0.25 foot-candles behind front yard setback. Staff has identified this limit has been exceeded in multiple location per the lighting plan.

    The above lighting comments are acknowledged and the project's lighting engineer has provided updated information shown on pages 23-25 and 42-43 of the response presentation demonstrating compliance.

17. Roof mounted mechanical equipment.
    a. Provide a response as to whether the equipment will be visible from the street and provide details on noise.

    Roof mounted equipment will be located to avoid/reduce visibility and mitigate noise. Screening will be provided as necessary to comply with Section 150.607 of the Code.

18. Traffic Study – comments have been received and staff is reviewing.

    Acknowledged. KLOA has confirmed de minimis traffic impacts from the project.

19. Public Benefit – discussing further with staff.

    Applicant to discuss at the upcoming virtual meeting with staff.

20. Parking – please dimension spaces, must conform with Section 150.808(D)

    Acknowledged. Parking spaces have been dimensioned and are Code compliant. See response presentation pages 8 and 27.

21. Engineering comments – please see additional comments attached.

    Acknowledged. To also be discussed at the virtual meeting with staff.

22. Comments from fire, building, forestry have been previously provided.

    Acknowledged. Applicant requests a virtual meeting with staff to discuss further.

We look forward to reviewing and further discussing these comments and responses at our upcoming meeting. Thank you.

Sincerely,

Michael Ezgur
Attorney for Applicant

CC: David Goldman, Manager of Applicant
Jeffrey Michael, Manager of Owner
SGW Architects
KLOA, Traffic Engineers

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June 10, 2026

**VIA EMAIL**

Patrick Hoffman, Planner II
City of Highland Park
Community Development Department
Planning Division
1150 Half Day Road
Highland Park, IL 60035

**RE: Laurel McGovern Condominiums; Applicant Reply to Staff comments following the 4-21-26 PDC and Applicant's 5-12-26 Response.**

Dear Patrick:

On May 12, 2026, Applicant sent a narrative and presentation responding to your April 24th email setting forth a series of comments arising from our April 21, 2026 PDC meeting and summarizing the staff report. Since that May 12th response, Applicant and Staff have had a series of discussions, meetings and further questions and comments directed to Applicant. This narrative reply addresses those additional comments and questions. For your convenience and efficiency, I have restated the comments below, followed by Applicant responses in red for review and follow-up in advance of our June 16, 2026 PDC Meeting.

1. Traffic Impact Study Review:

   See attached updated TIS and KLOA response letter.

   a. Please confirm the traffic impact studies account for recently approved developments in the area, such as 734 Central, and also include Wolbright and 932 Deerfield in the future developments section.

   These developments have been included in the no-build traffic volumes. See attached updated TIS.

   b. On the 793 Laurel Ave traffic study there is a mislabeled address footnote starting on page 20.

   This has been addressed in revised TIS.

   c. Fire Departments related to access to the buildings for firefighting and noted a conflict with the retaining wall and parking ramp at 793 Laurel, and also wanting updated turning exhibits to show ability of firetruck to navigate the alley.

   Applicant has reduced the retaining wall and parking ramp, as can be seen on the overall site plan on page 5 and the 793 Laurel first floor plan on page 32 of the updated presentation attached hereto. Additionally, the updated AutoTurn exhibits demonstrating the ability of a firetruck to traverse the alley are included in the Traffic Impact Study.

2. Fire Department Connection to be within 100 feet of a fire hydrant.

   Applicant has agreed to install a new fire hydrant. See proposed new Fire Hydrant exhibit on page 6 of the updated response presentation.

3. Address Landscaping requirements per Article 22 of Zoning Ordinance. In connection therewith, the ComEd mechanical equipment is required to be landscaped per Code.

   See updated Landscape Plan on pages 27-29 and 49-51 of attached presentation.

   Furthermore, pursuant to Section 150.2250 of the Code, Applicant will provide screening mechanical equipment at grade. Final design will need to comply with ComEd regulations.

4. On sheet A4-03, can you please use the rear yard setback requirement not the request for the northern coverage analysis?

   Yes. Please see revised A4-03 on page 22 of updated presentation. Page 42 has a similar exhibit as well.

5. Lighting:

   a. There are a few locations where the foot candles exceed 0.5 at the property, which will require relief.

   Acknowledged. Please see updated photometric/lighting exhibits on pages 24-26 and 47-48 of the presentation. Based upon Code required exterior lighting on the building for egress path lighting, the foot-candle requirement at the property line is an additional item of requested relief.

   b. Applicant should highlight on the exterior lighting specification sheets that 3000K CCT is being used and also indicate the BUG rating, as appropriate. No uplight is allowed.

   Acknowledged. Exterior lighting is now specified at 3000K. Please see revised plans. Fixture types D, E, E1, & E4 have zero uplight. Fixture type E2 is a decorative pendant located under the overhang on both buildings. Fixture type E3 is a decorative wall sconce highlighting the building entrance with minimal light.

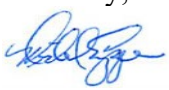
6. Engineering comments: Applicant acknowledges receipt of the Engineering memo with Plan Comments dated April 21, 2026.

   Applicant is still in discussions with City Staff regarding items 1-5 in that memo. Item 6, regarding the additional parallel, public parking spaces located on McGovern Street, has been addressed. See revised site plan on page 5 of the attached, updated presentation.

ACOSTA EZGUR, LLC
1030 West Chicago Avenue, Third Floor ■ Chicago, Illinois 60642 ■ 312-327-3350 o ■ 312-327-3315 f

We look forward to reviewing and further discussing these comments and responses in advance of our June 16th PDC meeting. Thank you.

Sincerely,



Michael Ezgur
Attorney for Applicant

CC: David Goldman, Manager of Applicant
Jeffrey Michael, Manager of Owner
SGW Architects
KLOA, Traffic Engineers
Eriksson Engineering, Civil and Landscape Engineers
Kornacki & Associates, Electrical Design

Kenig,Lindgren,O'Hara,Aboona,Inc.

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p: 847-518-9990 | f: 847-518-9987

June 5, 2026

Michael Ezgur
Acosta Ezgur, LLC
1030 W. Chicago Avenue
Chicago, IL 60642

Re: 1696 McGovern Avenue and 793 Laurel Avenue
Highland Park, Illinois

Dear Michael:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has reviewed Civiltech Engineering Inc.'s comments in their April 22, 2026 letter and offers the following responses.

1. **793 Laurel - The trip generation table (Table 1) assumes 20 housing units when 14 are proposed. Furthermore, the site traffic generation appears to be incorrectly duplicated (pages 10 and 12). Correct this error and update the trip generation accordingly.**

   The TIS has been revised. It should be noted that as the TIS for 1696 McGovern Avenue and 793 Laurel Avenue have been combined, trip generation is shown for 34 total units.

2. **793 Laurel and 1696 McGovern – For the signalized capacity analyses at Hickory & Central, the split for phase 2 should equal the split for phase 5 + phase 6. Check and correct as needed for all scenarios.**

   The capacity analysis has been revised.

3. **Civiltech concurs with the parking analyses, which state that adequate parking is included with the proposed developments.**

   Noted.

4. **Civiltech concurs with the traffic analyses which show that there will be minimal traffic impacts to the street system from the proposed developments.**

   Noted.

Sincerely,

Luay R. Aboona, PE, PTOE
Principal

# 1696 MCGOVERN AVE & 793 LAUREL AVE

## HIGHLAND PARK, ILLINOIS 60035

NEW 5-STORY 20 UNIT & 14 UNIT RESIDENTIAL,
CONDOMINIUM BUILDINGS W/ BASEMENT GARAGE

01

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| 1 | 03/17/26 | PD SUBMISSION |

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

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SUITE 1850
CHICAGO, IL 60611

Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com

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License Number: 184-001505
Expiration Date: April 30, 2027

**1696 MCGOVERN AVENUE & 793 LAUREL AVE**

**HIGHLAND PARK, ILLINOIS 60035**

TITLE SHEET

**G0-00**

| Project Data | Zoning Requirement | 1696 McGovern Ave<br>(5/15/26 Submittal) | 793 Laurel Ave<br>(5/15/26 Submittal) |
|---|---|---|---|
| Zoning District | R0 | R0 | R0 |
| Land Use | Residential | Residential | Residential |
| Lot Area (a) | > 21,780 SF | 26,892 SF | 18,915 SF |
| Density (h) | 1/871 SF of Lot Area = 31 Units | 20 | 14 |
| Height | Non-PD =51’-0” (4-Stories)<br><br>PD allows 5th story with 15’ minimum stepback per 150.520 (K) | Height from average grade (686.25'): 68'-9"<br><br>Height from first floor (692'): 63'-0"<br>40'-2" @ 4th Floor Parapet | Height from average grade (674.25'): 64'-9"<br><br>Height from first floor (676'): 63'-0"<br>40'-2" @ 4th Floor Parapet |
| Lot Coverage | 33.3% | 50.6% (13,599 SF footprint floor 1) | 52.47% (9,925 SF footprint floor 1) |
| Open Space (j) | 20.0% | 24.0% (6,460 SF) | 20.93% (3,960 SF) |
| Front Yard Build-to-zone<br>[150.2310 - Neighborhood] | Min. 5'-0" - Max 25'-0" | Along Mcgovern 10'<br>Along Laurel 10' | 10' |
| Side Yard Setback | 10'-0" | North (along interior lot line): Considered **Rear Yard due to corner lot**, 25' required, 10' provided | East (along alley): 5' + 10' (Half of Alley) = 15'<br>West (along interior lot line): 10'-2" |
| Rear Yard Setback<br>(alley) | 25'-0" or 20% of lot, whichever is less | 35'-0" + Half of Alley = 45'-0" | 26' + 10' (Half of alley) = 36' |
| Parking Spaces (d) | 2 spaces per dwelling unit | 40, 2 per unit | 27, 1.93 per unit |
| Guest Spaces | 0.1 per dwelling unit | 2, 0.1 per unit | 2, 0.14 per unit (located on adjacent site) |
| Loading Spaces | None for less than 25 units | 1 (35'x11') | 1 (35'x11') (shared with adjacent site) |
| Bike Parking | N/A | 20 spaces, interior | 14 spaces, interior |

| | | | |
|---|---|---|---|
| Build to Zone<br>(along McGovern & Laurel) | Setback (5'-0" - 25'-0")<br>Min 65% in Build to Zone | 65% | 85% |
| Transparency<br>[150.2310 - Neighborhood]<br>(along McGovern) | Min 20% at Ground Floor<br>Min 20% at Upper Floors | Ground Story = 32%<br>Upper Story = 43% | N/A |
| Transparency<br>[150.2310 - Neighborhood]<br>(along Laurel) | Min 20% at Ground Floor<br>Min 20% at Upper Floors | Ground Story = 52%<br>Upper Story = 41% | Ground Story = 41%<br>Upper Story = 45% |

| NO | DATE | ISSUE DESCRIPTION |
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**1696 MCGOVERN AVENUE & 793 LAUREL AVE**

HIGHLAND PARK, ILLINOIS 60035

PROJECT DATA

**G0-01**

# GREMLEY & BIEDERMANN

A DIVISION OF
**PLCS Corporation**
LICENSE NO. 184-005332

*PROFESSIONAL LAND SURVEYORS*

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

## Plat of Survey

LOTS 11, 12, 13 AND 14 IN BLOCK 13 IN THE CITY OF HIGHLAND PARK, ALL IN THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 8, 1869 IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.

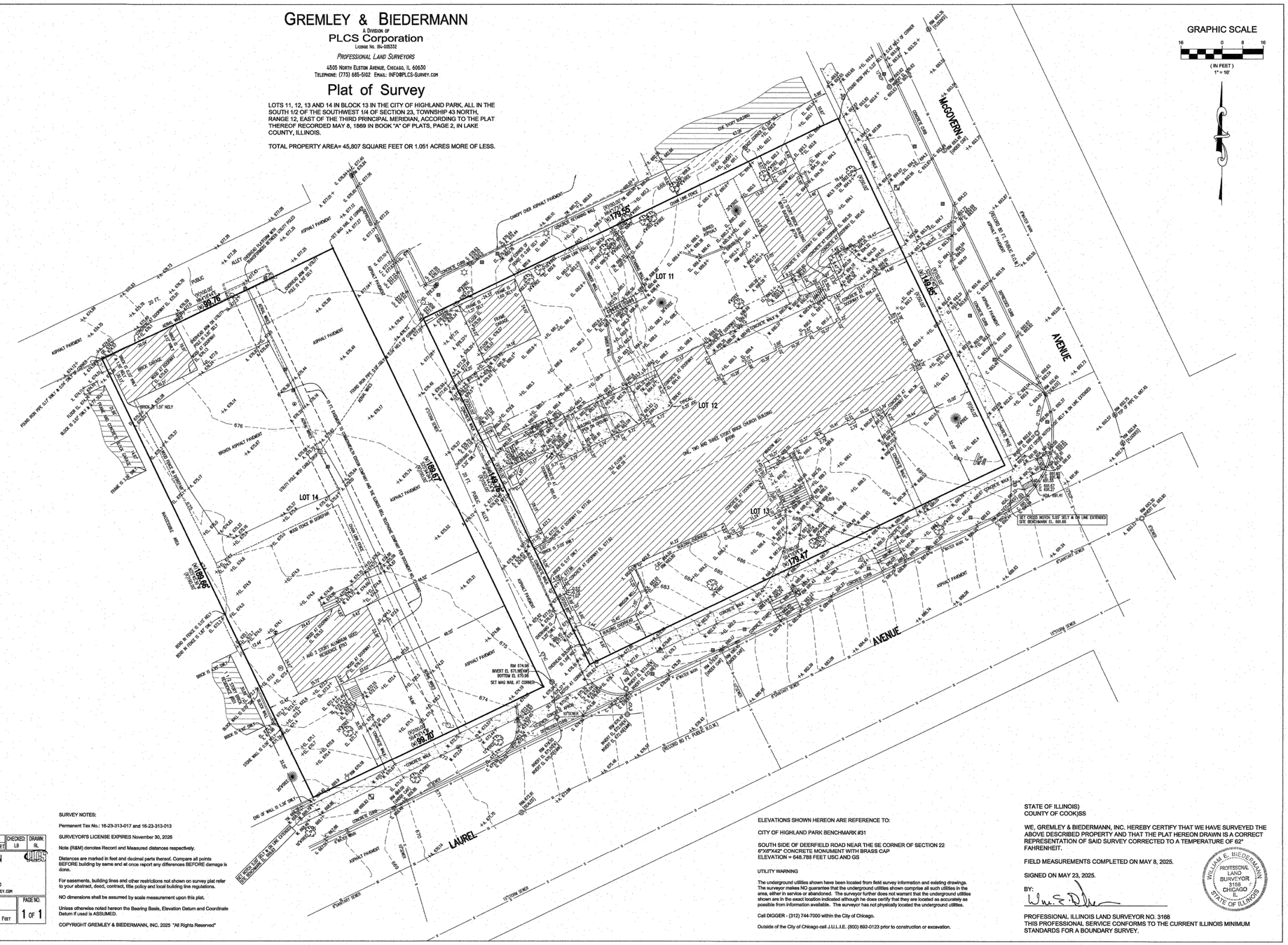
TOTAL PROPERTY AREA= 45,807 SQUARE FEET OR 1.051 ACRES MORE OF LESS.

LEGEND

- Electric Light Pole
- Electric Meter
- Utility Pole
- Gas Buffalo Box
- Gas Meter
- UTILITY Mark – Gas
- Iron Pipe
- San Clean Out
- San MH
- Storm CB
- Storm Inlet
- Tree – Deciduous
- Tree – Evergreen
- Guy Anchor
- Unclassified Manhole
- Sign Post
- Water Meter
- Water MH
- Flag Pole

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

GRAPHIC SCALE
16 0 8 16
( IN FEET )
1" = 16'




SURVEY NOTES:

Permanent Tax No.: 16-23-313-017 and 16-23-313-013

SURVEYOR'S LICENSE EXPIRES November 30, 2028

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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ELEVATIONS SHOWN HEREON ARE REFERENCE TO:

CITY OF HIGHLAND PARK BENCHMARK #31

SOUTH SIDE OF DEERFIELD ROAD NEAR THE SE CORNER OF SECTION 22
6"X6"X42" CONCRETE MONUMENT WITH BRASS CAP
ELEVATION = 648.788 FEET USC AND GS

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

STATE OF ILLINOIS)
COUNTY OF COOK)SS

WE, GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON MAY 8, 2025.

SIGNED ON MAY 23, 2025.

BY:

WILLIAM E. BIEDERMANN
PROFESSIONAL LAND SURVEYOR
3168
CHICAGO
IL
STATE OF ILLINOIS

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 3168
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

| | | |
|---|---|---|
| ORDERED BY: | STRUCTA LLC | CHECKED: LB / DRAWN: RL |
| ADDRESS: | 793 LAUREL AVENUE AND 1696-1704 McGOVERN STREET | |
| GREMLEY & BIEDERMANN, A Division of PLCS, CORPORATION. LICENSE NO. 184-005332 PROFESSIONAL LAND SURVEYORS. 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630. TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM | | |
| ORDER NO. | DATE: MAY 8, 2025 | PAGE NO. |
| 2025-32823-001 | SCALE: 1 INCH = 16 FEET | 1 OF 1 |

G:\CAD\2025\2025-32823\2025-32823-001.dwg

1 SURVEY
SCALE: NTS

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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QC BY: XX DRAWN BY: XX

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# 1696 MCGOVERN AVENUE & 793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

SURVEY AND EXISTING TOPOGRAPHY

NORTH

**A0-00**

## LOT COVERAGE PRECEDENT PERCENTAGE & BUILDING HEIGHT MAP

1. 1696 MCGOVERN AVE.
   APX. HEIGHT: 63'
   LOT: 27,000 SF
   BUILDING AREA: 14,604 SF
   **50.3% LOT COVERAGE**

2. 1650 2ND STREET
   APX. HEIGHT: 65'
   LOT: 24,500 SF
   BUILDING AREA: 11,963 SF
   **48.8% LOT COVERAGE**

3. 1601 GREEN BAY RD
   APX. HEIGHT: 65'
   LOT: 41,997 SF
   BUILDING AREA: 18,100 SF
   **43% LOT COVERAGE**

4. 650 WALNUT STREET
   APX. HEIGHT: 52'
   LOT: 40,914 SF
   BUILDING AREA: 20,047 SF
   **49% LOT COVERAGE**

5. 1560 OAKWOOD AVENUE
   4 STORIES
   LOT: 43,542 SF
   BUILDING AREA: 19,506 SF
   **44.5% LOT COVERAGE**

6. 650 LAUREL AVENUE
   APX. HEIGHT: 52'
   & 1700 2ND STREET
   LOT: 66,944 SF
   BUILDING AREA: 30,532 SF
   **45.6% LOT COVERAGE**

7. 760 CENTRAL AVENUE
   6 STORIES
   LOT: 44,892 SF
   BUILDING AREA: 22,272 SF
   **49.6% LOT COVERAGE**

8. 815 LAUREL AVENUE
   4 STORIES
   LOT: 19,250 SF
   BUILDING AREA: 10,000 SF
   **52% LOT COVERAGE**

9. 833 LAUREL AVENUE
   4 STORIES
   LOT: 19,000 SF
   BUILDING AREA: 9,880 SF
   **52% LOT COVERAGE**

10. 1850 GREEN BAY ROAD
    6 STORIES
    LOT: 107,084 SF
    BUILDING AREA: 53,804 SF
    **50.2% LOT COVERAGE**

11. 650 ELM PLACE
    5 STORIES
    LOT: 46,880 SF
    BUILDING AREA: 37,231 SF
    **79% LOT COVERAGE**

12. 2020 ST JOHNS AVE
    5 STORIES

13. 2021 ST JOHNS AVE
    5 STORIES

14. 1950 SHERIDAN RD
    APX. HEIGHT: 52'
    5 STORIES

15. 1850 2ND ST
    4 STORIES

16. 1849 GREENBAY RD
    4 STORIES

17. 678 CENTRAL AVE
    APPROVED 4 STORIES

18. 832 LAUREL AVE
    APX. HEIGHT: 52'
    APPROVED 4 STORIES

19. 1655 MCGOVERN AVE
    4 STORIES

20. 1688 GREEN BAY RD
    4 STORIES

21. 1600 GREEN BAY RD
    4 STORIES

22. 800 DEERFIELD RD
    4 STORIES

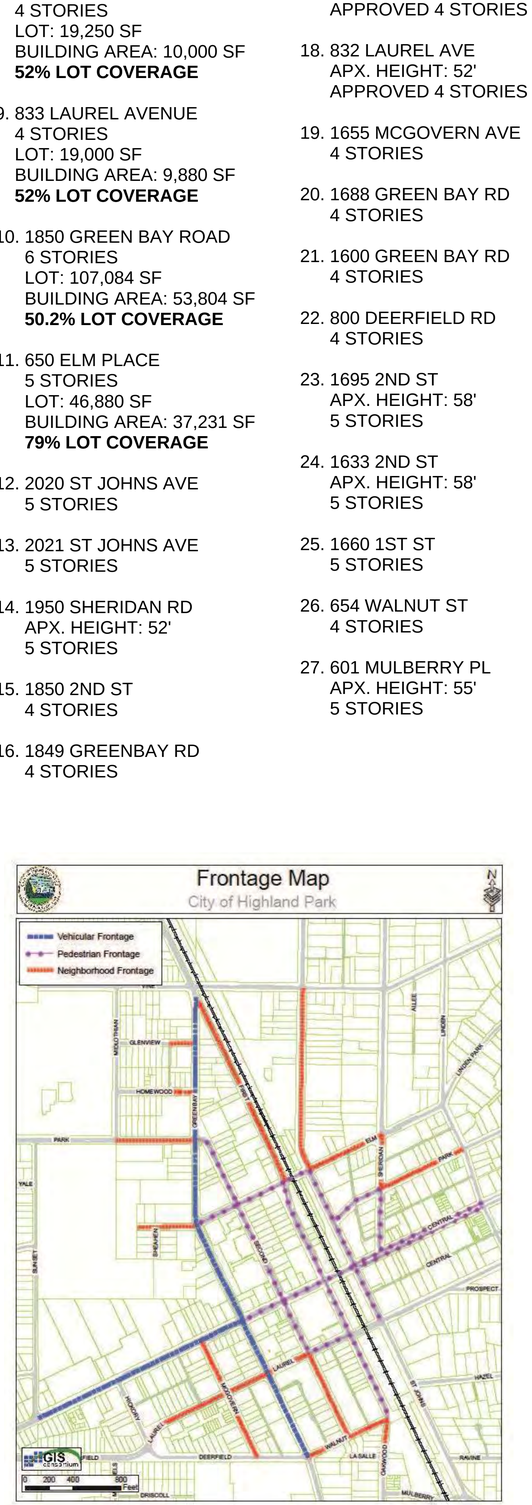
23. 1695 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

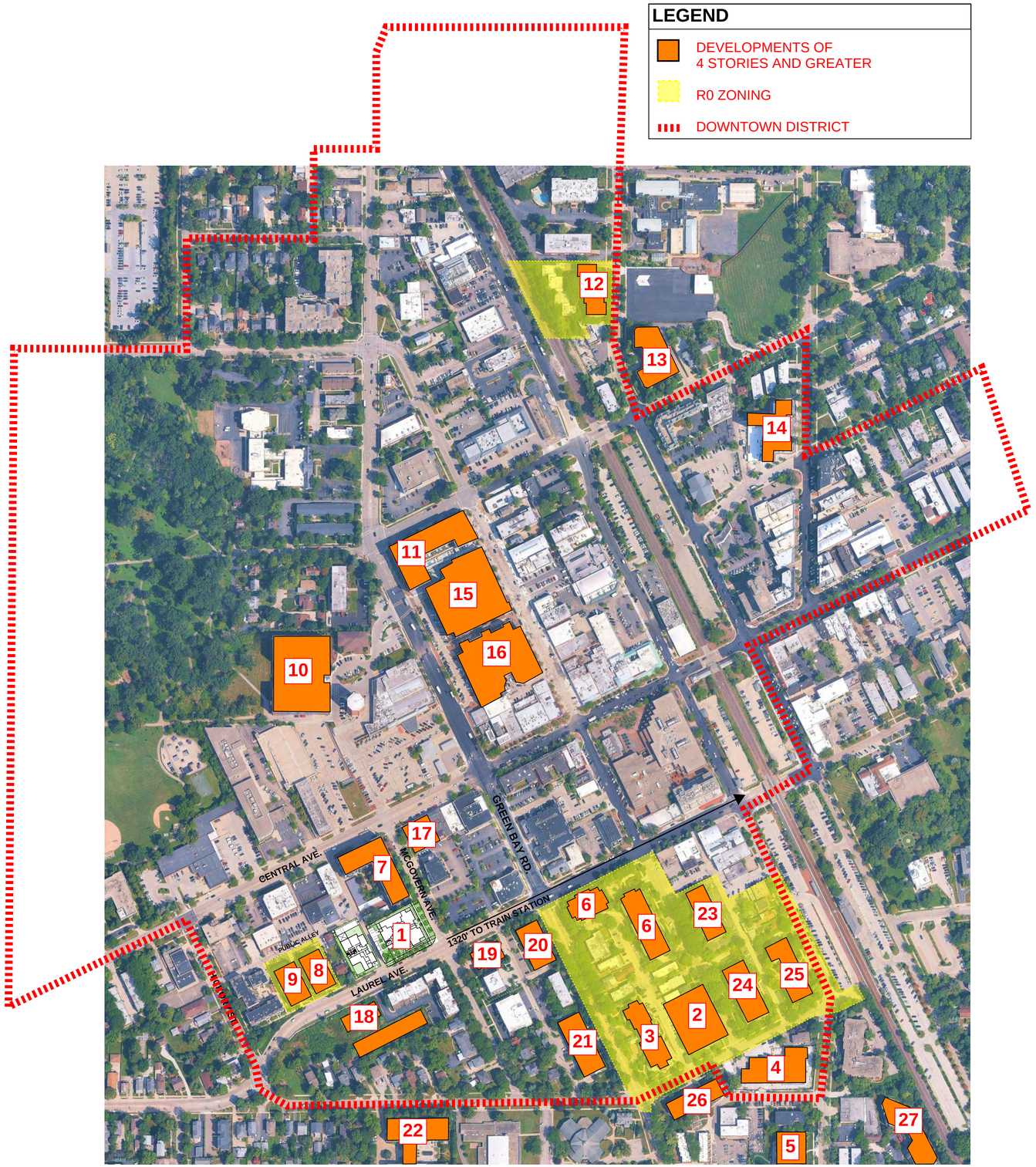
24. 1633 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

25. 1660 1ST ST
    5 STORIES

26. 654 WALNUT ST
    4 STORIES

27. 601 MULBERRY PL
    APX. HEIGHT: 55'
    5 STORIES




1 SURROUNDING CONDITIONS AND DOWNTOWN CONTEXT
SCALE: 1" = 200'

0 50' 100' 200' 400'
SCALE: 1" = 200'

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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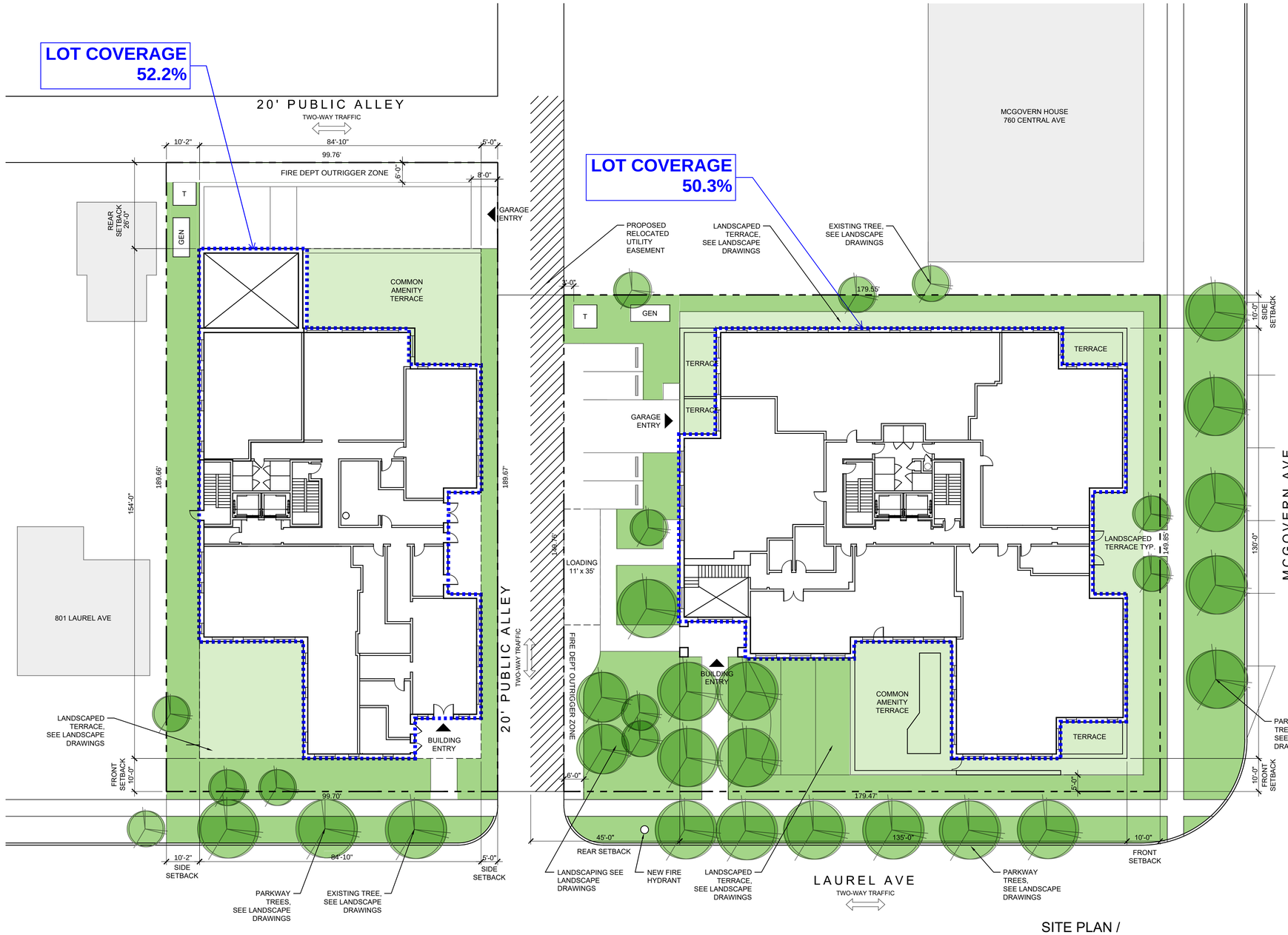
**1696 MCGOVERN AVENUE & 793 LAUREL AVE**

HIGHLAND PARK, ILLINOIS 60035

SITE INVENTORY

NORTH

**A0-01**




1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
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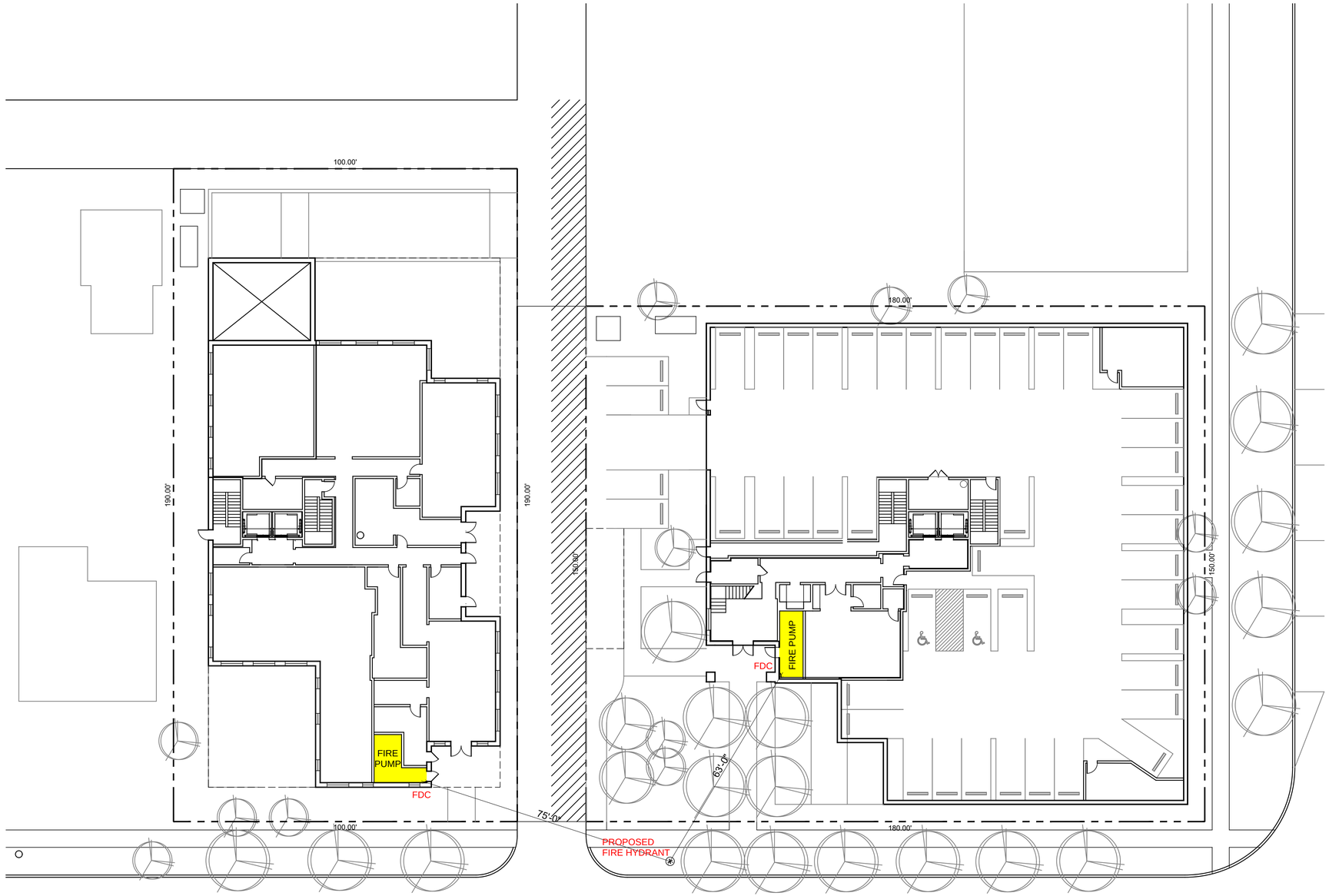
HIGHLAND PARK, ILLINOIS 60035

SITE PLAN

NORTH

A0-02A




1 SITE PLAN / BASEMENT PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

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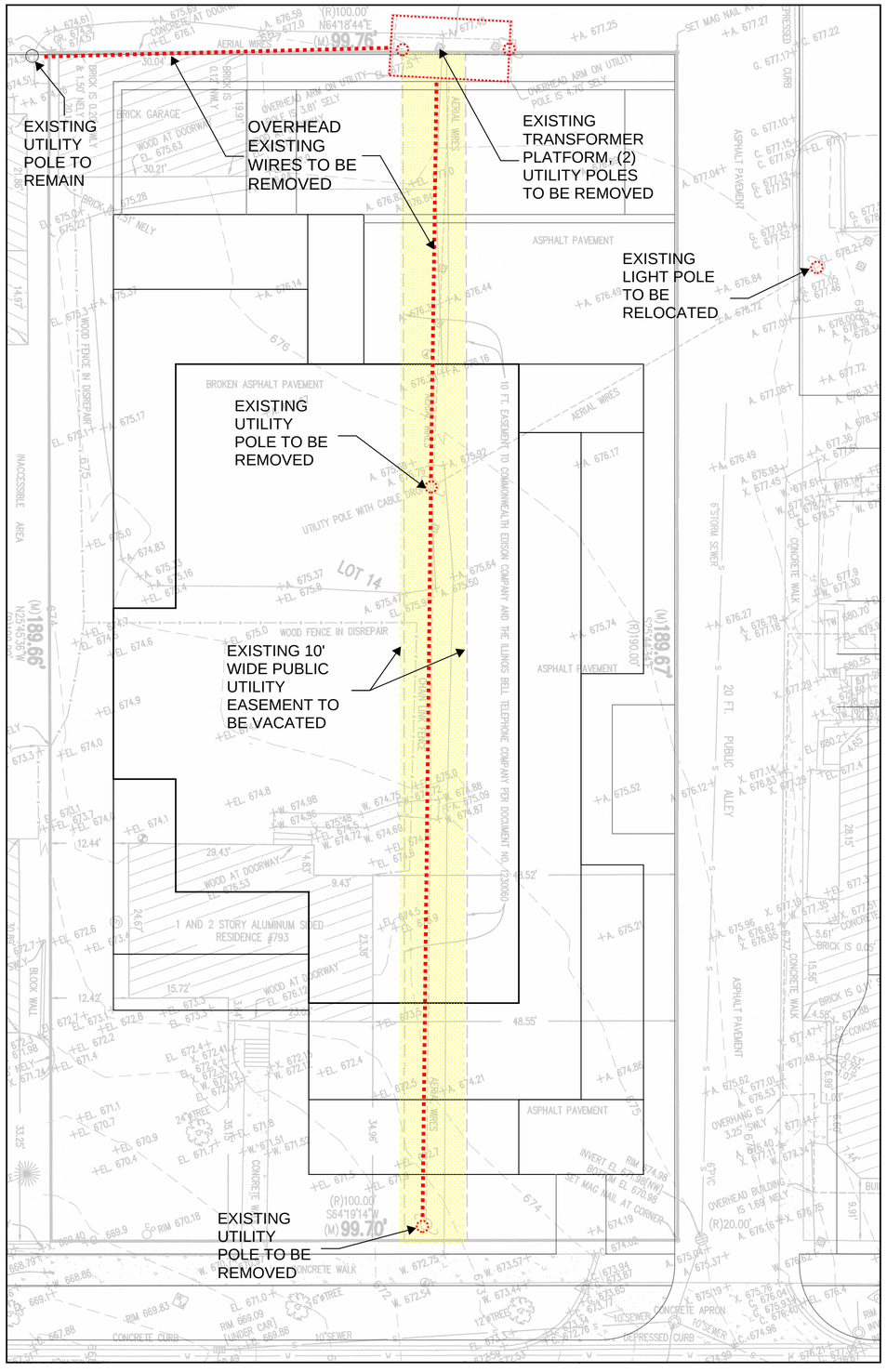
**HIGHLAND PARK, ILLINOIS 60035**

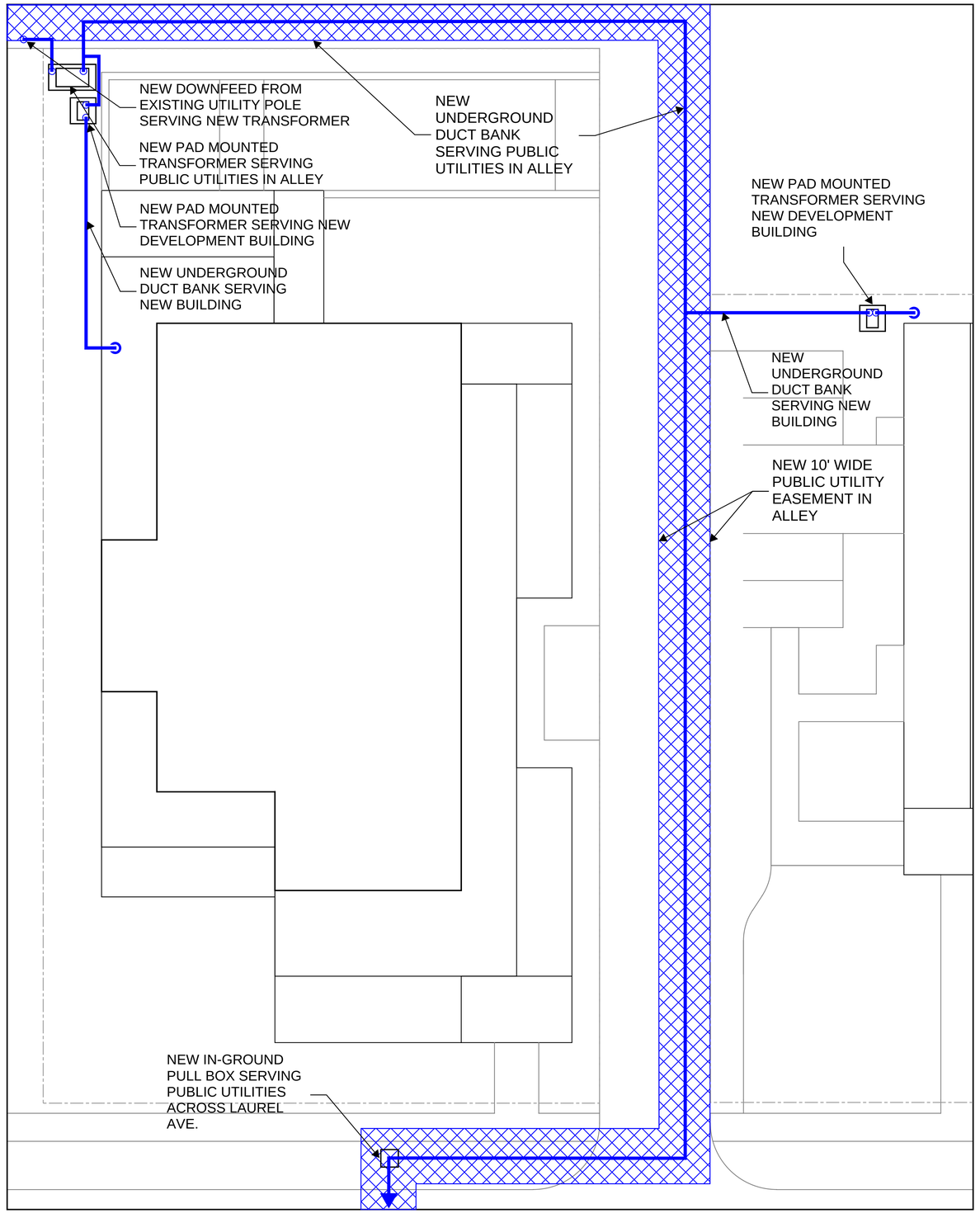
SITE PLAN

NORTH

**A0-02B**




2 SITE ELECTRIC UTILITY DEMOLITION PLAN
SCALE: NTS




1 SITE ELECTRIC UTILITY RELOCATION PLAN
SCALE: NTS

0 50' 100' 200' 400'
SCALE: 1" = 200'

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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# 1696 MCGOVERN AVENUE & 793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

PROPOSED UTILITY RELOCATION

NORTH

A0-03

# 1696 MCGOVERN AVE BUILDING SPECIFIC DOCUMENTS

## HIGHLAND PARK, ILLINOIS  60035

08

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| 1 | 03/17/26 | PD SUBMISSION |

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P.M.: XX
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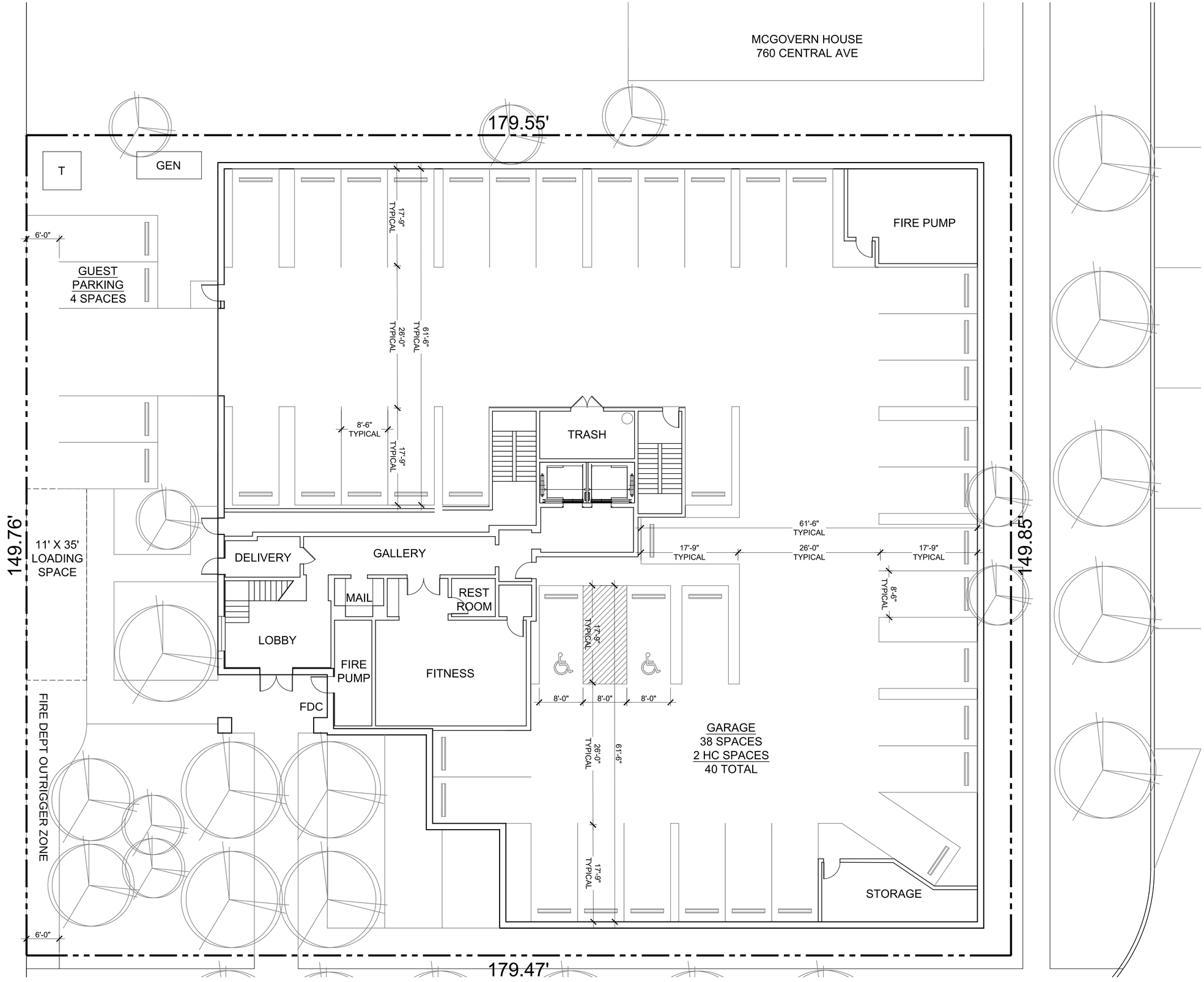
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

TITLE SHEET

**A1-00**




1 BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

09

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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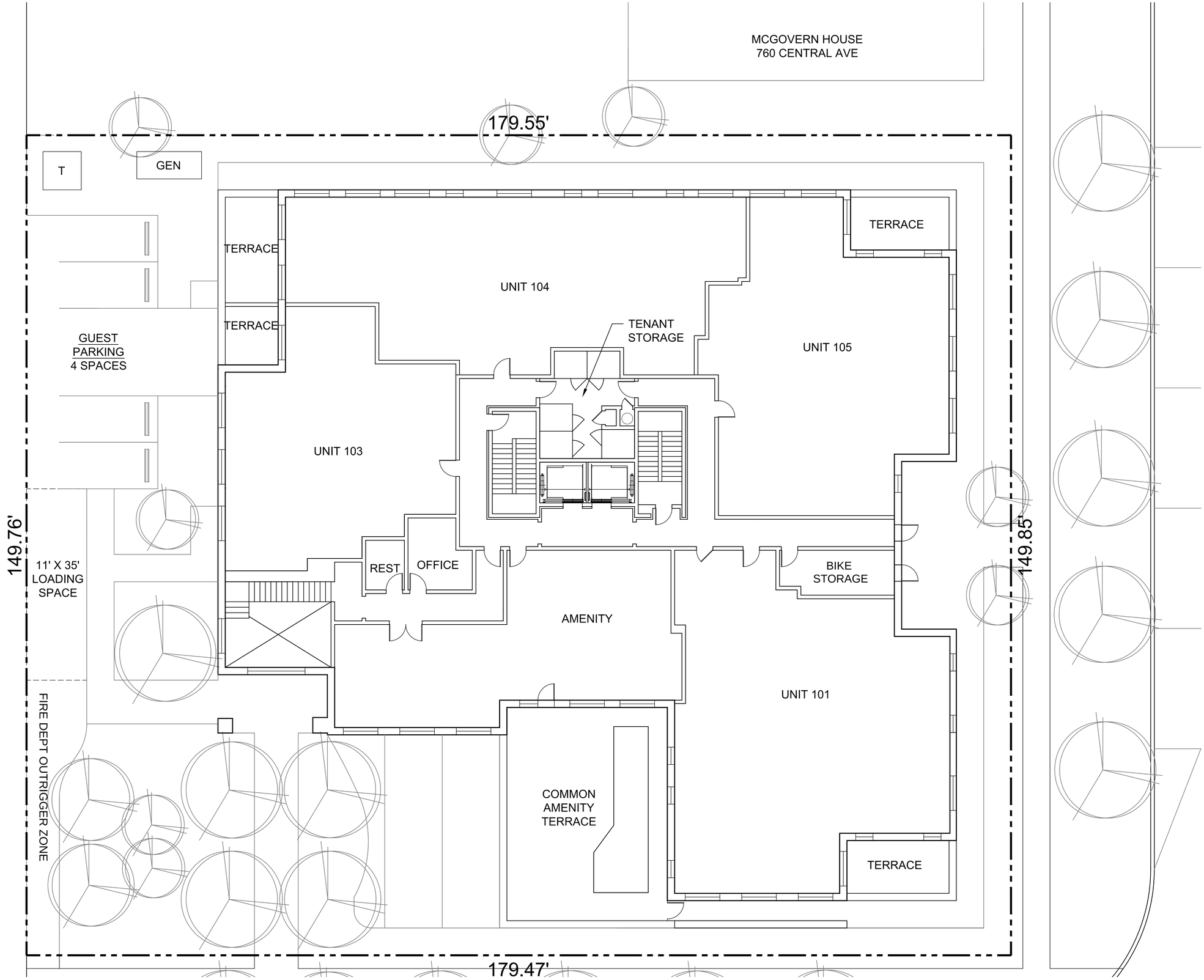
**1696 MCGOVERN AVENUE & 793 LAUREL AVE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

A1-01




1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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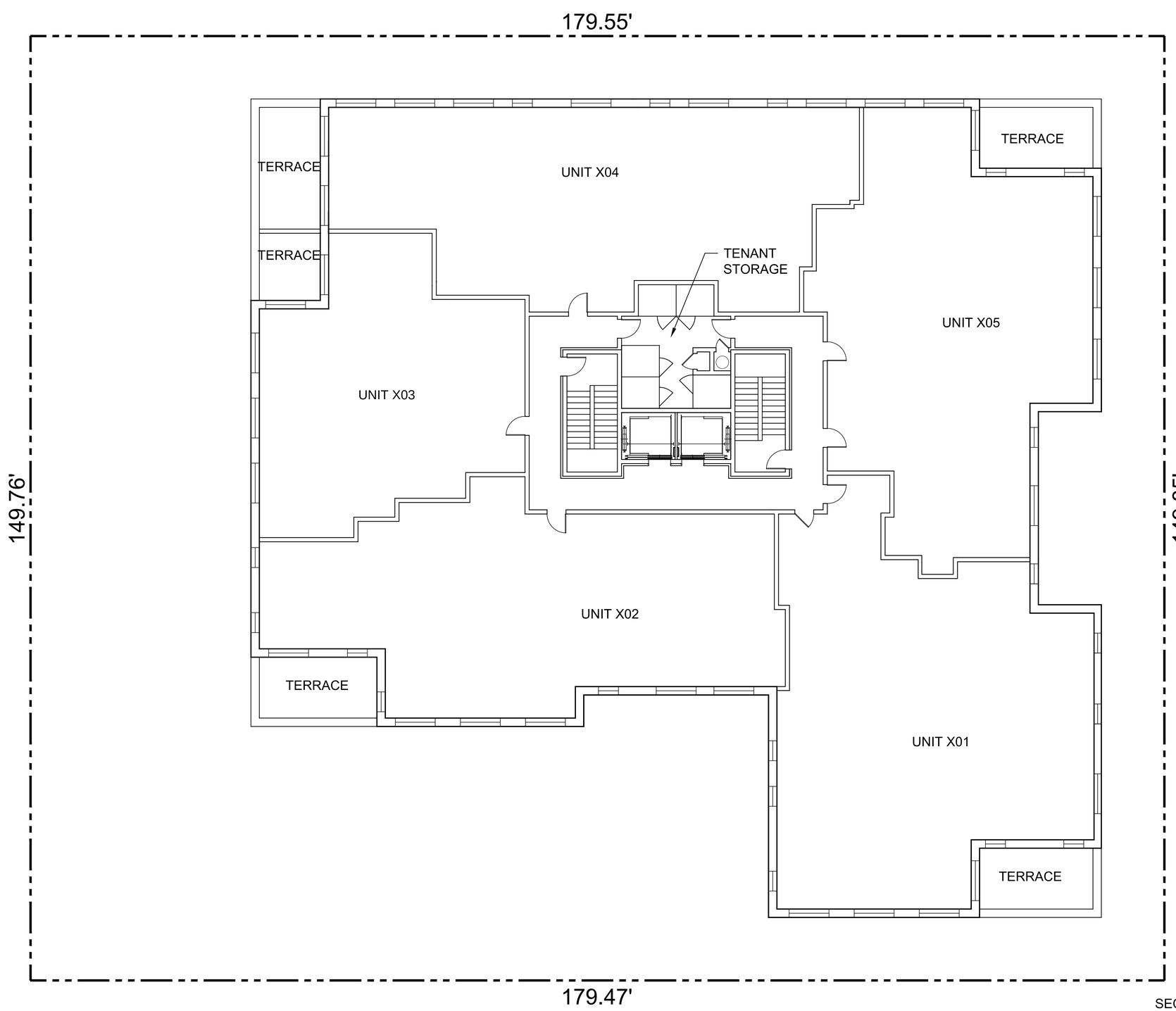
**1696 MCGOVERN AVENUE & 793 LAUREL AVE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

A1-02




1 SECOND AND THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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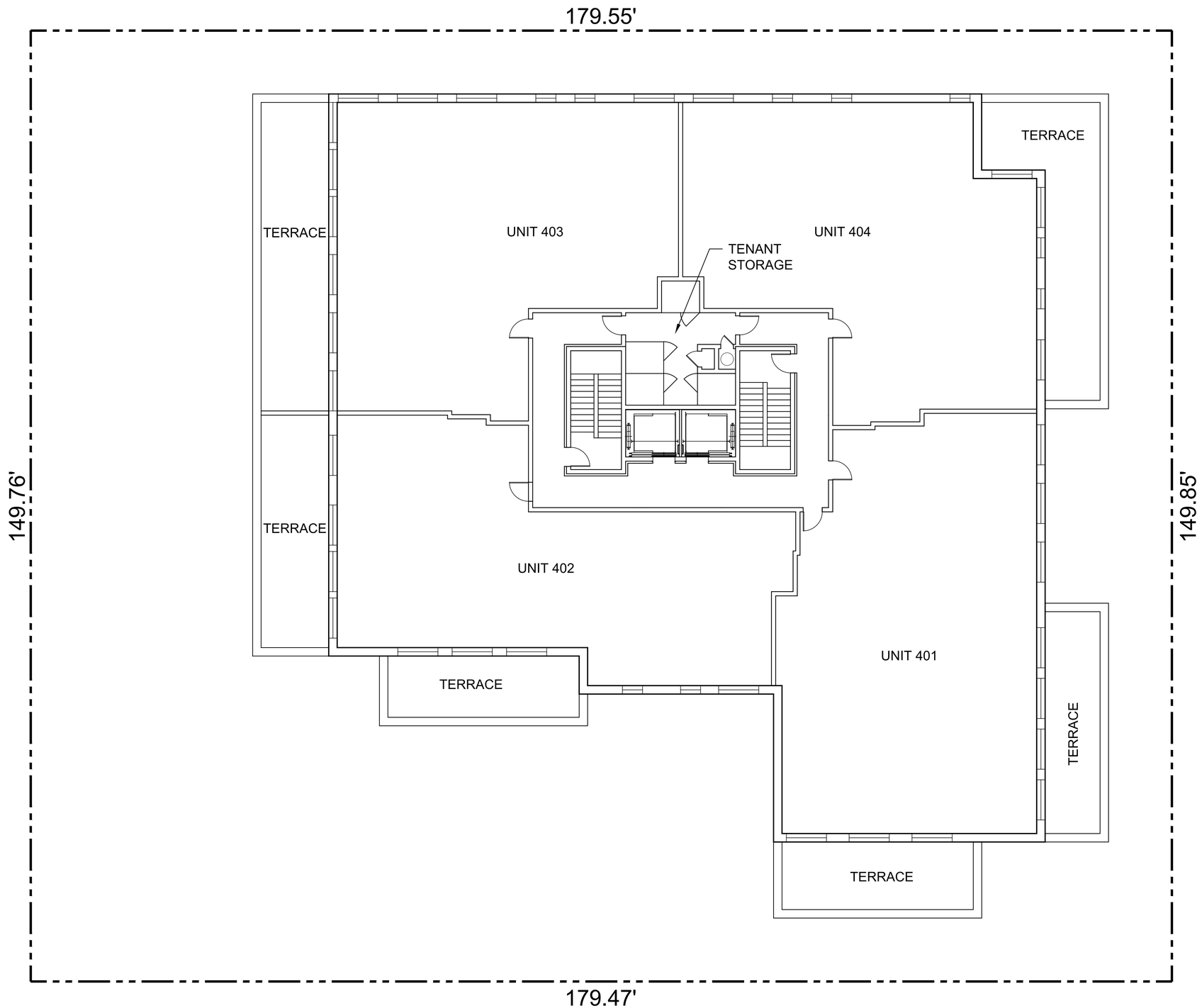
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A1-03**




1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
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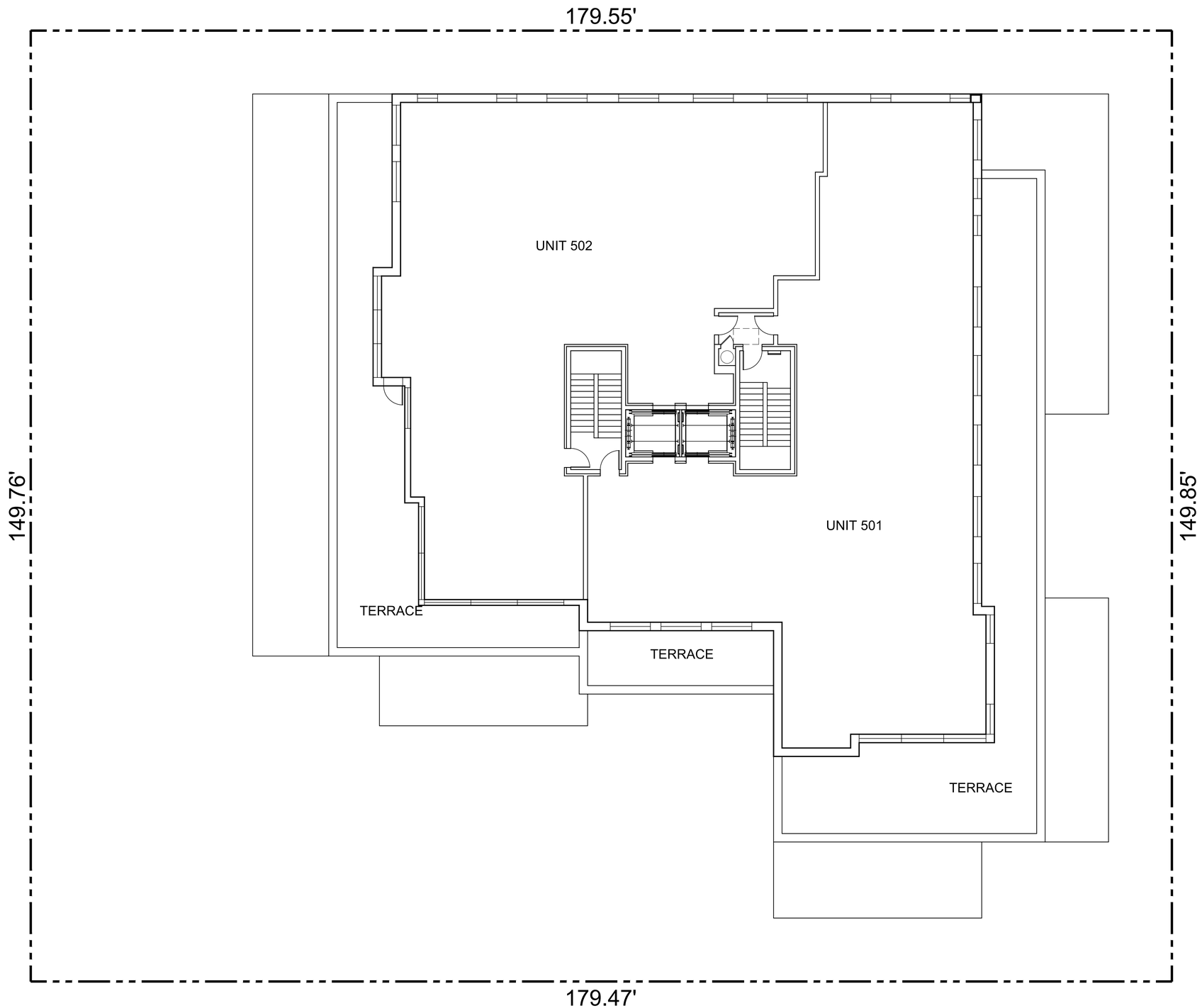
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A1-04**




1 FIFTH FLOOR PLAN
SCALE: 1/8" = 1'-0"



0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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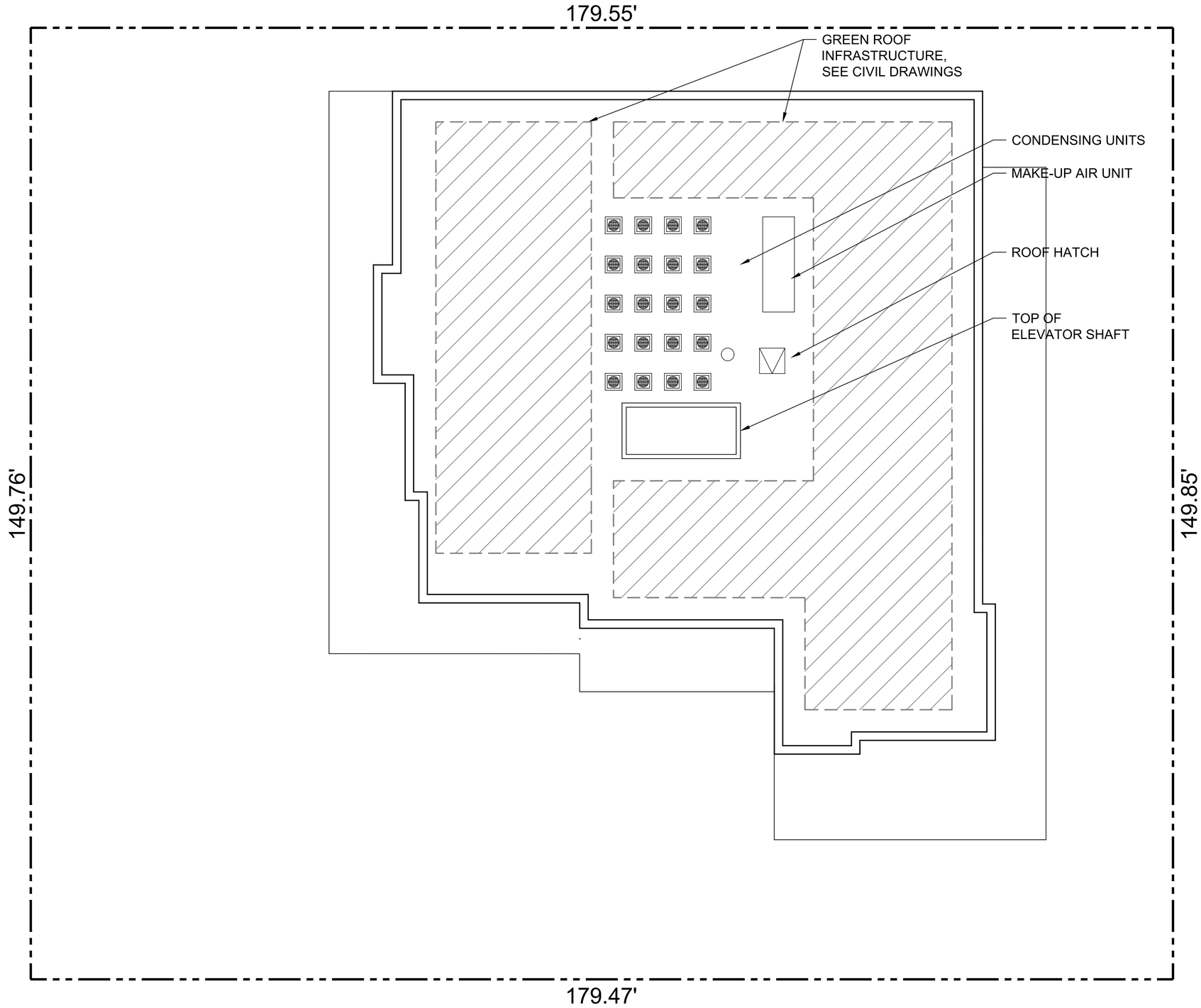
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A1-05**




1 ROOF PLAN
SCALE: 1/8" = 1'-0"



0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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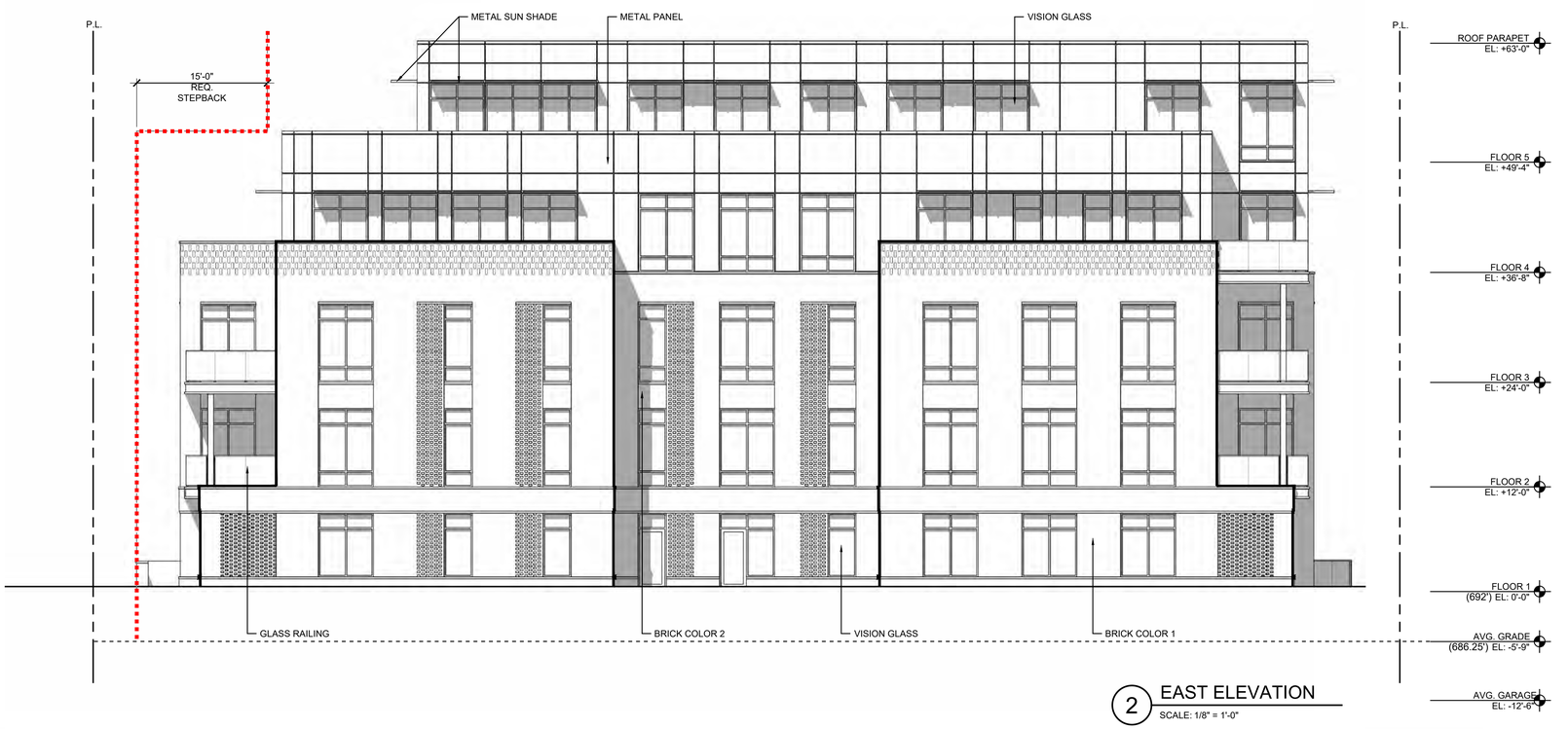
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

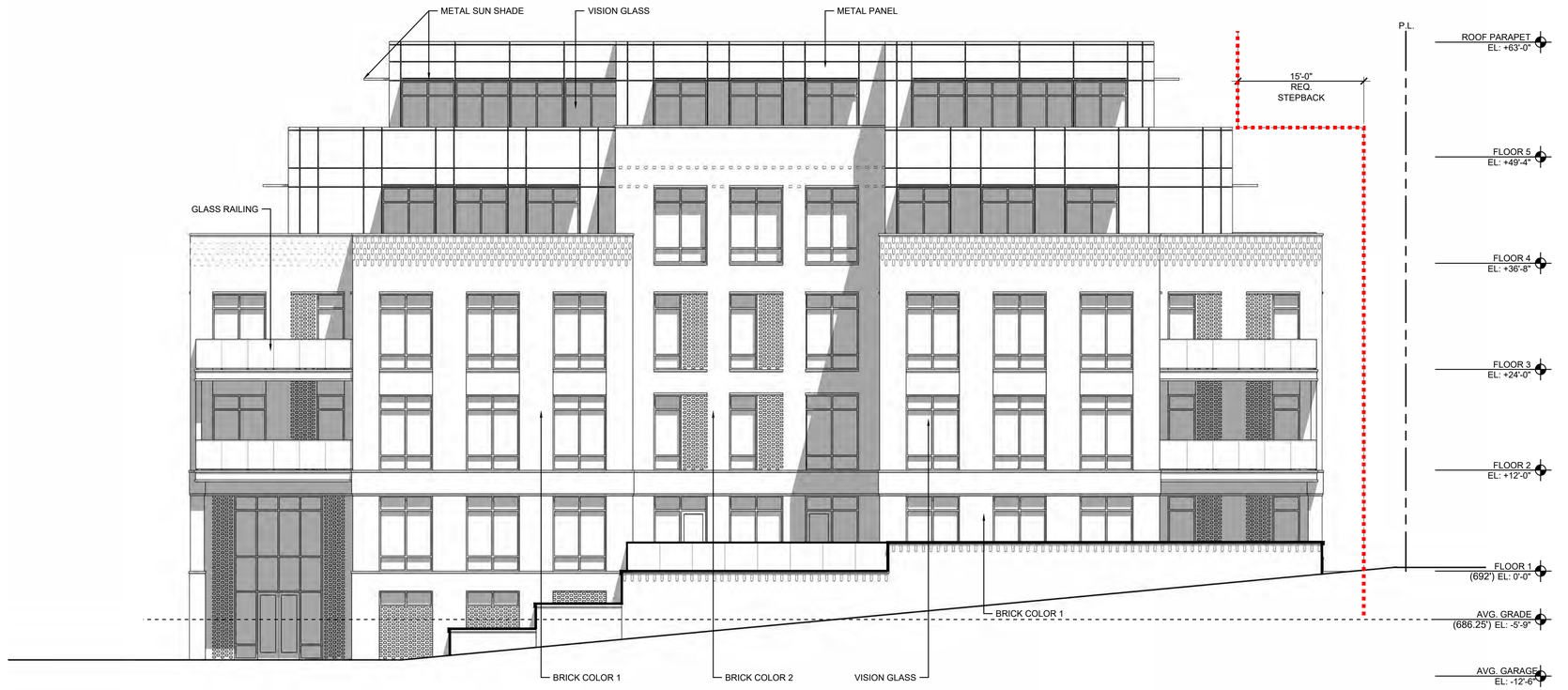
ROOF PLAN

NORTH

**A1-06**




2 EAST ELEVATION
SCALE: 1/8" = 1'-0"




1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| | | |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
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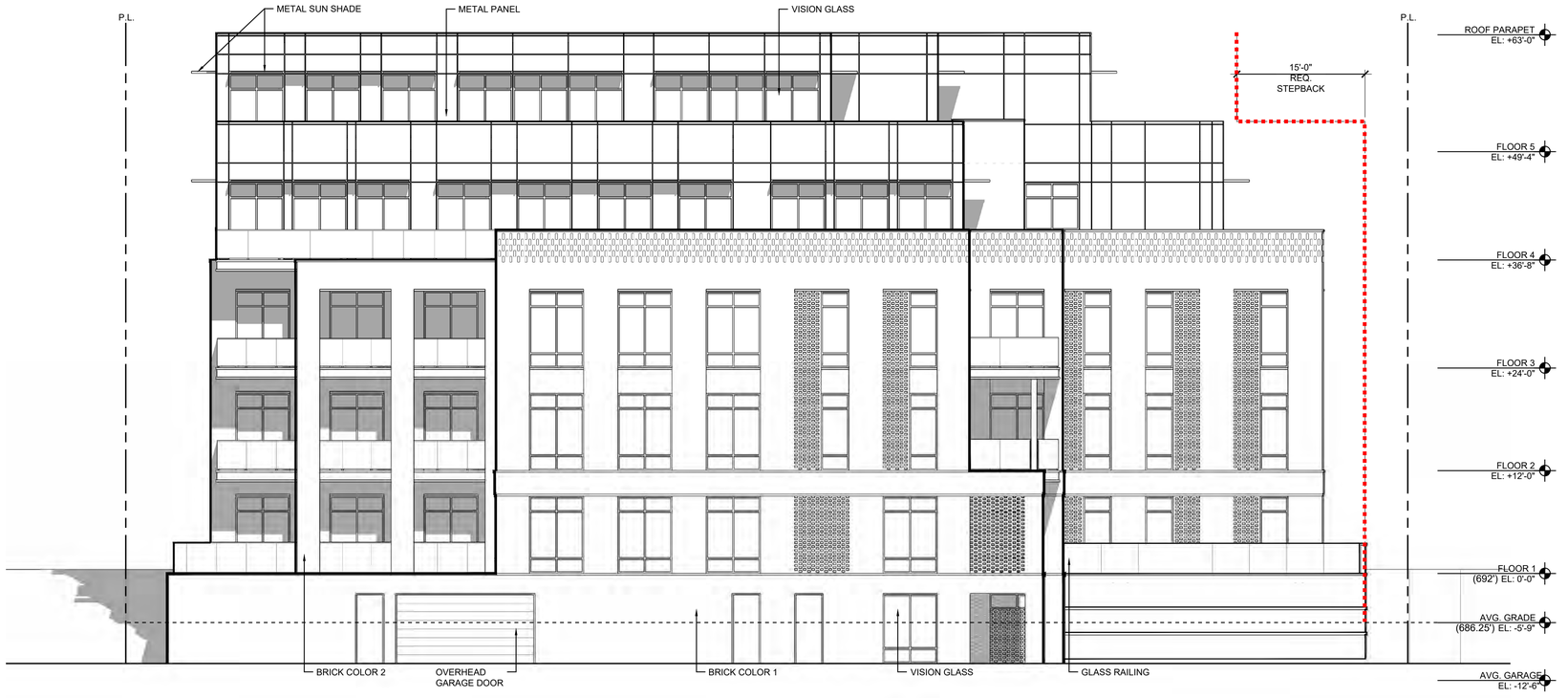
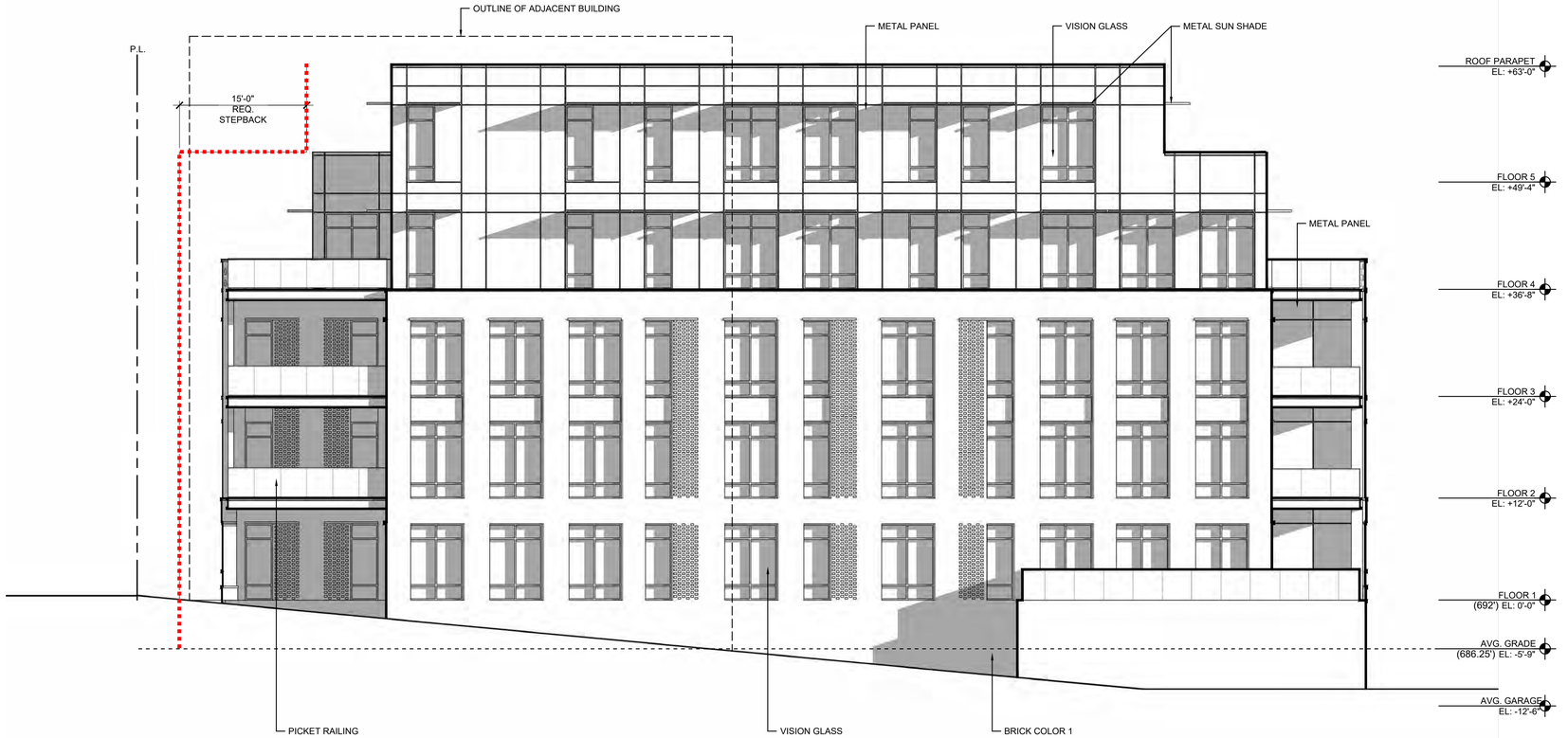
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ELEVATIONS

**A2-01**

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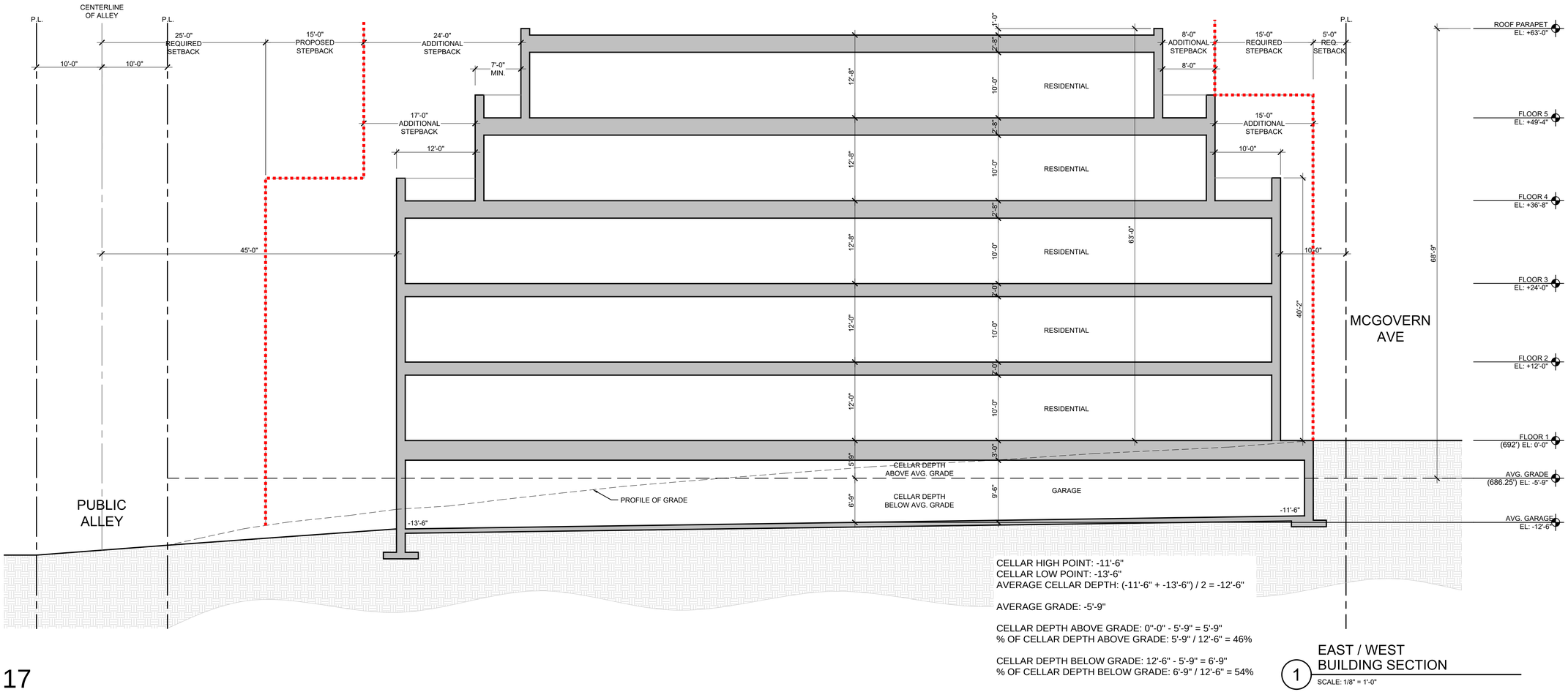
ELEVATIONS

**A2-02**




CELLAR HIGH POINT: -11'-6"
CELLAR LOW POINT: -13'-6"
AVERAGE CELLAR DEPTH: (-11'-6" + -13'-6") / 2 = -12'-6"

AVERAGE GRADE: -5'-9"

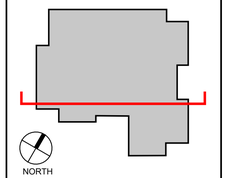
CELLAR DEPTH ABOVE GRADE: 0"-0" - 5'-9" = 5'-9"
% OF CELLAR DEPTH ABOVE GRADE: 5'-9" / 12'-6" = 46%

CELLAR DEPTH BELOW GRADE: 12'-6" - 5'-9" = 6'-9"
% OF CELLAR DEPTH BELOW GRADE: 6'-9" / 12'-6" = 54%

1 EAST / WEST BUILDING SECTION
SCALE: 1/8" = 1'-0"



0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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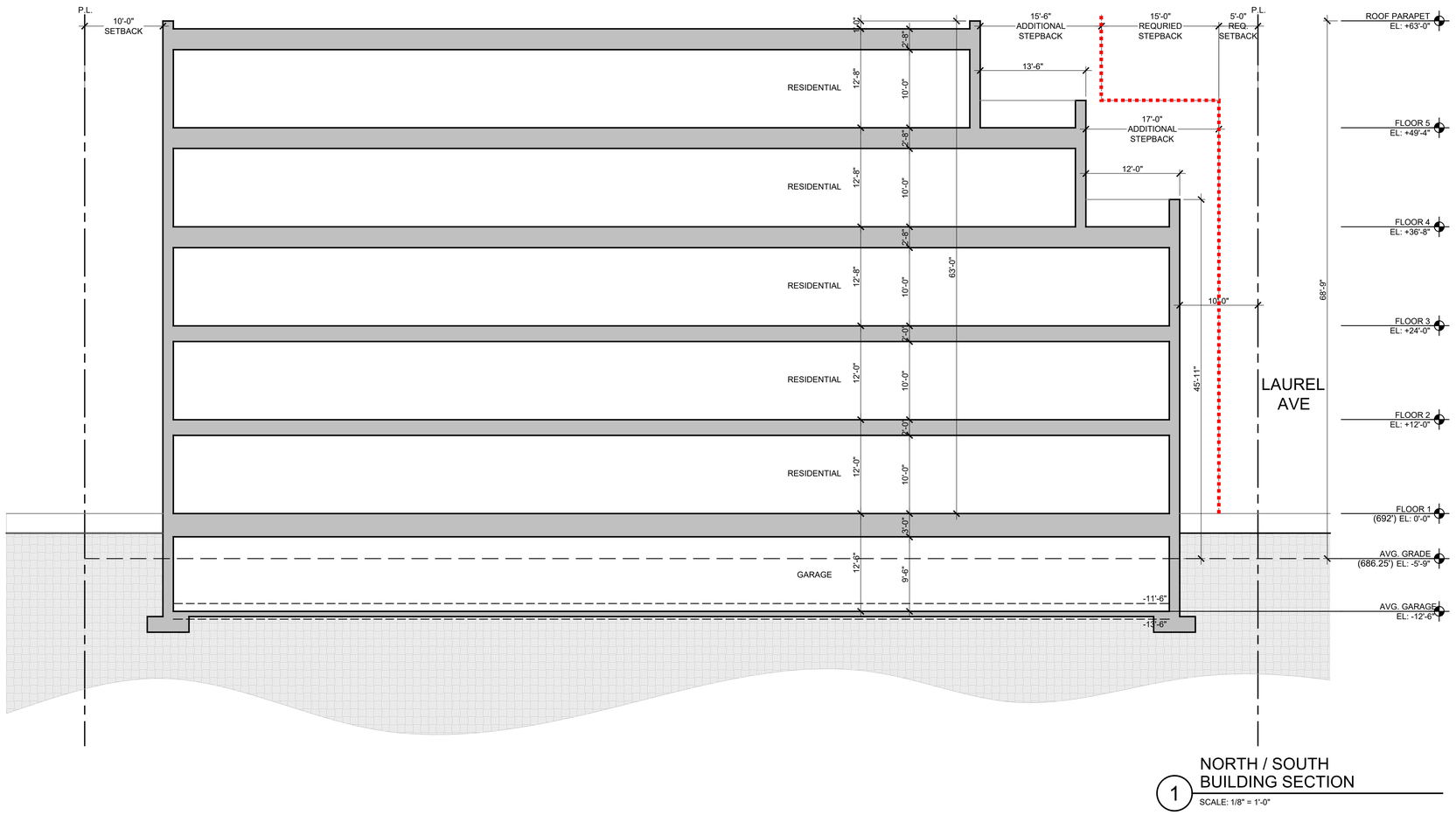
**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

BUILDING SECTION

**A3-01A**

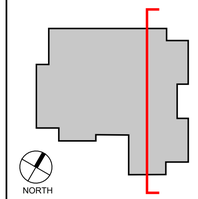



1 NORTH / SOUTH BUILDING SECTION

SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

SCALE: 1/8" = 1'-0"

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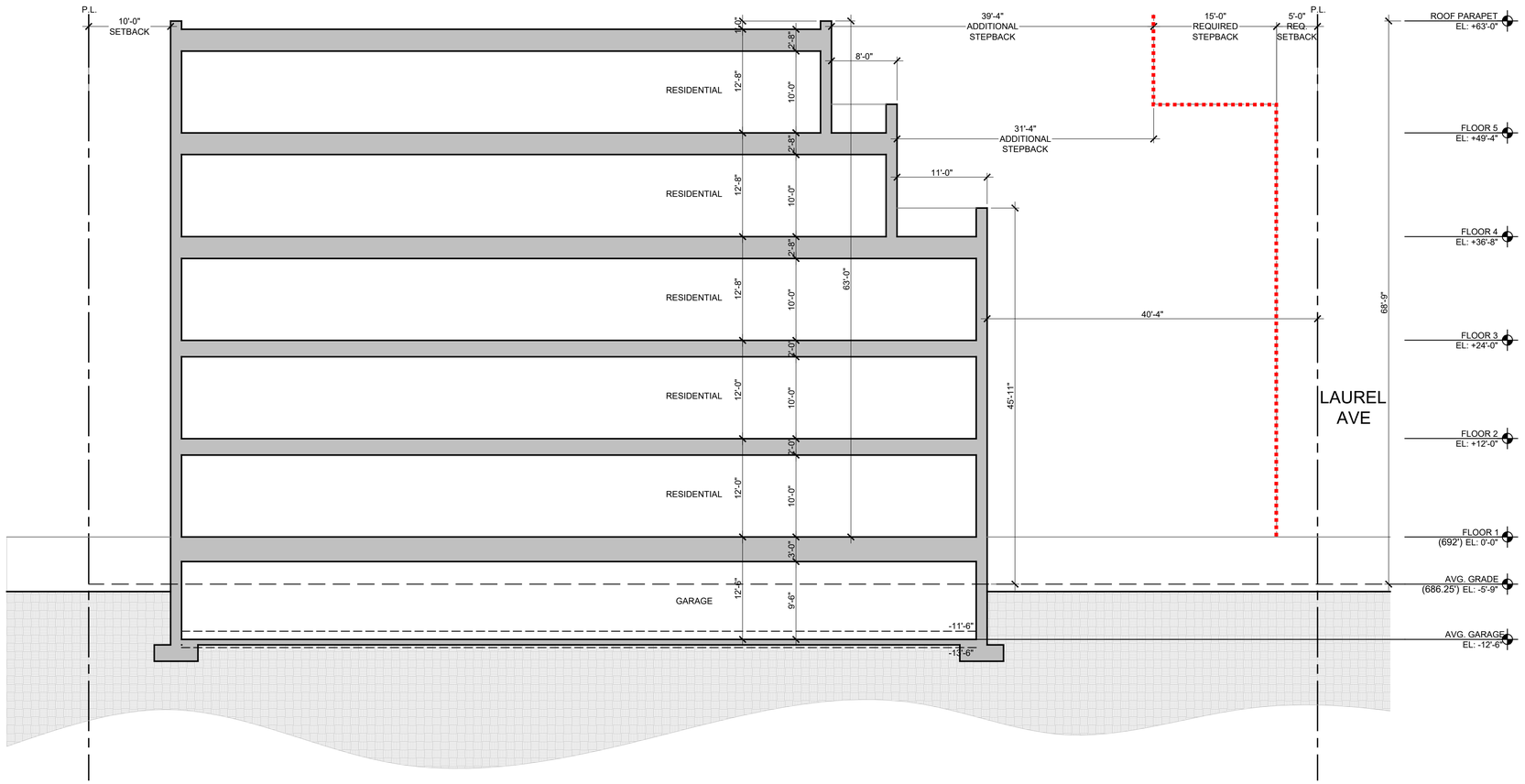
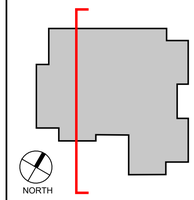
BUILDING SECTION

**A3-01B**




1 NORTH / SOUTH BUILDING SECTION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"




| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| 1 | 03/17/26 | PD SUBMISSION |

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611

Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com

PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

BUILDING SECTION

**A3-01C**

## EAST BUILDING UNIT AREA DATA

| | Unit # | Unit Area |
|---|---|---|
| **Basement** | | |
| | | |
| **Floor 1** | | |
| | 101 | 2,800 |
| | 103 | 1,600 |
| | 104 | 2,450 |
| | 105 | 2,250 |
| | 4 | 9,100 |
| **Floor 2** | | |
| | 201 | 2,850 |
| | 202 | 2,500 |
| | 203 | 1,600 |
| | 204 | 2,450 |
| | 205 | 2,550 |
| | 5 | 11,950 |
| **Floor 3** | | |
| | 301 | 2,850 |
| | 302 | 2,500 |
| | 303 | 1,600 |
| | 304 | 2,450 |
| | 305 | 2,550 |
| | 5 | 11,950 |
| **Floor 4** | | |
| | 401 | 2,700 |
| | 402 | 2,250 |
| | 403 | 2,400 |
| | 404 | 2,400 |
| | 4 | 9,750 |
| **Floor 5** | | |
| | 501 | 3,600 |
| | 502 | 3,450 |
| | 2 | 7,050 |
| **Building total** | 20 | 49,800 |



| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

UNIT AREA DATA

NORTH

**A4-01**

## LEGEND

- Electric Light Pole
- Electric Meter
- Utility Pole
- Gas Buffalo Box
- Gas Meter
- UTILITY Mark – Gas
- Iron Pipe
- San Clean Out
- San MH
- Storm CB
- Storm Inlet
- Tree – Deciduous
- Tree – Evergreen
- Guy Anchor
- Unclassified Manhole
- Sign Post
- Water Meter
- Water MH
- Flag Pole

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
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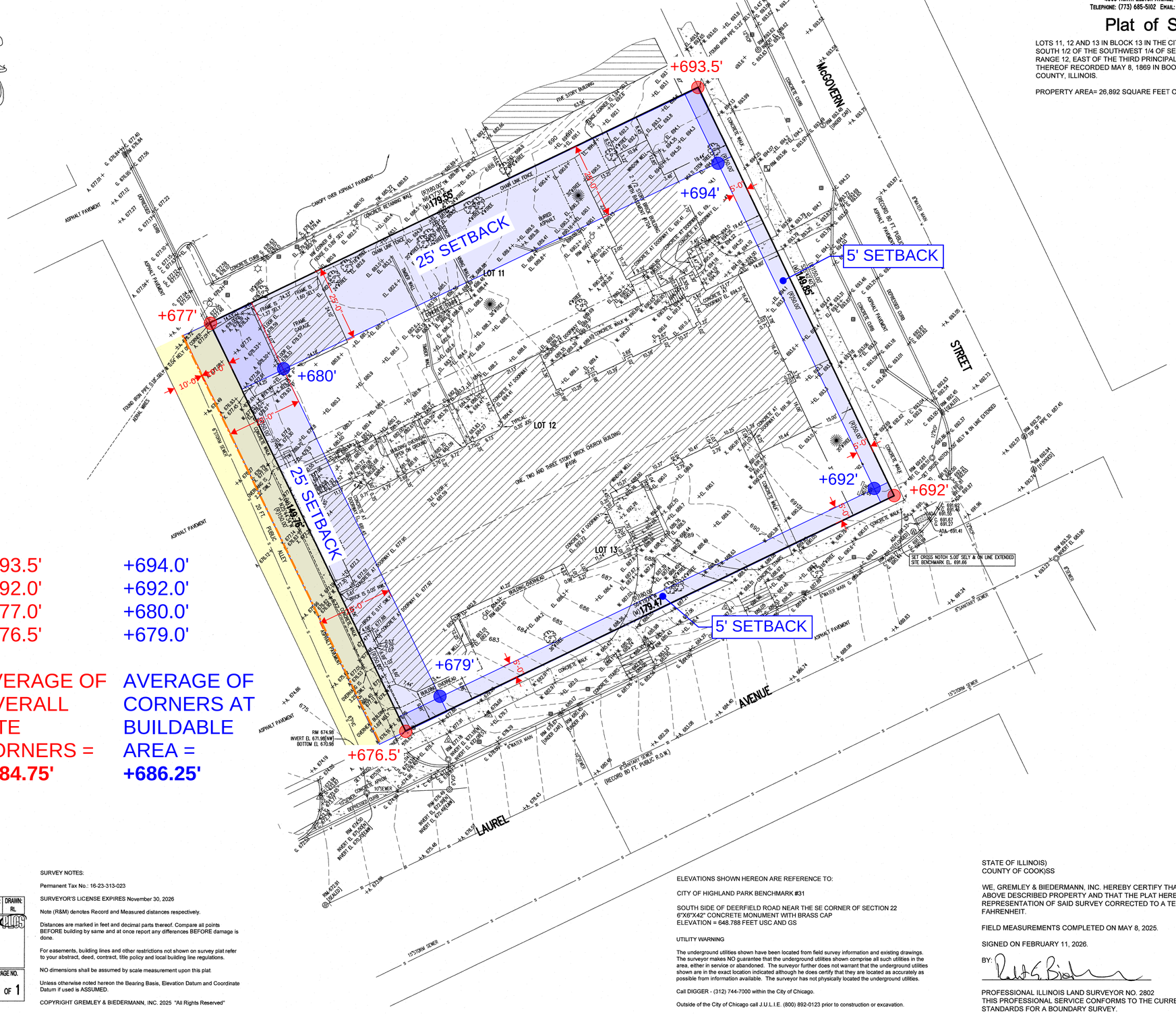
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

GRAPHIC SCALE

16 0 8 16
( IN FEET )
1" = 16'




| | |
|---|---|
| +693.5' | +694.0' |
| +692.0' | +692.0' |
| +677.0' | +680.0' |
| +676.5' | +679.0' |
| AVERAGE OF OVERALL SITE CORNERS = **+684.75'** | AVERAGE OF CORNERS AT BUILDABLE AREA = **+686.25'** |

| | |
|---|---|
| ORDERED BY: | STRUCTA LLC |
| ADDRESS: | 1696-1704 McGOVERN STREET |
| CHECKED: | LB |
| DRAWN: | RL |

GREMLEY & BIEDERMANN
A Division of PLCS, Corporation
License No. 184-005532
PROFESSIONAL LAND SURVEYORS
4505 North Elston Avenue, Chicago, IL 60630
Telephone: (773) 685-5102 Email: INFO@PLCS-SURVEY.COM

| ORDER NO. | DATE: | PAGE NO. |
|---|---|---|
| 2026-33479-001 | FEBRUARY 11, 2026 | 1 OF 1 |
| | SCALE: 1 INCH = 16 FEET | |

G:\CAD\2025\2025-32823\2026-33479-001.dwg

SURVEY NOTES:

Permanent Tax No.: 16-23-313-023

SURVEYOR'S LICENSE EXPIRES November 30, 2026

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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ELEVATIONS SHOWN HEREON ARE REFERENCE TO:

CITY OF HIGHLAND PARK BENCHMARK #31

SOUTH SIDE OF DEERFIELD ROAD NEAR THE SE CORNER OF SECTION 22
6"X6"X42" CONCRETE MONUMENT WITH BRASS CAP
ELEVATION = 648.788 FEET USC AND GS

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

STATE OF ILLINOIS)
COUNTY OF COOK)SS

WE, GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON MAY 8, 2025.

SIGNED ON FEBRUARY 11, 2026.

BY: _____

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



# GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation
LICENSE NO. 184-005532

*PROFESSIONAL LAND SURVEYORS*

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

# Plat of Survey

LOTS 11, 12 AND 13 IN BLOCK 13 IN THE CITY OF HIGHLAND PARK, ALL IN THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 8, 1869 IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.

PROPERTY AREA= 26,892 SQUARE FEET OR 0.617 ACRES MORE OF LESS.

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |

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PRINCIPAL: XX P.M.: XX
QC BY: XX DRAWN BY: XX

SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgvarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

AVERAGE GRADE CALCULATION

NORTH

**A4-02**

NORTH REAR YARD
TOTAL REAR YARD AREA:
**4500 SF**

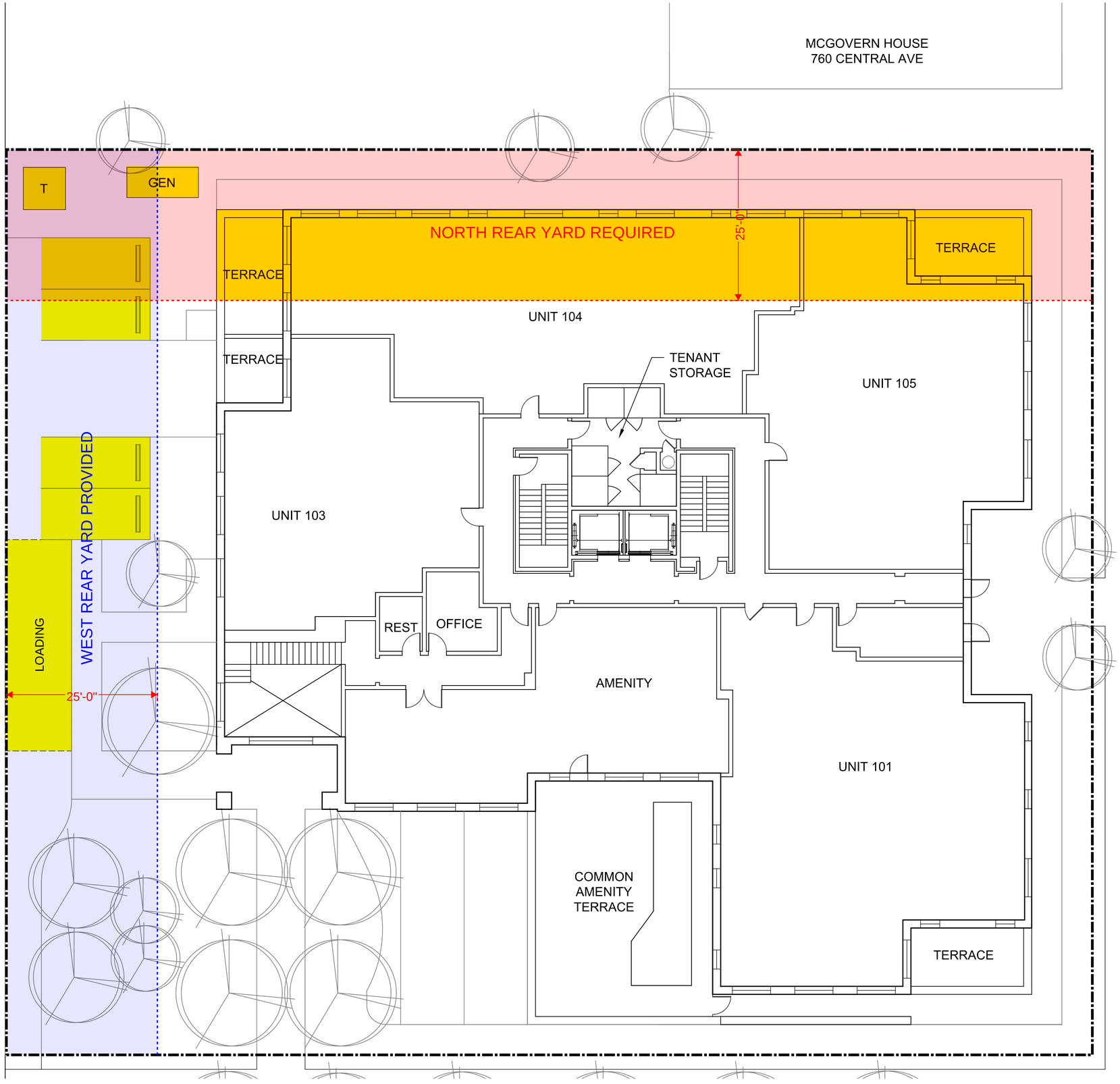
BUILDING AREA: 2025 SF
PARKING AREA: 186 SF
EQUIPMENT AREA: 108 SF
TOTAL USE AREA:
**2319 SF**

% OF NORTH REAR YARD PROVIDED OCCUPIED BY USE:
**51.5%**

WEST REAR YARD
TOTAL AREA PROVIDED:
**3750 SF**

EQUIPMENT AREA: 73 SF
PARKING AREA: 612 SF
LOADING AREA: 385 SF
TOTAL USE AREA:
**1070 SF**

% OF WEST REAR YARD PROVIDED OCCUPIED BY USE:
**28.5%**




1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

REAR YARD COVERAGE

NORTH

**A4-03**

## LEGEND

- Electric Light Pole
- Electric Meter
- Utility Pole
- Gas Buffalo Box
- Gas Meter
- UTILITY Mark – Gas
- Iron Pipe
- San Clean Out
- San MH
- Storm CB
- Storm Inlet
- Tree – Deciduous
- Tree – Evergreen
- Guy Anchor
- Unclassified Manhole
- Sign Post
- Water Meter
- Water MH
- Flag Pole

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
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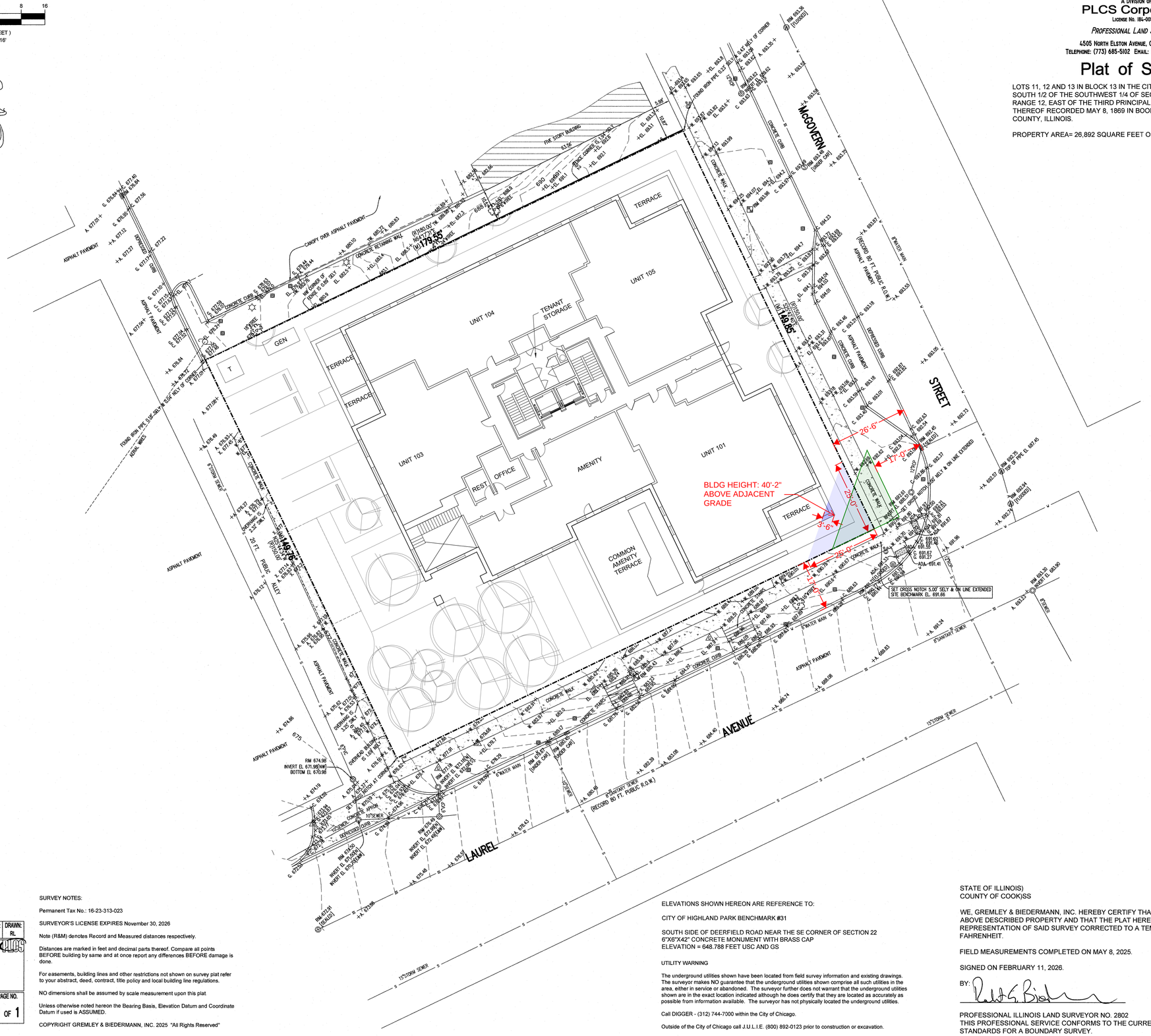
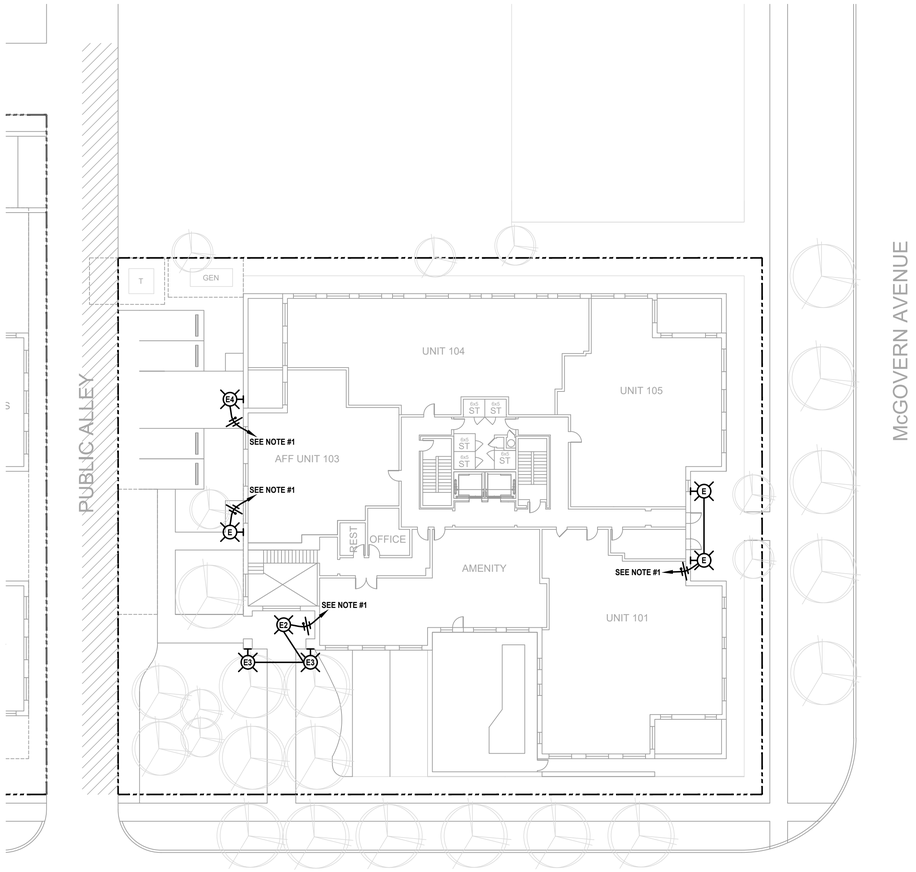
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

## GRAPHIC SCALE

16 0 8 16
( IN FEET )
1" = 16'


McGOVERN STREET
LAUREL AVENUE
ASPHALT PAVEMENT
CONCRETE WALK
CONCRETE CURB
DEPRESSED CURB
CANOPY OVER ASPHALT PAVEMENT
CONCRETE RETAINING WALL
FIVE STORY BUILDING
UNIT 101
UNIT 103
UNIT 104
UNIT 105
TENANT STORAGE
AMENITY
REST
OFFICE
COMMON AMENITY TERRACE
TERRACE
GEN
T
BLDG HEIGHT: 40'-2" ABOVE ADJACENT GRADE
26'-6"
17'-0"
25'-0"
3'-6"
SET CROSS NOTCH 5.00' SELY & ON LINE EXTENDED
SITE BENCHMARK EL. 691.66
(R)150.00'
(M)149.86'
(R)150.00'
(M)149.55'
(R)150.00'
(M)149.75'
(RECORD 80 FT. PUBLIC R.O.W.)
(RECORD 66 FT. PUBLIC R.O.W.)
20 FT. PUBLIC ALLEY
8"WATER MAIN
8"SANITARY SEWER
15"STORM SEWER
FOUND IRON PIPE 0.25' SELY & 0.40' NELY OF CORNER
FOUND IRON PIPE 0.25' SELY & 0.12' NELY OF CORNER
FENCE CORNER EL 691.9
FENCE CORNER EL 691.8
SET CROSS NOTCH 5.00' NELY & ON LINE EXTENDED
SET CROSS NOTCH 5.00' SELY & ON LINE EXTENDED
RIM 693.36 (FLUSH)
RIM 692.24 (FLUSH)
RIM 692.34 (FLUSH)
RIM 691.61 (FLUSH)
RIM 692.26 TOP OF PIPE EL 687.45
RIM 693.50 INVERT EL 683.90
RIM 674.98 INVERT EL 671.98(NW) BOTTOM EL 670.98
RIM 675.01 INVERT EL 672.41(NW) INVERT EL 672.46(SE)
RIM 675.01 INVERT EL 672.46(NW) INVERT EL 672.51(SE)
RIM 675.01 INVERT EL 670.76(NW) INVERT EL 670.81(SE)
RIM 675.01 INVERT EL 670.81(NW)
RIM 675.01 (FLUSH)
RIM 675.01 (UNDER CAR)
RIM 675.01 (UNDER CAR)
RIM 675.01 (UNDER CAR




## ELECTRICAL SITE PLAN
SCALE: 1"=20'-0"

## SYMBOLS / ABBREVIATIONS

| | |
|---|---|
| | WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE |
| | SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE |
| | RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE |
| | POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE |
| | SWITCHED CIRCUIT |
| | BRANCH CIRCUIT |
| AFF | ABOVE FINISHED FLOOR |
| AFG | ABOVE FINISHED GRADE |
| AFI | ARC FAULT INTERRUPTER |
| AMP | AMPERES/AMPERAGE |
| AV | AUDIO VISUAL |
| BB | BATTERY BACKUP |
| BFC | BELOW FINISHED CEILING |
| BOL | BUILT-IN OVERLOAD |
| BRKR | BREAKER |
| BWE | BAKED WHITE ENAMEL |
| CBA | COLOR BY ARCHITECT |
| CP | CONTROL PANEL |
| CRCT | CIRCUIT |
| CTL | CONTROL |
| DCP | DOCK EQUIPMENT CONTROL PANEL |
| DISC | DISCONNECT |
| EC | ELECTRICAL CONTRACTOR |
| EM | EMERGENCY |
| ER | EXISTING RELOCATED |
| ETC | ELECTRONIC TIME CLOCK CONTROL |
| EX | EXISTING TO REMAIN |
| EXD | EXISTING TO BE DEMO'D |
| EXR | EXISTING TO BE RELOCATED |
| EWC | ELECTRIC WATER COOLER |
| FAAP | FIRE ALARM ANNUNCIATOR PANEL |
| FACP | FIRE ALARM CONTROL PANEL |
| FLA | FULL LOAD AMPS |
| FLSW | FLOAT SWITCH |
| FPC | FIRE PROTECTION CONTRACTOR |
| FURN | FURNISHED |
| GC | GENERAL CONTRACTOR |
| GFCI | GROUND FAULT CIRCUIT INTERRUPTER |
| GND | GROUND |
| HOA | HAND-OFF-AUTOMATIC SWITCH |
| HP | HORSEPOWER |
| HVAC | HEATING AND VENTILATING CONTRACTOR |
| IG | ISOLATED GROUND |
| INT | INTEGRAL |
| IR | IN ROOM |
| IU | IN UNIT |
| JB | JUNCTION BOX |
| KW | KILOWATTS |
| LCP | LIGHTING CONTROL PANEL |
| LOC | LOCATION |
| LT | LOW TEMPERATURE |
| LTSW | LIGHT SWITCH |
| LVT | LOW VOLTAGE THERMOSTAT |
| MAG | MAGNETIC STARTER |
| MAN | MANUAL STARTER |
| MCA | MINIMUM CIRCUIT AMPS |
| MSPL | MANUAL STARTER WITH PILOT LIGHT |
| NL | NIGHT LIGHT |
| NU | NEAR UNIT |
| OHP | OVERHEAT PROTECTION |
| OS | OCCUPANCY SENSOR |
| OU | ON UNIT |
| PB | PUSH BUTTON |
| PC | PLUMBING CONTRACTOR |
| PESW | PNEUMATIC ELECTRIC SWITCH |
| PHOTO | PHOTOCELL |
| PW | PREWIRED |
| RC | REFRIGERATION CONTRACTOR |
| RCC | REFRIGERATION CONTROL CONTRACTOR |
| RECEPT | RECEPTACLE |
| SBA | SELECTED BY ARCHITECT |
| SC | SEPARATE CIRCUIT |
| SPSW | SPEED SWITCH |
| SS | SOFT START |
| ST | SHUNT TRIP |
| SW | SWITCH |
| T | LINE VOLTAGE THERMOSTAT |
| TBD | TO BE DETERMINED |
| TC | TIME CLOCK |
| TCC | TEMPERATURE CONTROL CONTRACTOR |
| TCP | TEMPERATURE CONTROL PANEL |
| UM | UNIT MANUFACTURER |
| UNO | UNLESS NOTED OTHERWISE |
| VFD | VARIABLE FREQUENCY DRIVE |
| W | WATTS |
| WP | WEATHER PROOF ("WHILE-IN-USE") |
| XFMR | TRANSFORMER |

**NOTES:**

1. 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO LIGHTING PANEL VIA PHOTOCELL ON/OFF TO PANEL 'E' WHICH IS BACKED UP BY THE EMERGENCY GENERATOR.


Corporation Registration #184.005374

KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
262-784-3323
2845 S. Moorland Rd., New Berlin, WI 53151


LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 05/05/26
Lic. Exp.: 11/30/27

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 1 | 05/05/26 | PERMIT REVIEW COMMENTS |
| | 03/11/26 | SITE PERMIT |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PRINCIPAL: D.B.K. P.M.: D.B.K.
QC BY: D.B.K. DRAWN BY: S.M.B.


SGW ARCHITECTURE & DESIGN

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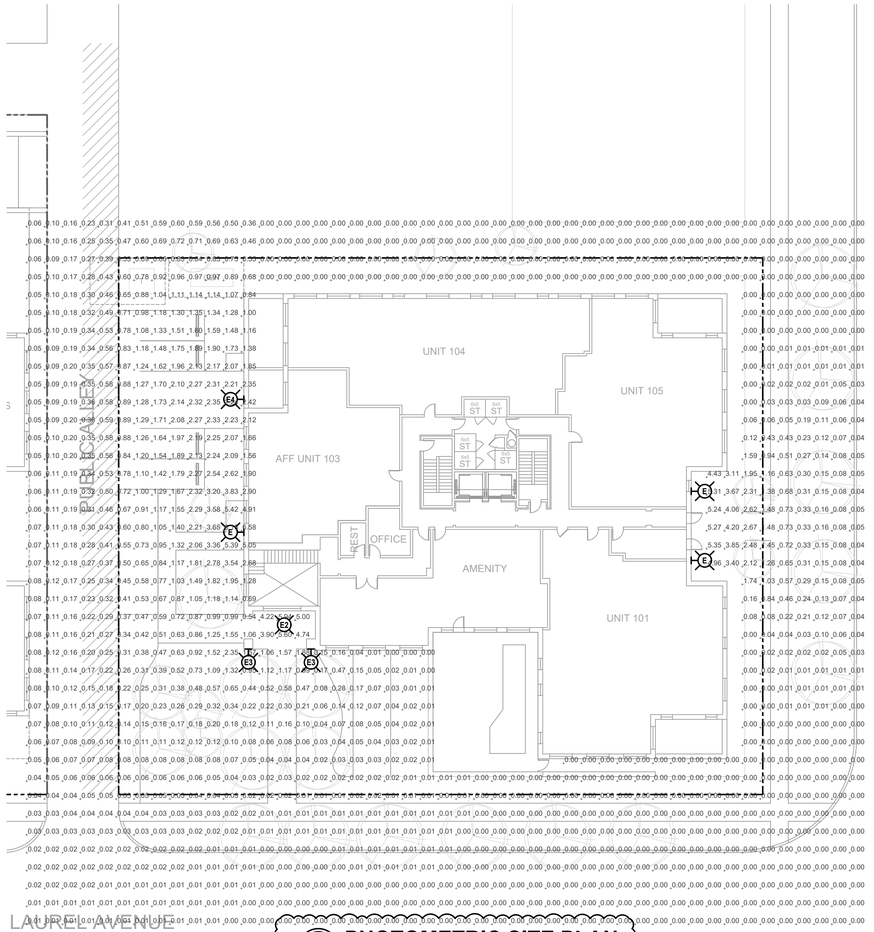
Expiration Date: April 30, 2027


1696
MCGOVERN
AVENUE

HIGHLAND PARK, ILLINOIS 60035

ELECTRICAL SITE PLAN

E1.0




## PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

1

**LIGHTING ANALYSIS NOTES: (PARKING LOT)**

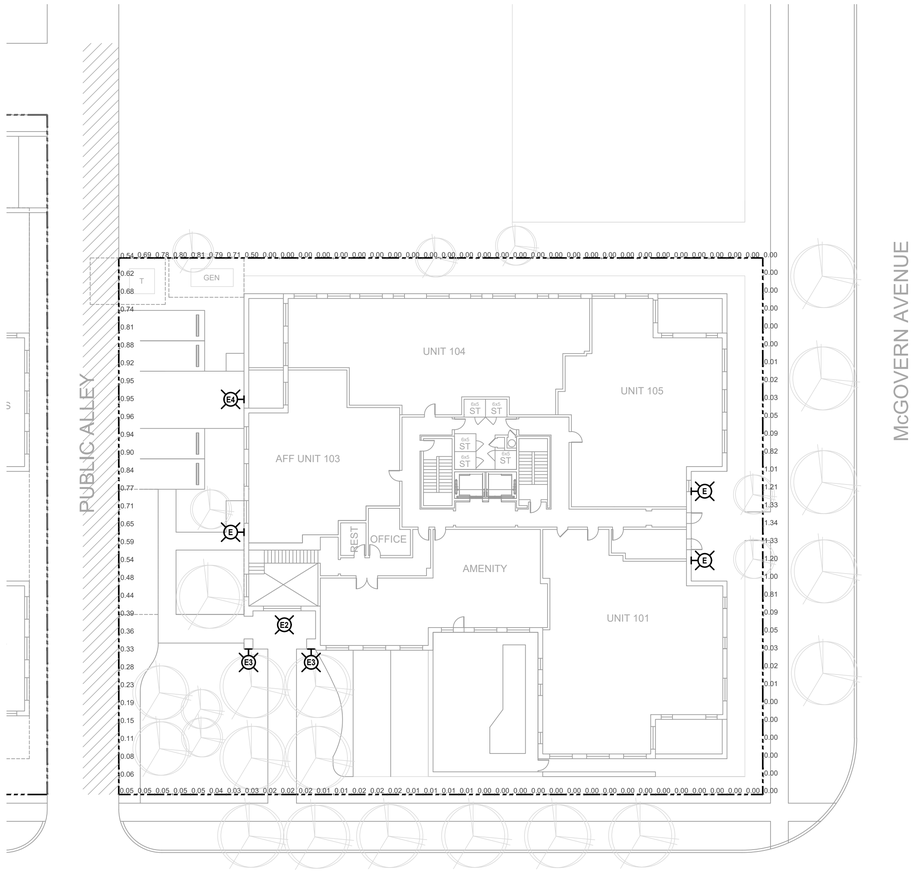
1. AVERAGE FOOTCANDLES: 1.66
2. MAXIMUM FOOTCANDLES: 2.62
3. MINIMUM FOOTCANDLES: 0.71
4. MAXIMUM/MINIMUM RATIO: 3.7:1
5. AVERAGE/MINIMUM RATIO: 2.3:1

**LIGHTING ANALYSIS NOTES: (MAIN ENTRANCE)**

1. AVERAGE FOOTCANDLES: 4.90
2. MAXIMUM FOOTCANDLES: 5.94
3. MINIMUM FOOTCANDLES: 3.90
4. MAXIMUM/MINIMUM RATIO: 1.5:1
5. AVERAGE/MINIMUM RATIO: 1.3:1

**LIGHTING ANALYSIS NOTES: (BACK OF HOUSE ENTRANCE)**

1. AVERAGE FOOTCANDLES: 3.13
2. MAXIMUM FOOTCANDLES: 5.35
3. MINIMUM FOOTCANDLES: 1.16
4. MAXIMUM/MINIMUM RATIO: 4.6:1
5. AVERAGE/MINIMUM RATIO: 2.7:1




## PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

1

**LIGHTING ANALYSIS NOTES:**

1. MAXIMUM FOOTCANDLES AT PROPERTY LINE IS LESS THAN 1.0 EXCEPT AT BUILDING ENTRY/EXIT POINTS.


Corporation Registration #184.005374

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Electrical Design Consultants
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2845 S. Moorland Rd., New Berlin, WI 53151


LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 05/05/26
Lic. Exp.: 11/30/27

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 1 | 05/05/26 | PERMIT REVIEW COMMENTS |
| | 03/11/26 | SITE PERMIT |


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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.


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QC BY: D.B.K. DRAWN BY: S.M.B.


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Expiration Date: April 30, 2027


1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

PHOTOMETRIC SITE PLAN

E1.1

# WPX LED
## Wall Packs

5 YEAR warranty

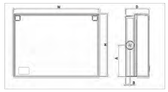
Catalog Number

Notes

Type **E**

Fill the Tab key or mouse over the page to see all interactive elements.

### Specifications



Front View Side View

| Luminaire | Height (H) | Width (W) | Depth (D) | Side Conduit Location A | B | Weight |
|---|---|---|---|---|---|---|
| WPX1 | 8.1" (20.6 cm) | 11.1" (28.3 cm) | 3.2" (8.1 cm) | 4.0" (10.3 cm) | 0.6" (1.6 cm) | 6.1 lbs (2.8kg) |
| WPX2 | 9.1" (23.1 cm) | 12.3" (31.1 cm) | 4.1" (10.5 cm) | 4.5" (11.5 cm) | 0.7" (1.7 cm) | 8.2 lbs (3.7kg) |
| WPX3 | 9.5" (24.1 cm) | 13.0" (33.0 cm) | 5.5" (13.7 cm) | 4.7" (12.0 cm) | 0.7" (1.7 cm) | 11.0 lbs (5.0kg) |

### Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

### Ordering Information

**EXAMPLE:** WPX2 LED 40K MVOLT DDBXD

| Series | | Color Temperature | | Voltage | | Options | | Finish | |
|---|---|---|---|---|---|---|---|---|---|
| WPX1 LED P1 | 1,550 Lumens, 11W [1] | 30K | 3000K | MVOLT | 120V - 277V | (blank) | None | DDBXD | Dark bronze |
| WPX1 LED P2 | 2,900 Lumens, 24W | 40K | 4000K | 347 | 347V [1] | E4WH | Emergency battery backup, CEC compliant (4W, 0°C min) [2] | DWHXD | White |
| WPX2 LED | 6,000 Lumens, 47W | 50K | 5000K | | | E14WC | Emergency battery backup, CEC compliant (14W, -20°C min) [2] | DBLXD | Black |
| WPX3 LED | 9,200 Lumens, 69W | | | | | PE | Photocell [3] | Note : For other options, consult factory. | |

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

**NOTES**
1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection.
   Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
2. Battery pack options only available on WPX1 and WPX2.
3. Battery pack options not available with 347V or PE options.

### FEATURES & SPECIFICATIONS

**INTENDED USE**
The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

**CONSTRUCTION**
WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

**ELECTRICAL**
Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection).
All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

**INSTALLATION**
WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards. The WPX is intended for installation on flat wall surfaces. Other applications may void warranty

**LISTINGS**
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

**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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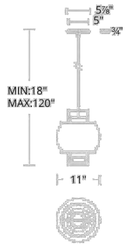



PD-W74615

Project:

Location:

Fixture Type: **E2**

Catalog Number:

**AVAILABLE FINISHES:**

## Lucid

PD-W74615

**PRODUCT DESCRIPTION**
A reinterpretation of the classic lantern, Lucid combines the grace of glass with a Bauhaus-inspired aluminum frame for an intriguing interplay of styles. Tucked inside the cylindricalopalescent diffuser is high-performance, energy-efficient LED technology, which projects more beautifully and for so much longer than a candle or incandescent ever could.

**FEATURES**
- ACLED driverless technology
- Mouth-blown clear and etched opal glass
- Slope ceiling adaptable. Hang straight swivels up to 90 degrees
- Three 12" and one 6" down rods included (additional sold separately)

**SPECIFICATIONS**

| | |
|---|---|
| Rated Life | 50,000 Hours |
| Standards | ETL, cETL,Wet Location Listed,IP65 |
| Input | 120 VAC,50/60Hz |
| Dimming | ELV |
| Color Temp | 3000K |
| CRI | 90 |
| Construction | Aluminum construction with mouth blown clear etched opal glass |

**REPLACEMENT PARTS**
RPL-GLA-74615-01 - Outer Glass
RPL-GLA-74615-02 - Inner Glass
RPL-ROD-OUT06-BK - 6" Rod BK Finish
RPL-ROD-OUT12-BK - 12" Rod BK Finish

| Model & Size | Color Temp | Finish | LED Watts | LED Lumens | Delivered Lumens |
|---|---|---|---|---|---|
| ○ PD-W74615 15" | 3000K | ○ BK Black | 13.2W | 860 | 676 |

Example: **PD-W74615-BK**
For custom requests please contact customs@modernforms.com

ModernForms.com | Phone: (866) 810-6615 | Fax (800) 526-2585
Central Distribution Center: 1600 Distribution Ct, Lithia Springs, GA 30122
Western Distribution Center: 1750 Archibald Avenue, Ontario, CA 91760

**MODERN FORMS**

WS-W71928

Project:

Location:

Fixture Type: **E3**

Catalog Number:

**AVAILABLE FINISHES:**

## Frost

WS-W71928

**PRODUCT DESCRIPTION**
Understated geometry to complement a variety of architectural styles. Sparkling central glass insert draws visual interest while subtle cues of upscale appeal communicate through theheavy gauge frame, the absence of visible hardware, and the quality illumination.

**FEATURES**
- ACLED driverless technology
- Sparkling glass diffuser creates crystalline effect

**SPECIFICATIONS**

| | |
|---|---|
| Rated Life | 54000 Hours |
| Standards | ETL, cETL,Wet Location Listed,IP65,Title 24 JA8: 2019 Compliant |
| Input | 120 VAC,50/60Hz |
| Dimming | ELV |
| Mounting | Can be mounted on wall in all orientations |
| Color Temp | 3500K |
| CRI | 90 |
| Construction | Aluminum hardware, sparkling glass |

**REPLACEMENT PARTS**
RPL-GLA-71928-02 - Inner Glass
RPL-GLA-71928-01 - Outer Glass

| Model & Size | Color Temp | Finish | LED Watts | LED Lumens | Delivered Lumens |
|---|---|---|---|---|---|
| ○ WS-W71928 28" | 3500K | ○ BK Black | 39.1W | 3200 | 1829 |

Example: **WS-W71928-BK**
For custom requests please contact customs@modernforms.com

ModernForms.com | Phone: (866) 810-6615 | Fax (800) 526-2585
Central Distribution Center: 1600 Distribution Ct, Lithia Springs, GA 30122
Western Distribution Center: 1750 Archibald Avenue, Ontario, CA 91760

**MODERN FORMS**

## FIXTURE SCHEDULE

26050

| TYPE | INPUT WATTS | VOLTS | LUMENS | COLOR TEMP | CRI 70+ | CRI 80+ | CRI 90+ | DESCRIPTION | MANUFACTURER | CATALOG NUMBER | BUG RATING | SHIELDING | FINISH | MOUNTING | CONTROLS INTEGRAL | CONTROLS REMOTE | SEE NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E | 24 | 120 | 2412 | 3000K | | ● | | EXTERIOR WALL PACK | LITHONIA | WPX1 LED-P2-30K-MVOLT | | ACRYLIC | SBA | WALL ABOVE MAN DOOR | | PHOTO ON/OFF | |
| E2 | 14 | 120 | 676 | 3000K | | ● | | EXTERIOR PENDANT | MODERN FORMS | PD-W74615-3000K-BK | | ACRYLIC | SBA | PENDANT | | PHOTO ON/OFF | |
| E3 | 40 | 120 | 1829 | 3500K | | | ● | EXTERIOR WALL SCONCE | MODERN FORMS | WS-W71928-3500-BK | | ACRYLIC | SBA | WALL | | PHOTO ON/OFF | |
| E4 | 69 | 120 | 8795 | 3000K | ● | | | EXTERIOR WALL BRACKET | LITHONIA | DSX0 LED-P3-30K-70CRI-T3M-MVOLT-WBA-NLTAIR2 PIRHN | 203 | ACRYLIC | SBA | WALL ABOVE GARAGE DOOR | OS | PHOTO ON TC OFF | #1 |
| | | | | | | | | | | | | | | | | | |

**FIXTURE SCHEDULE NOTES:**

1. **EACH LIGHT FIXTURE TO HAVE MOTION SENSOR CONTROL. LIGHT FIXTURES TO DIM TO 33% AFTER 15 MINUTES OF NO MOTION DETECTED. ALL LIGHTS ON THAT CIRCUIT TO COME TO FULL BRIGHTNESS WHEN ONE MOTION SENSOR IS ACTIVATED ON THAT CIRCUIT.**

# D-Series Size 0
## LED Area Luminaire

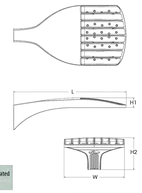
Catalog Number

Notes

Type **E4**

Fill the Tab key or mouse over the page to see all interactive elements.

### Specifications




| | |
|---|---|
| EPA: | 0.44 ft² (0.04 m²) |
| Length: | 26.18" (66.5 cm) |
| Width: | 14.06" (35.7 cm) |
| Height H1: | 2.26" (5.7 cm) |
| Height H2: | 7.46" (18.9 cm) |
| Weight: | 23 lbs (10.4 kg) |

### Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Design Select options indicated by this color background.

### Ordering Information

**EXAMPLE:** DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

**DSX0 LED**

| Series | LEDs | Color temperature [1] | Color Rendering Index [1] | Distribution | | Voltage | Mounting |
|---|---|---|---|---|---|---|---|
| DSX0 LED | **Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10 [1] P12 [1] P11 [1] P13 [1] | (this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K | 70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI | AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3G Type III low glare [2] T4M Type IV medium T4LG Type IV low glare [2] T4FTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control [2] BLC4 Type IV backlight control [2] LCCO Left corner cutoff [2] RCCO Right corner cutoff [2] | MVOLT (120V-277V) [3] HVOLT (347V-480V) [3] XVOLT (277V-480V) [3] 120 [4, 5] 208 [4, 5] 240 [4, 5] 277 [4, 5] 347 [4, 5] 480 [4, 5] | **Shipped included** SPA Square pole mounting (4ft drilling, 3.5" min. SQ pole) RPA Round pole mounting (4ft drilling, 3" min. RND pole) SPA5 Square pole mounting (4ft drilling, 3" min. SQ pole) [6] RPA5 Round pole mounting (4ft drilling, 3" min. RND pole) [6] SPABN Square narrow pole mounting (4ft drilling, 3" min. SQ pole) WBA Wall bracket [6] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon) |

| Control options | | | Other options [7] | Finish (required) |
|---|---|---|---|---|
| **Shipped installed** NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc [7, 8, 9] PIR High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc [7, 8, 9] PER NEMA twist-lock receptacle only (controls ordered separately) [9] PERS Five-pin receptacle only (controls ordered separately) [4, 9] | PER7 Seven-pin receptacle only (controls ordered separately) [4, 9] FAO Field adjustable output [7, 10] BL30 Bi-level switched dimming, 30% [8, 9] BL50 Bi-level switched dimming, 50% [8, 9] DMG 0–10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [11] | **Shipped installed** HS Houseside shield (black finish standard) [2] L90 Left rotated optics [1] R90 Right rotated optics [1] CCE Coastal Construction [2] HA 50°C ambient operation [2] BAA Buy America(n) Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) [4] DF Double fuse (208, 240, 480V) [4] **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required) | DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white |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QC BY: D.B.K. DRAWN BY: S.M.B.

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1696
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AVENUE

HIGHLAND PARK, ILLINOIS 60035

SCHEDULES

E2.0

## EXISTING TREE LEGEND

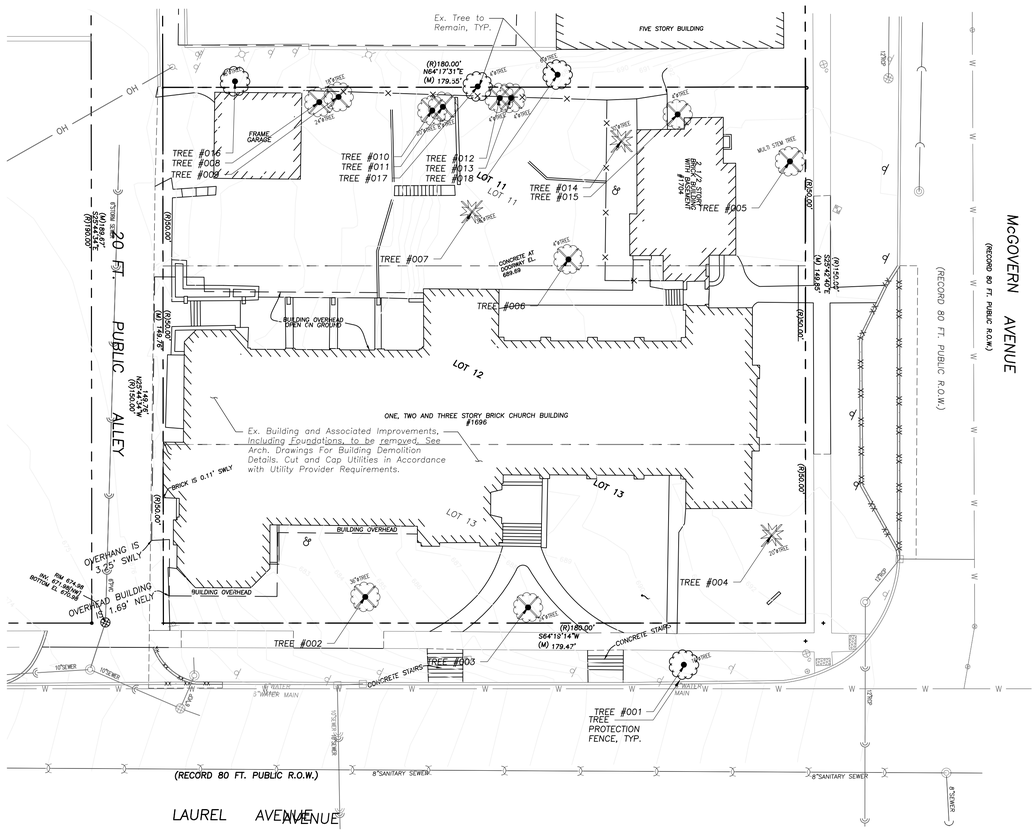
EX TREE – TO BE REMOVED

EX TREE – TO BE PRESERVED

TREE PROTECTION FENCE

## TREE PRESERVATION NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
2. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
3. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
4. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
5. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
6. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
7. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.
8. GRIND REMAINING TREE STUMPS MINIMUM 6" BELOW GRADE. ADD TOPSOIL, SEED AND BLANKET; UNLESS PROPOSED PLANS DIRECT OTHERWISE.
9. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
10. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AS SHOWN IN PLAN.
11. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, CITY FORESTER OR OWNERS REPRESENTATIVE PRIOR TO START OF CONSTRUCTION ACTIVITIES.
12. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
13. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
14. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE–GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
15. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
16. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
17. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TO EXCEED 24 HOURS PER WEEK.
18. WHEN CONSTRUCTION ACTIVITIES REQUIRE AGGREGATE FILL WITHIN PROTECTED CRITICAL ROOT ZONE, AN INERT STONE MATERIAL MUST BE USED. (AVOID LIMESTONE)
19. ROOT PRUNE WHERE ESTABLISHED TREE CRITICAL ROOT ZONES ARE IMPACTED BY CONSTRUCTION ACTIVITIES. TO BE DONE UNDER THE GUIDANCE OF A CERTIFIED ARBORIST.
20. CONTRACTOR SHALL CONTACT THE CITY OF HIGHLAND PARK, DIVISION OF FORESTRY TO HAVE ALL TREE PRESERVATION FENCING INSPECTED PRIOR TO STARTING ANY CONSTRUCTION OPERATIONS



## TREE REPLACEMENT CALCULATIONS

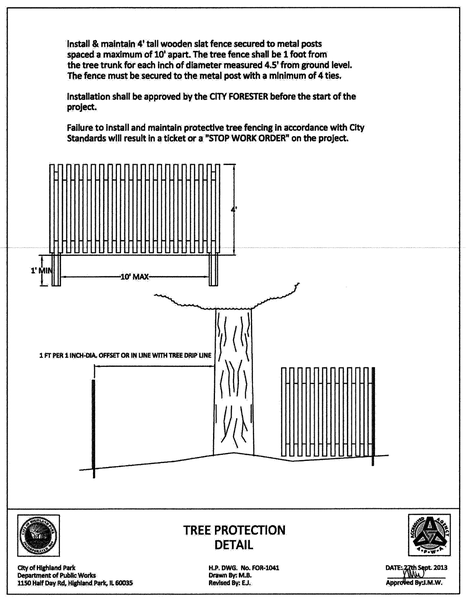
PROTECTED TREE REPLACEMENT DRAWS FROM CATEGORIES A, B, OR C AT A 1:2 RATE (6 REMOVED = 12 REPLACEMENTS)

KEY TREE REPLACEMENT DRAWS FROM CATEGORIES A OR B ONLY AT A 1:3 RATE (5 REMOVED = 15 REPLACEMENTS)

HERITAGE TREE REPLACEMENT DRAWS FROM CATEGORY A ONLY AT A 1:4 RATE (0 REMOVED = 0 REPLACEMENTS)

## EXISTING TREE SURVEY

| TREE # | BOTANICAL NAME | COMMON NAME | TREE SIZE | CONDITION | Status | Category | Req. Replacement Trees | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| 001 | Acer saccharinum | Silver Maple | 16" Cal. | Good | To Remain | Key | | Parkway Tree |
| 002 | Acer saccharum | Sugar Maple | 36" Cal. | Good | To Be Removed | Key | (3) 3" Trees | |
| 003 | Acer platanoides | Norway Maple | 24" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 004 | Pinus sylvestris | Scotch Pine | 20" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 005 | Acer saccharum | Sugar Maple | 36" Cal. | Good | To Be Removed | Key | (3) 3" Trees | |
| 006 | Acer platanoides | Norway Maple | 26" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 007 | Pseudotsuga menziesii | Douglas Fir | 36" Cal. | Good | To Be Removed | Key | (3) 3" Trees | |
| 008 | Acer saccharinum | Silver Maple | 24" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 009 | Acer saccharum | Sugar Maple | 18" Cal. | Good | To Be Removed | Key | (3) 3" Trees | |
| 010 | Acer saccharinum | Silver Maple | 20" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 011 | Acer saccharinum | Silver Maple | 8" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 012 | Acer saccharinum | Silver Maple | 4" Cal. | Good | To Be Removed | NA | | |
| 013 | Acer saccharinum | Silver Maple | 4" Cal. | Good | To Be Removed | NA | | |
| 014 | Pseudotsuga menziesii | Douglas Fir | 30" Cal. | Good | To Be Removed | Key | (3) 3" Trees | |
| 015 | Cercis canadensis | Redbud | 4" Cal. | Good | To Be Removed | NA | | |
| 016 | Ailanthus altissima | Tree of Heaven | 18" Cal. | Good | To Remain | Protected | | Adjacent Property |
| 017 | Acer saccharinum | Silver Maple | 4" Cal. | Good | To Remain | NA | | Adjacent Property |
| 018 | Acer saccharinum | Silver Maple | 6" Cal. | Good | To Remain | NA | | Adjacent Property |




1 TREE PROTECTION DETAIL

Not To Scale

DETAIL–FILE

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 06/08/26 | PD COMMENTS RESPONSE |
| 1 | 03/12/26 | PD SUBMISSION |

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX P.M.: XX
QC BY: XX DRAWN BY: XX

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License Number: 184-001505
Expiration Date: April 30, 2027

**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

TREE PROTECTION AND REMOVAL PLAN

L0-10

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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EMAIL INFO@EEA-LTD.COM

## LANDSCAPE NOTES:

1. *PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.*
2. *ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.*
3. *ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.*
4. *ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.*
5. *ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.*
6. *THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.*
7. *ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.*
8. *ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.*
9. *THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.*
10. *SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.*
11. *REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.*
12. *ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING*
13. *ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.*
14. *ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.*
15. *ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.*
16. *ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.*
17. *THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.*
18. *CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.*
19. *ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.*
20. *LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.*
21. *ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.*
22. *LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.*
23. 
24. *REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.*
25. *PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.*

## LANDSCAPE QUANTITIES:

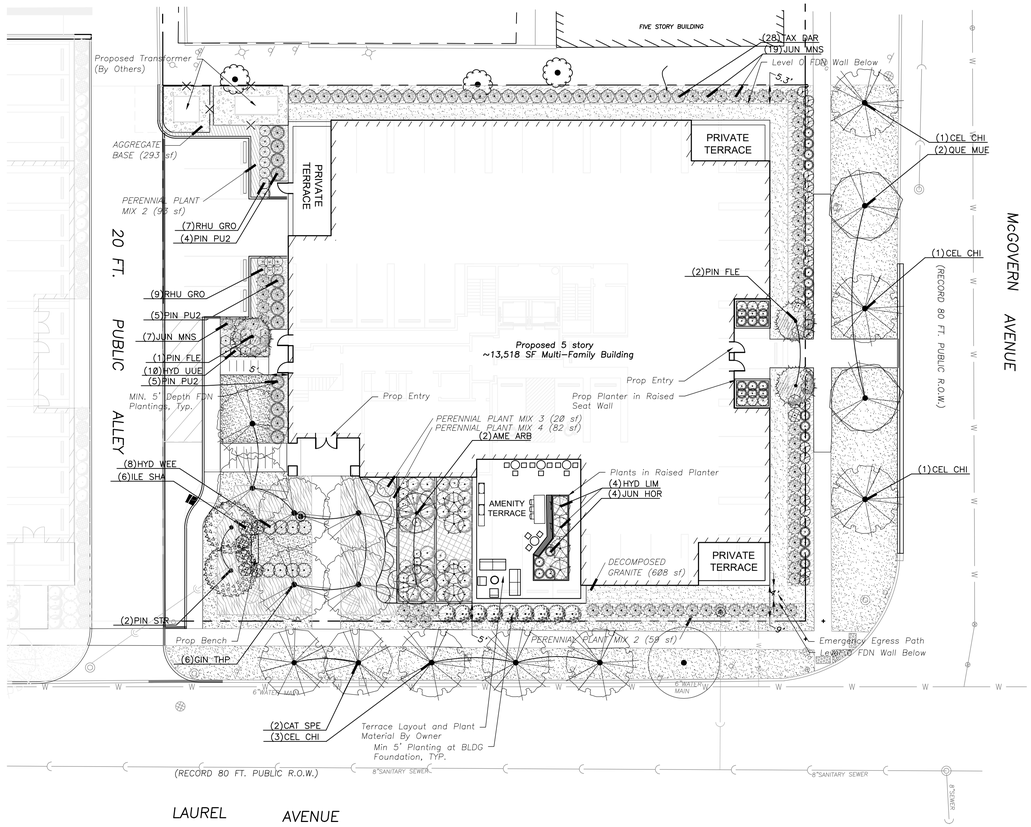
**TREE REPLACEMENT CALCULATIONS**

| TREES REMOVED (TYPE) | QUANTITY REMOVED | REQ. TREE REPLACEMENTS (TYPE) | PROVIDED TREE REPLACEMENTS (TYPE) | ADD. COMMENTS |
|---|---|---|---|---|
| PROTECTED TREES | 6 TREES | 12 Replacements (A or B or C) | **7 Trees** - 7 Type C | Parkway Trees Added 10 Trees - Type A |
| KEY TREES | 5 TREES | 15 Replacements (A or B) | **8 Trees** - 6 Type A, 2 Type B | |
| HERITAGE TREES | 0 TREES | N/A | N/A | |

**LANDSCAPE PLANTING QUANTITIES** = 330 LF

| PLANT TYPE | QUANTITY REQUIRED | CALCULATION | SIZE + VARIETY | PLANTS REQUIRED | PLANTS PROVIDED | ADDITIONAL ITEMS |
|---|---|---|---|---|---|---|
| Shade or Ornamnetal | 3 caliper inches for every 40 linear feet of the subject lot length or major fraction thereof (measured at the lot line). | 330 / 40 = 8.25 | Minimum of 3 caliper inches or 8-footheight at installation. No fewer than 3 types, no one type to exceed 50% of total. | 17 Shade/Ornamental Trees | 8 Shade/Ornamental Trees Provided | Seeking Relief for 9;<br><br>10 Parkway Trees Proposed |
| 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. | 330 / 60 = 5.5 | Minimum of 3 caliper inches or 8-footheight at installation. | 6 Evergreen Trees | 5 Evergreen Trees Provided | Seeking Relief for 1 |
| Shrubs | 1 for every 5 linear feet of the subject lot length or major fraction thereof (measured at the lot line). | 330 / 5 = 66 | Minimum 24 inches in height at time of installation. No fewer than 3 types, no one type to exceed 50% of total. | 132 Shrubs | 270 Shrubs Provided | |

Scale: 1"=20'




## PLANT PALETTE : GRAPHIC KEY

FULL SCHEDULE WITH SIZE AND QUANTITIES ON L200

### TREE + SHRUB LIST

| SYMBOL | CODE | BOTANICAL NAME |
|---|---|---|
| **PARKWAY TREES** | | |
| | CAT SPE | CATALPA SPECIOSA |
| | CEL CHI | CELTIS OCCIDENTALIS 'CHICAGOLAND' |
| | QUE MUE | QUERCUS MUEHLENBERGII |
| **CANOPY TREES** | | |
| | GIN THP | GINKGO BILOBA 'THE PRESIDENT' |
| **EVERGREEN TREES** | | |
| | PIN FLE | PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' |
| | PIN STR | PINUS STROBUS |
| **FLOWERING TREES** | | |
| | AME ARB | AMELANCHIER ARBOREA SINGLE-STEM |
| **DECIDUOUS SHRUBS** | | |
| | COR TIP | CORNUS PUMILA |
| | DIE COP | DIERVILLA LONICERA 'COPPER' |
| | HYD LIM | HYDRANGEA PANICULATA 'LIMELIGHT' |
| | HYD WEE | HYDRANGEA QUERCIFOLIA 'PEE WEE' |
| | HYD UUE | HYDRANGEA SERRATA 'MAKD' TM |
| | RHU GRO | RHUS AROMATICA 'GRO-LOW' |
| | RIB GR2 | RIBES ALPINUM 'GREEN MOUND' |
| | WEI SP9 | WEIGELA FLORIDA 'BOKRASPIWI' TM SUN |
| **EVERGREEN SHRUBS** | | |
| | JUN HOR | JUNIPERUS HORIZONTALIS |
| | JUN MNS | JUNIPERUS X PFITZERIANA 'MONSAN' |
| | PIC NID | PICEA ABIES 'NIDIFORMIS' |
| | PIN FA2 | PINUS MUGO "FASTIGIATA" |
| | PIN PU2 | PINUS MUGO PUMILIO |
| | TAX DAR | TAXUS X MEDIA 'DARK GREEN SPREADER' |
| | TAX TAU | TAXUS X MEDIA 'TAUNTONII' |
| **BROADLEAF EVERGREEN** | | |
| | ILE SHA | ILEX GLABRA 'SHAMROCK' |

### PLANT MIX AND MATERIAL LIST

EXISTING PARKWAY TREE

DECOMPOSED GRANITE
*STABILIZED PATHWAY MIX*

PERENNIAL PLANT MIX 1
*ALLIUM ANGULOSUM "SUMMER BEAUTY" / SUMMER BEAUTY MOUSE GARLIC*
*GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM*
*SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS*

PERENNIAL PLANT MIX 2
*NEPETA X 'EARLY BIRD' / EARLY BIRD CATMINT*
*SALVIA NEMOROSA 'WESUWE' / WESUWE MEADOW SAGE*

PERENNIAL PLANT MIX 3
*BAPTISIA AUSTRALIS / BLUE WILD INDIGO*
*ECHINACEA PURPUREA 'ALBA' / WHITE CONEFLOWER*
*SPOROBOLUS HETEROLEPIS 'TARA' / TARA PRAIRIE DROPSEED*

PERENNIAL PLANT MIX 4
*CAREX BROMOIDES / BROME-LIKE SEDGE*
*HOSTA X 'HALCYON' / HALCYON HOSTA*
*PHLOX DIVARICATA / WOODLAND PHLOX*
*POLYSTICHUM ACROSTICHOIDES / CHRISTMAS FERN*

NO-MOW LOW-PRAIRIE GRASS MIX
*BOUTELOUA DACTYLOIDES / BUFFALO GRASS*
*BOUTELOUA GRACILIS / BLUE GRAMA GRASS*
*CAREX BREVIOR / OVAL SEDGE*
*CAREX PENSYLVANICA / PENNSYLVANIA SEDGE*
*ERAGROSTIS SPECTABILIS / PURPLE LOVEGRASS*

TURF SOD
*SHADE MASTER BLEND*

AGGREGATE BASE
*CRUSHED ANGULAR STONE*

HARDWOOD MULCH

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 06/08/26 | PD COMMENTS RESPONSE |
| 1 | 03/12/26 | PD SUBMISSION |

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License Number: 184-001505
Expiration Date: April 30, 2027

**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

LANDSCAPE PLAN

L1-00

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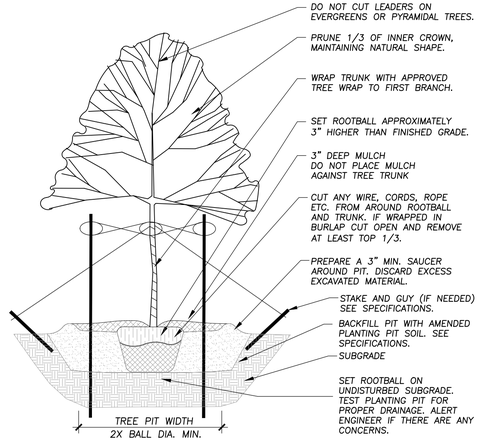
## TREE + SHRUB SCHEDULE

| CODE | BOTANICAL / COMMON NAME | COND | SIZE | QTY |
|---|---|---|---|---|
| **PARKWAY TREES** | | | | |
| CAT SPE | CATALPA SPECIOSA / NORTHERN CATALPA | B & B | 3" CAL. | 2 |
| CEL CHI | CELTIS OCCIDENTALIS 'CHICAGOLAND' / CHICAGOLAND HACKBERRY | B & B | 3" CAL. | 6 |
| QUE MUE | QUERCUS MUEHLENBERGII / CHINKAPIN OAK | B & B | 3" CAL. | 2 |
| **CANOPY TREES** | | | | |
| GIN THP | GINKGO BILOBA 'THE PRESIDENT' / PRESIDENTIAL GOLD® MAIDENHAIR TREE | B & B | 3" CAL. | 6 |
| **EVERGREEN TREES** | | | | |
| PIN FLE | PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE | B & B | 8' HT. | 3 |
| PIN STR | PINUS STROBUS / WHITE PINE | B & B | 8' HT. | 2 |
| **FLOWERING TREES** | | | | |
| AME ARB | AMELANCHIER ARBOREA / DOWNY SERVICEBERRY SINGLE-STEM | B & B | 8' HT. | 2 |

| CODE | BOTANICAL / COMMON NAME | COND. | SIZE | QTY |
|---|---|---|---|---|
| **DECIDUOUS SHRUBS** | | | | |
| COR TIP | CORNUS PUMILA / DWARF RED TIPPED DOGWOOD | B & B | 24" HT. | 6 |
| DIE COP | DIERVILLA LONICERA 'COPPER' / COPPER LOW BUSH HONEYSUCKLE | 3 GAL. | 18" HT. | 22 |
| HYD LIM | HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT HYDRANGEA | B & B | 48" HT. | 8 |
| HYD WEE | HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAKLEAF HYDRANGEA | B & B | 24" HT. | 8 |
| HYD UUE | HYDRANGEA SERRATA 'MAKO' TM / TINY TUFF STUFF MOUNTAIN HYDRANGEA | B & B | 24" HT. | 16 |
| RHU GRO | RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC | B & B | 18" HT. | 17 |
| RIB GR2 | RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT | B & B | 24" HT. | 9 |
| WEI SP9 | WEIGELA FLORIDA 'BOKRASPIWI' TM / SPILLED WINE WEIGELA SUN | B & B | 24" HT. | 4 |
| **EVERGREEN SHRUBS** | | | | |
| JUN HOR | JUNIPERUS HORIZONTALIS / CREEPING JUNIPER | B & B | 12" HT. | 30 |
| JUN MVS | JUNIPERUS X PFITZERIANA 'MONSAN' / SEA OF GOLD® PFITZER JUNIPER | B & B | 24" HT. | 61 |
| PIC NID | PICEA ABIES 'NIDIFORMIS' / BIRD'S NEST NORWAY SPRUCE | B & B | 24" HT. | 14 |
| PIN FA2 | PINUS MUGO "FASTIGIATA" / COLUMNAR MUGO PINE | B & B | 6' HT. | 9 |
| PIN PU2 | PINUS MUGO PUMILIO / DWARF MUGO PINE | B & B | 24" HT. | 13 |
| TAX DAR | TAXUS X MEDIA 'DARK GREEN SPREADER' / DARK GREEN SPREADER ANGLOJAP YEW | B & B | 24" HT. | 28 |
| TAX TAU | TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW | B & B | 36" HT. | 13 |
| **BROADLEAF EVERGREEN** | | | | |
| ILE SHA | ILEX GLABRA 'SHAMROCK' / SHAMROCK INKBERRY HOLLY | B & B | 36" HT. | 12 |

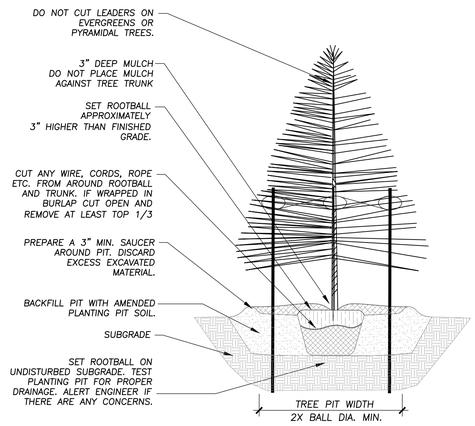
## PLANT MIX + MATERIAL SCHEDULE

| | | | | |
|---|---|---|---|---|
| EXISTING PARKWAY TREE | 1 | | | |
| DECOMPOSED GRANITE<br>*STABILIZED PATHWAY MIX* | 1,664 SF | | | |
| PERENNIAL PLANT MIX 1 | 302 SF | | | |
| *ALLIUM ANGULOSUM 'SUMMER BEAUTY' / SUMMER BEAUTY MOUSE GARLIC* | *28* | *#1* | *20% @ 18" o.c.* |
| *GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM* | *40* | *#1* | *30% @ 18" o.c.* |
| *SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS* | *68* | *#1* | *50% @ 18" o.c.* |
| PERENNIAL PLANT MIX 2 | 182 SF | | | |
| *NEPETA X 'EARLY BIRD' / EARLY BIRD CATMINT* | *34* | *#1* | *40% @ 18" o.c.* |
| *SALVIA NEMOROSA 'WESUWE' / WESUWE MEADOW SAGE* | *51* | *#1* | *60% @ 18" o.c.* |
| PERENNIAL PLANT MIX 3 | 85 SF | | | |
| *BAPTISIA AUSTRALIS / BLUE WILD INDIGO* | *9* | *#1* | *30% @ 20" o.c.* |
| *ECHINACEA PURPUREA 'ALBA' / WHITE CONEFLOWER* | *17* | *#1* | *30% @ 15" o.c.* |
| *SPOROBOLUS HETEROLEPIS 'TARA' / TARA PRAIRIE DROPSEED* | *22* | *#1* | *40% @ 15" o.c.* |
| PERENNIAL PLANT MIX 4 | 122 SF | | | |
| *CAREX BROMOIDES / BROME-LIKE SEDGE* | *50* | *QUART* | *40% @ 12" o.c.* |
| *HOSTA X 'HALCYON' / HALCYON HOSTA* | *12* | *#1* | *25% @ 20" o.c.* |
| *PHLOX DIVARICATA / WOODLAND PHLOX* | *13* | *QUART* | *10% @ 12" o.c.* |
| *POLYSTICHUM ACROSTICHOIDES / CHRISTMAS FERN* | *12* | *#1* | *25% @ 20" o.c.* |
| NO-MOW LOW-PRAIRIE GRASS MIX | 900 SF | | | |
| *BOUTELOUA DACTYLOIDES / BUFFALO GRASS* | *280* | *PLUG* | *30% @ 12" o.c.* |
| *BOUTELOUA GRACILIS / BLUE GRAMA GRASS* | *140* | *PLUG* | *15% @ 12" o.c.* |
| *CAREX BREVIOR / OVAL SEDGE* | *202* | *PLUG* | *15% @ 10" o.c.* |
| *CAREX PENSYLVANICA / PENNSYLVANIA SEDGE* | *269* | *PLUG* | *20% @ 10" o.c.* |
| *ERAGROSTIS SPECTABILIS / PURPLE LOVEGRASS* | *83* | *PLUG* | *20% @ 18" o.c.* |
| TURF SOD<br>*SHADE MASTER BLEND* | 5,214 SF | | | |
| AGGREGATE BASE<br>*CRUSHED ANGULAR STONE* | 293 SF | | | |
| HARDWOOD MULCH | 3,535 SF | | | |



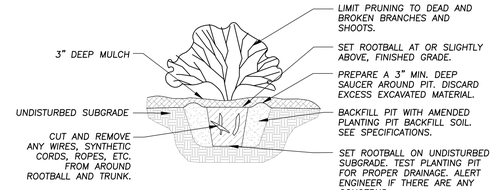

### 1 TREE PLANTING DETAIL

Not To Scale 329343-23




### 2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-24

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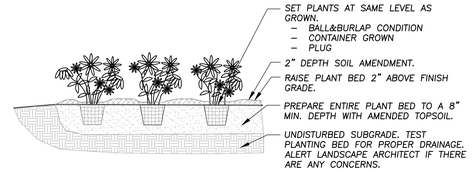
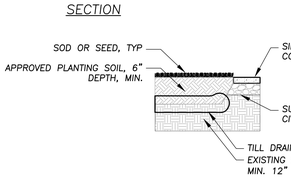
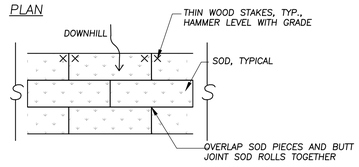
Not To Scale 329333-06




### 4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-14



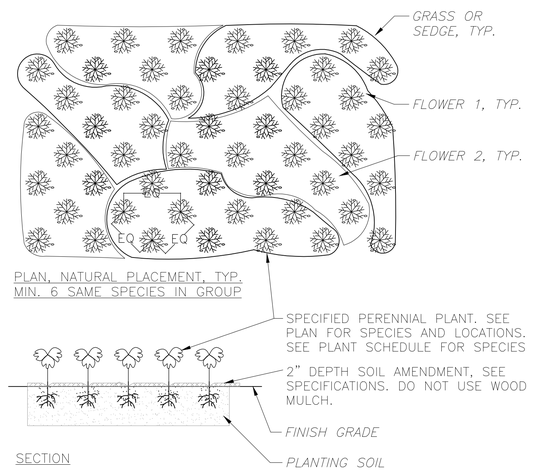




### 5 SOD AND SEED DETAIL

Not To Scale 329301-15

NOTES:

1. DO NOT DAMAGE EXISTING PLANT ROOTS WHEN EXCAVATING PLANTING HOLES.
2. PLACE PLANTS IN A NATURAL MANNER SIMILAR TO THE DETAIL PLAN SHOWN AND APPROVED BY OWNER IN THE FIELD.
3. PRUNE DEAD STALKS AND REMOVE ANY DEAD LEAVES.
4. REMOVE ALL POTS PRIOR TO PLANTING. BY HAND, REMOVE POT BOUND AND ENCIRCLING ROOTS.
5. PLACE PLANTS SO THAT FINISH GRADE IS FLUSH WITH SOIL POT HEIGHT. LEAVE SPACE BETWEEN PLANT STALKS AND SOIL AMENDMENT.
6. MAINTAIN PROPER PLANTING HEIGHT THROUGHOUT WARRANTY PERIOD.
7. MAINTAIN A WEED-FREE CONDITION THROUGHOUT THE MAINTENANCE PERIOD.




### 6 PERENNIAL PLANT MIX : LAYOUT

1/4" = 1'-0" 329301-09

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 06/08/26 | PD COMMENTS RESPONSE |
| 1 | 03/12/26 | PD SUBMISSION |

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

LANDSCAPE DETAILS

L2-00

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

# 793 LAUREL AVE BUILDING SPECIFIC DOCUMENTS

## HIGHLAND PARK, ILLINOIS 60035

30

| NO | DATE | ISSUE DESCRIPTION |
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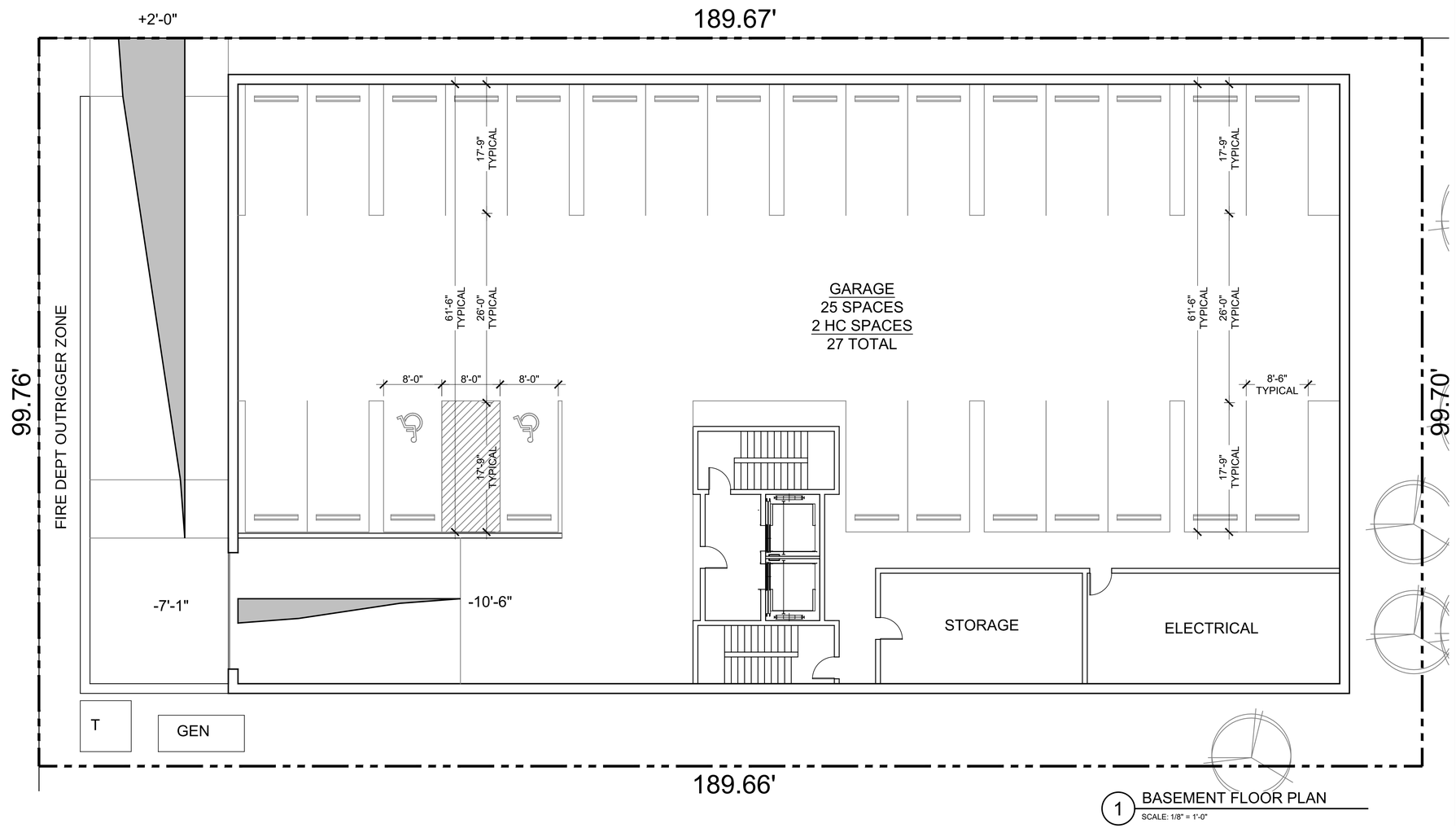
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

TITLE SHEET

**A5-00**




1 BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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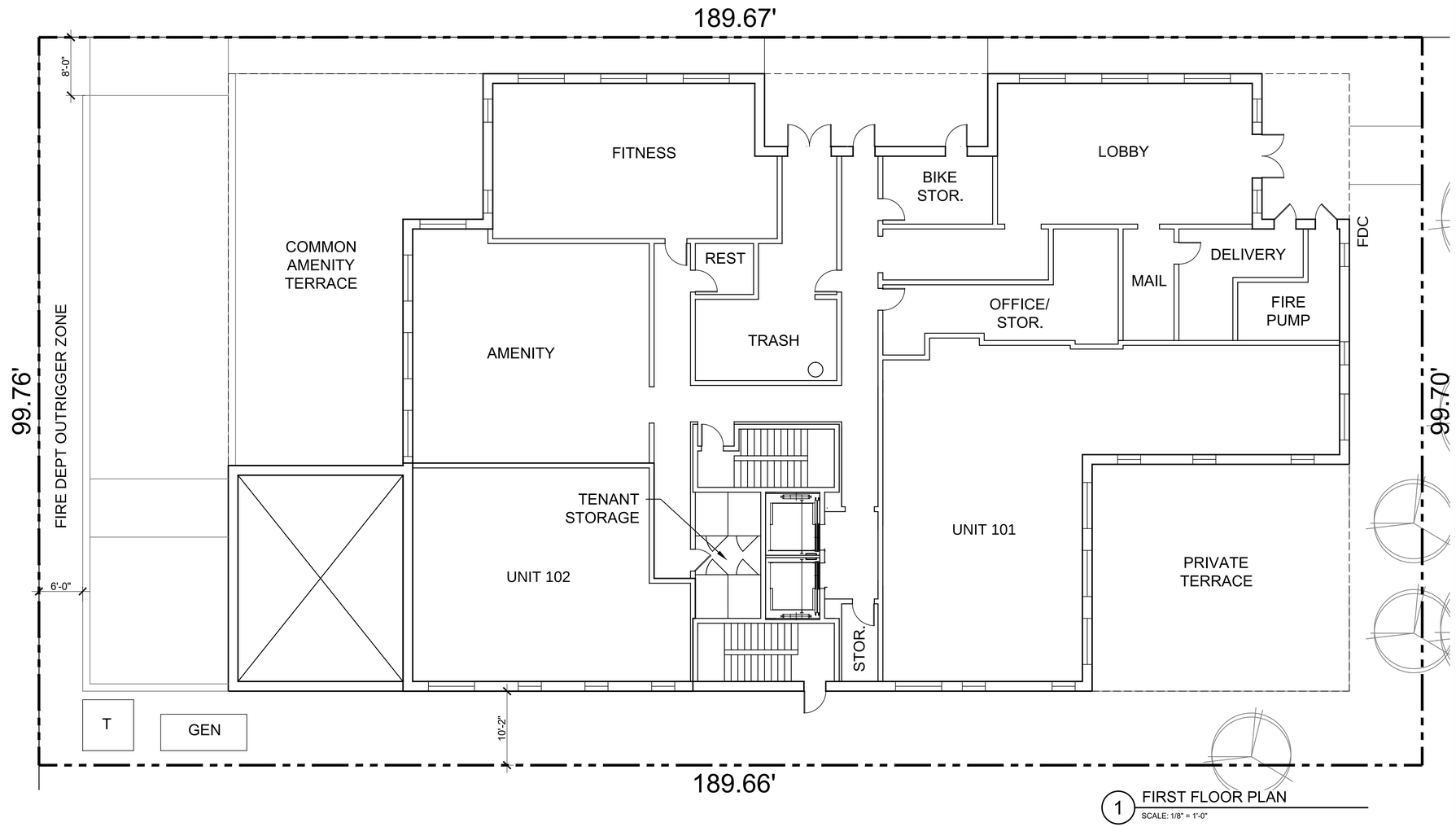
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-01**




1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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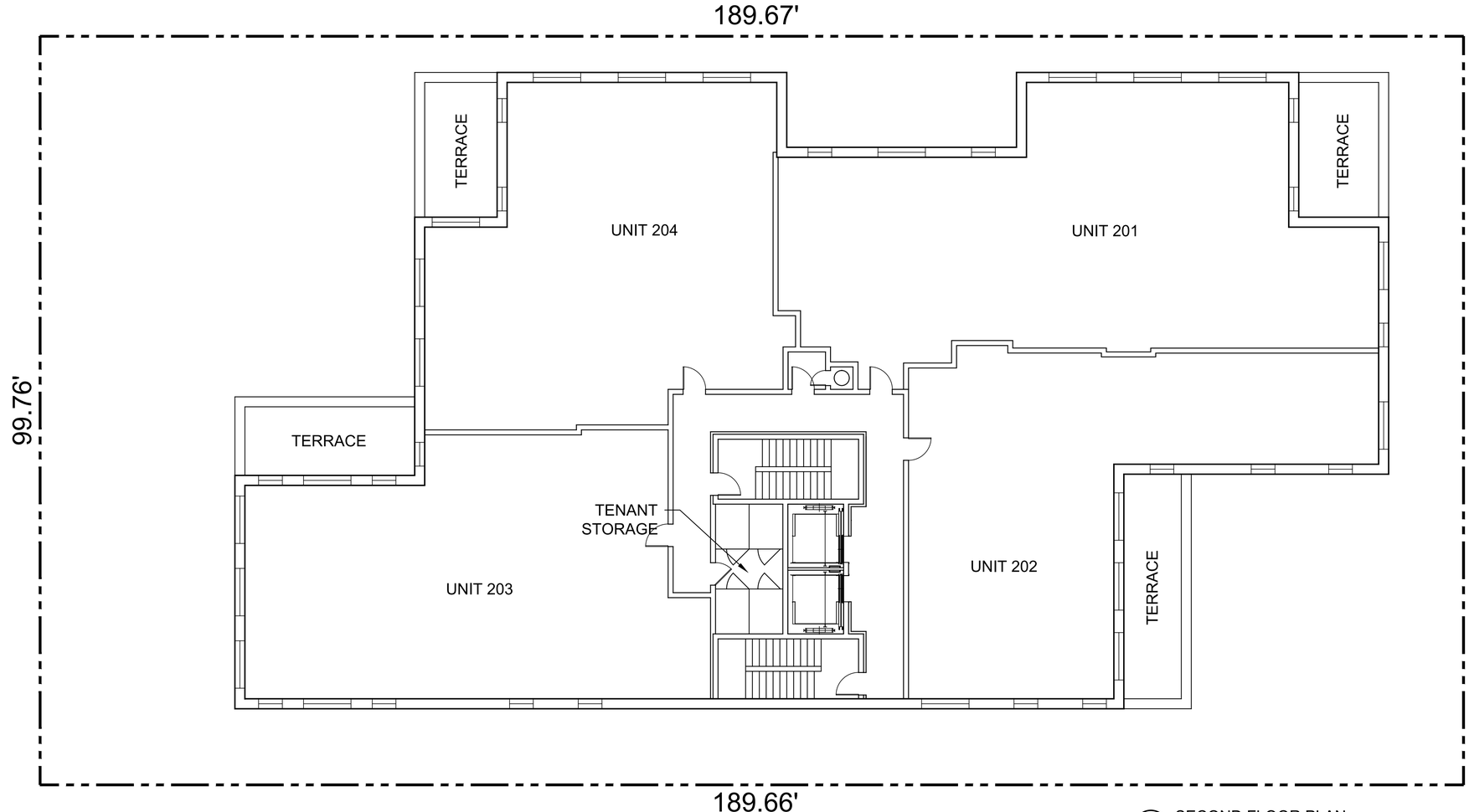
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-02**




1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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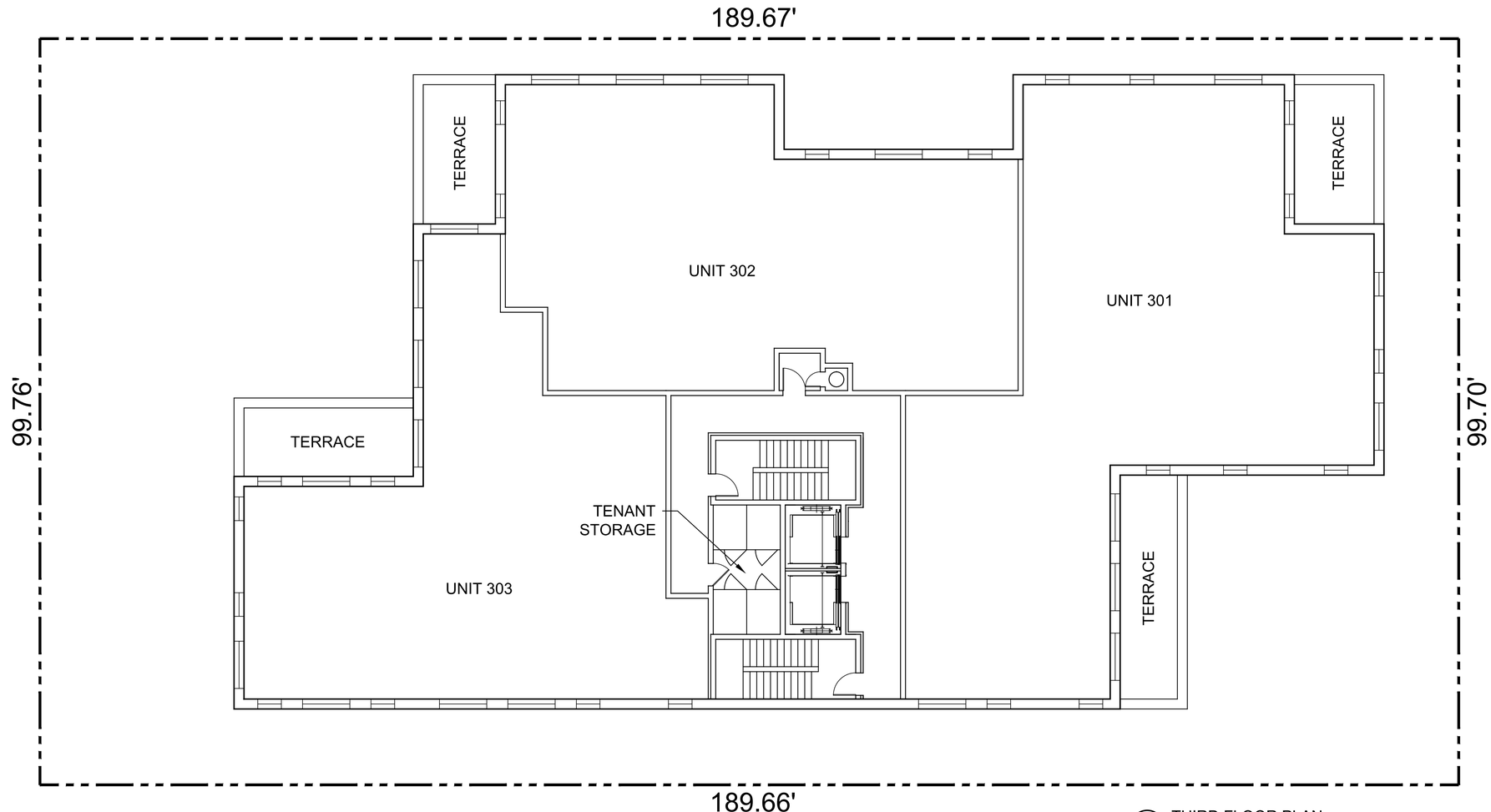
**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-03**




1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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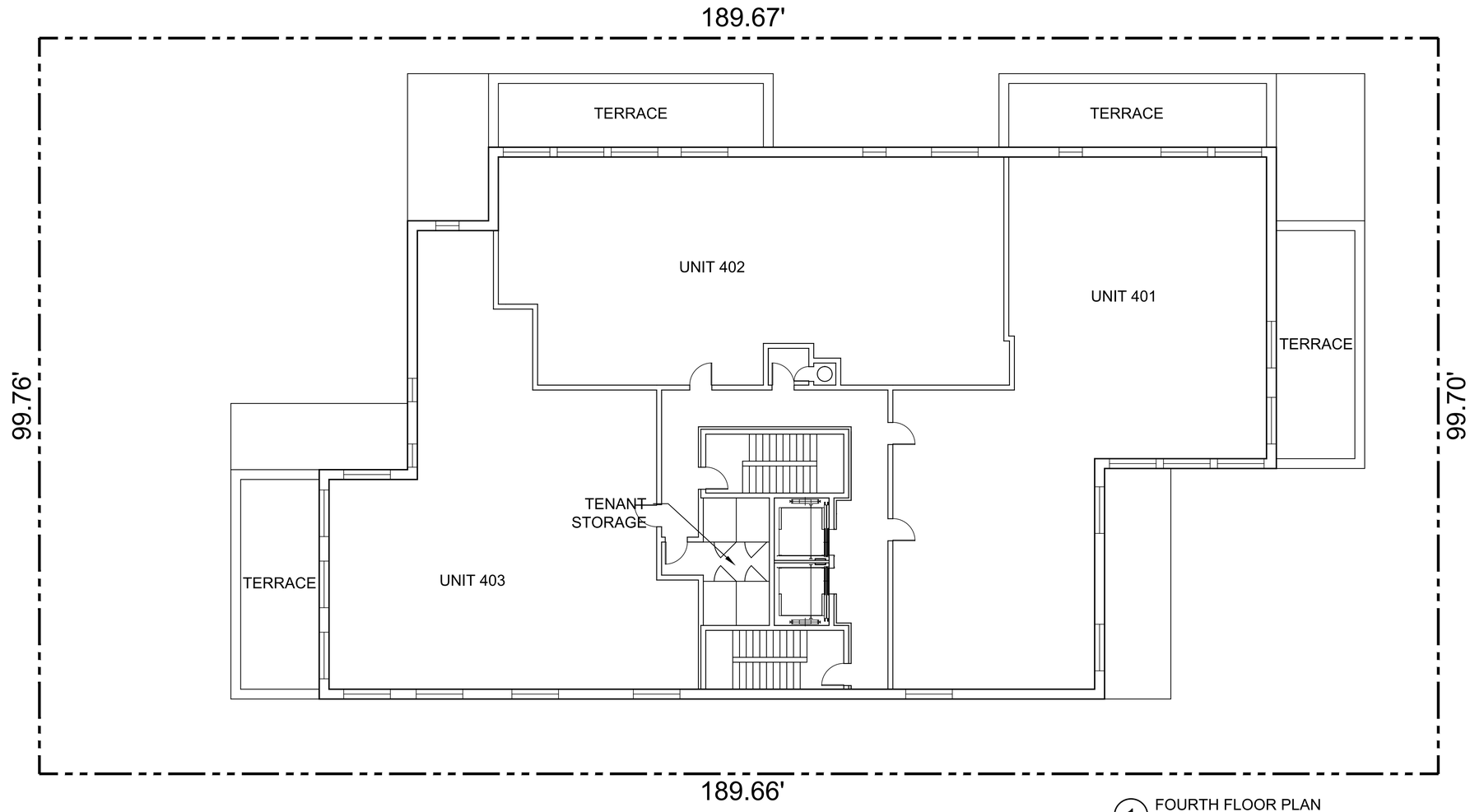
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-04**




1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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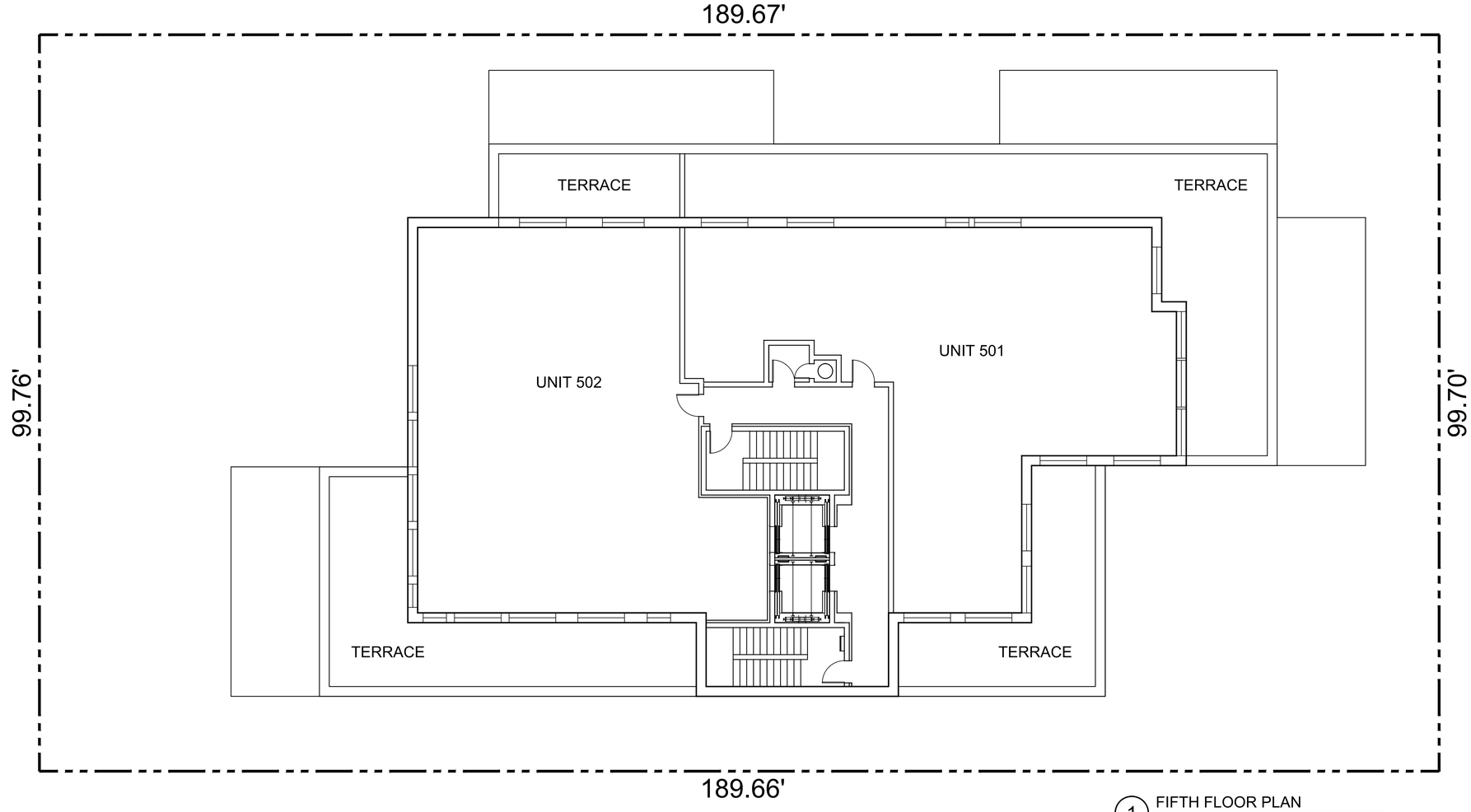
**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-05**




1 FIFTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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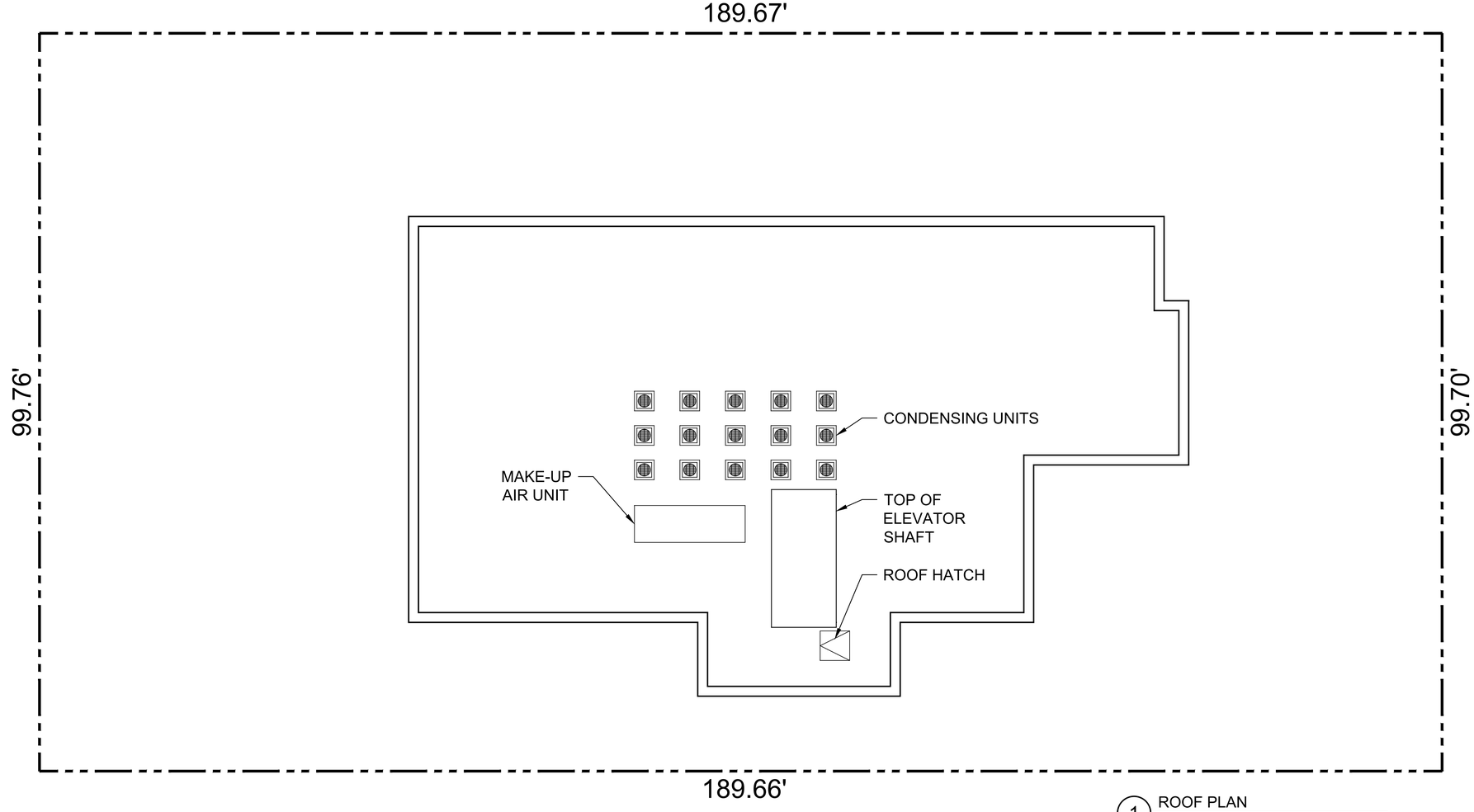
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-06**




1 ROOF PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

FLOOR PLAN

NORTH

**A5-07**

2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ELEVATIONS

**A6-01**

2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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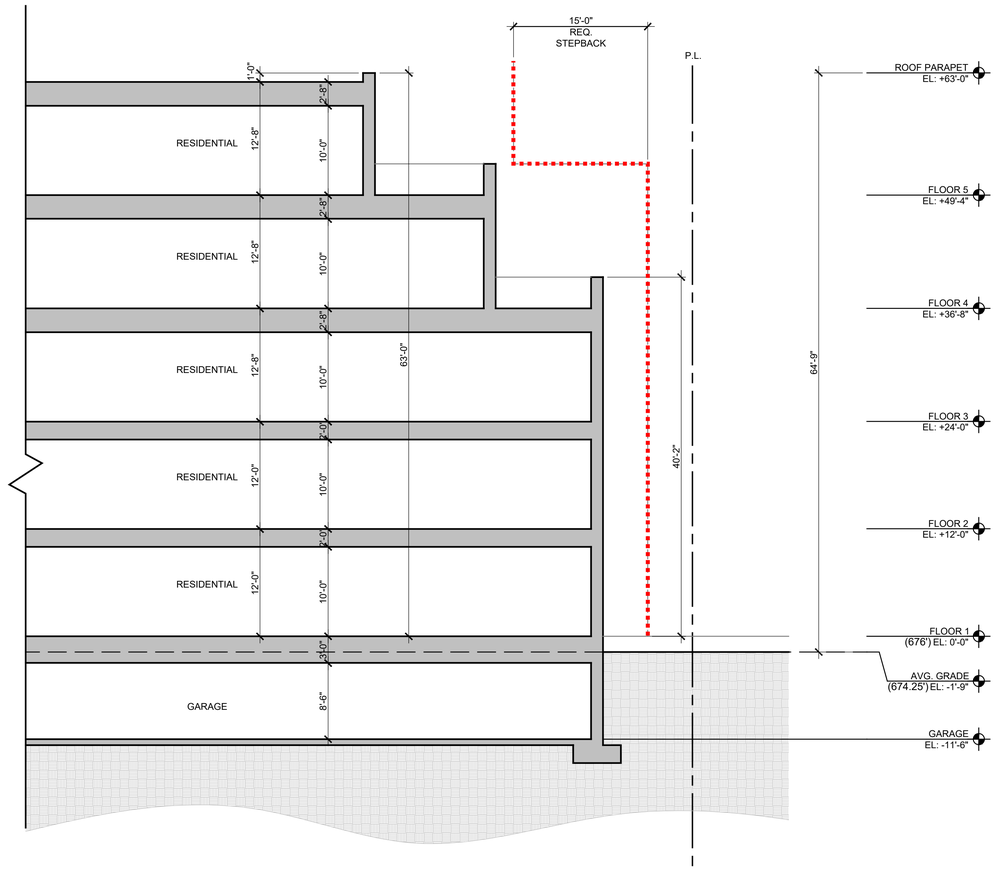
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ELEVATIONS

**A6-02**




1 NORTH / SOUTH BUILDING SECTION

SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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# 793 LAUREL AVENUE

**HIGHLAND PARK, ILLINOIS 60035**

BUILDING SECTION

**A7-01**

## WEST BUILDING UNIT AREA DATA

| | Unit # | Unit Area |
|---|---|---|
| **Basement** | | |
| | | |
| **Floor 1** | | |
| | 102 | 1,950 |
| | 103 | 1,175 |
| | 2 | 3,125 |
| **Floor 2** | | |
| | 201 | 2,550 |
| | 202 | 1,950 |
| | 203 | 2,150 |
| | 204 | 1,950 |
| | 4 | 8,600 |
| **Floor 3** | | |
| | 301 | 3,450 |
| | 302 | 2,550 |
| | 303 | 2,600 |
| | 3 | 8,600 |
| **Floor 4** | | |
| | 401 | 2,700 |
| | 402 | 2,150 |
| | 403 | 2,250 |
| | 3 | 7,100 |
| **Floor 5** | | |
| | 501 | 2,200 |
| | 502 | 2,350 |
| | 2 | 4,550 |
| **Building total** | 14 | 31,975 |



| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |

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QC BY: XX
P.M.: XX
DRAWN BY: XX

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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

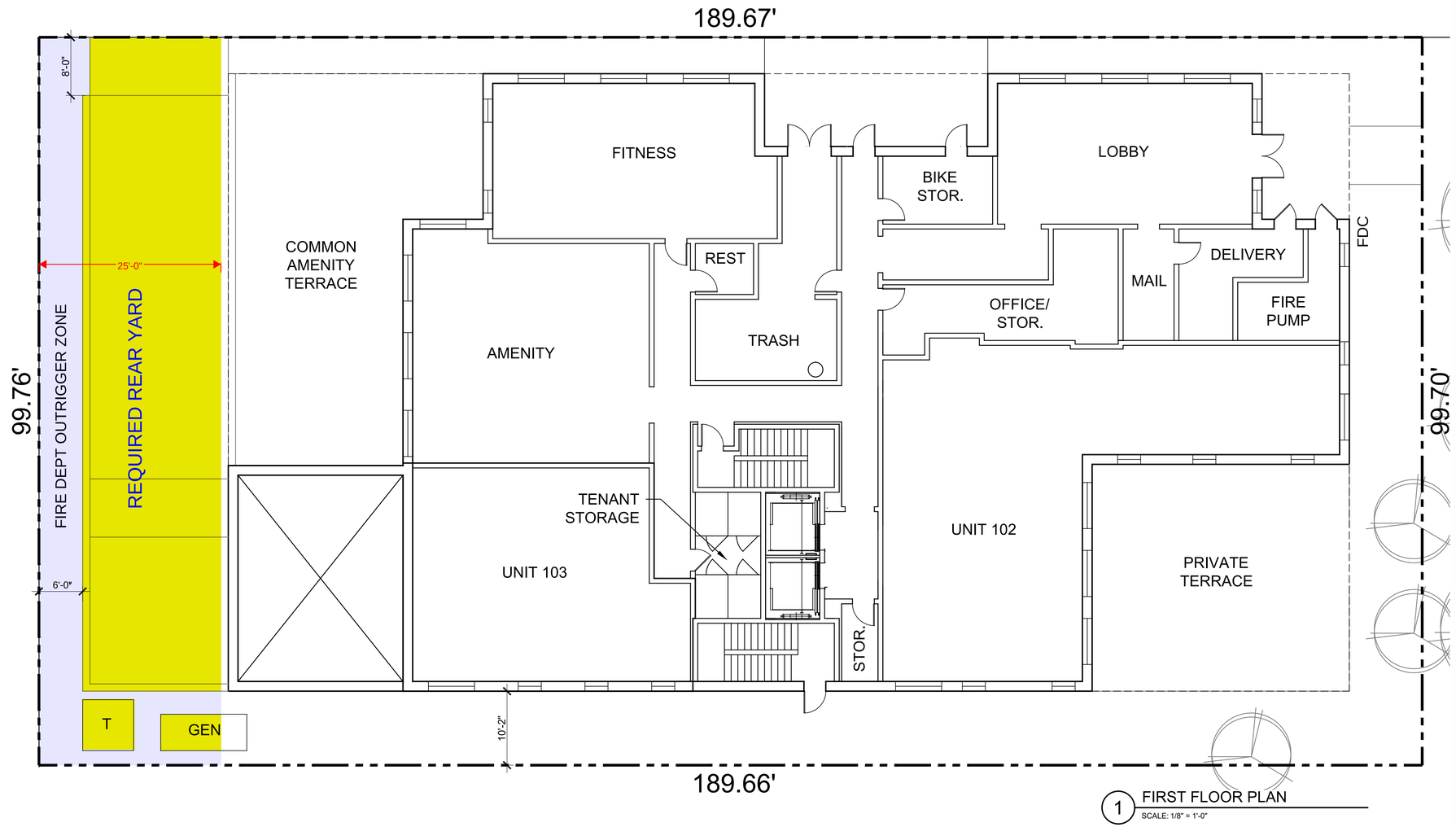
UNIT AREA DATA

**A8-01**

REAR YARD
TOTAL AREA PROVIDED:
**2500 SF**

EQUIPMENT AREA: 90 SF
RAMP AREA: 1699 SF
TOTAL USE AREA:
**1789 SF**

% OF REAR YARD
PROVIDED OCCUPIED BY
USE:
**71.6%**




1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| | | |

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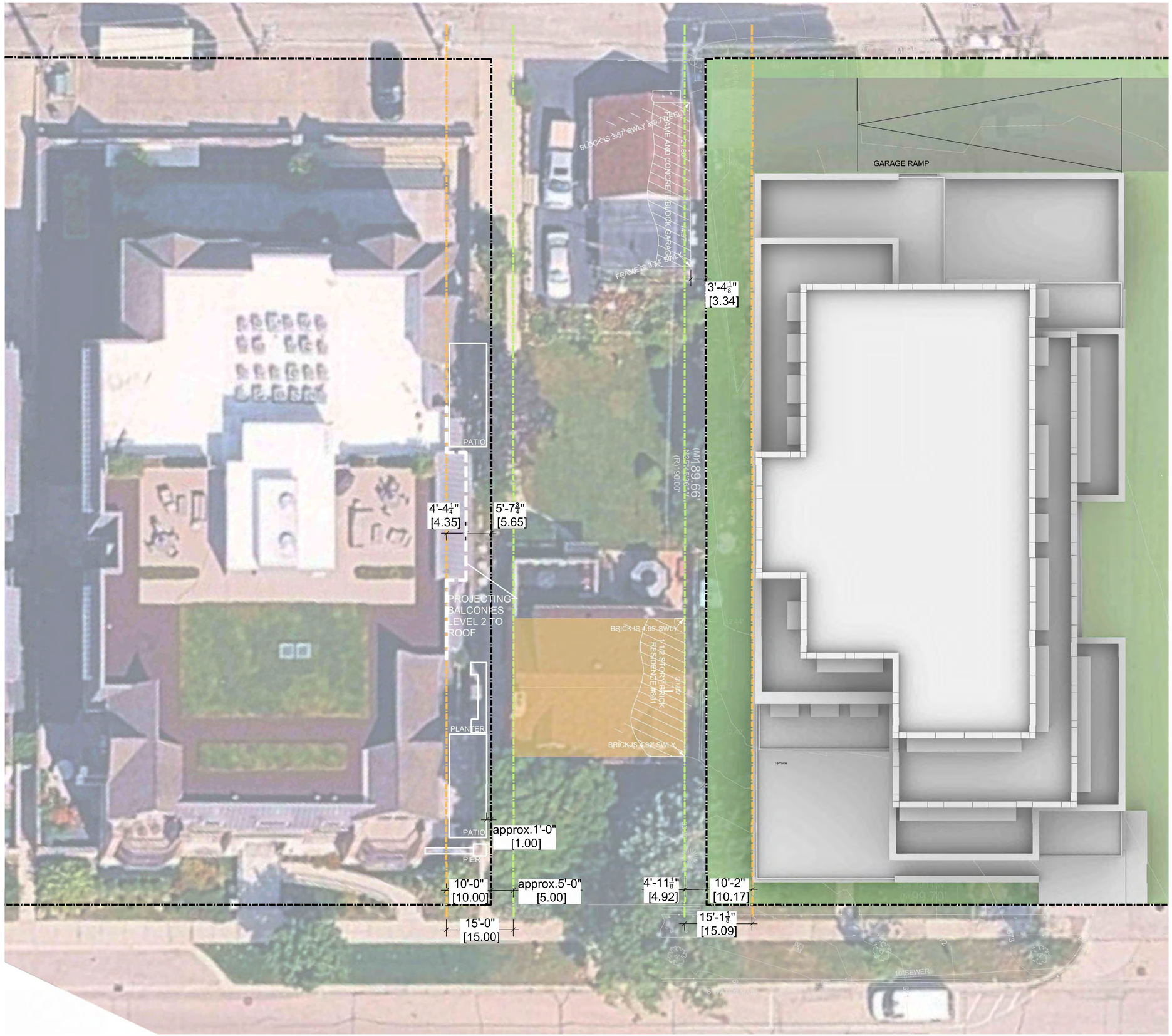
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

REAR YARD COVERAGE

NORTH

**A8-02**




43

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ADJACENT WEST PROPERTY - SITE PLAN

NORTH

**A8-03**

1 ADJACENT WEST PROPERTY
SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| 1 | 03/17/26 | PD SUBMISSION |

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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ADJACENT WEST PROPERTY - SOUTH ELEVATION

**A8-04**

2 VIEW OF ADJACENT PROPERTY LOOKING NORTHEAST

SCALE: N.T.S.

1 VIEW OF ADJACENT PROPERTY LOOKING NORTHWEST

SCALE: N.T.S.



| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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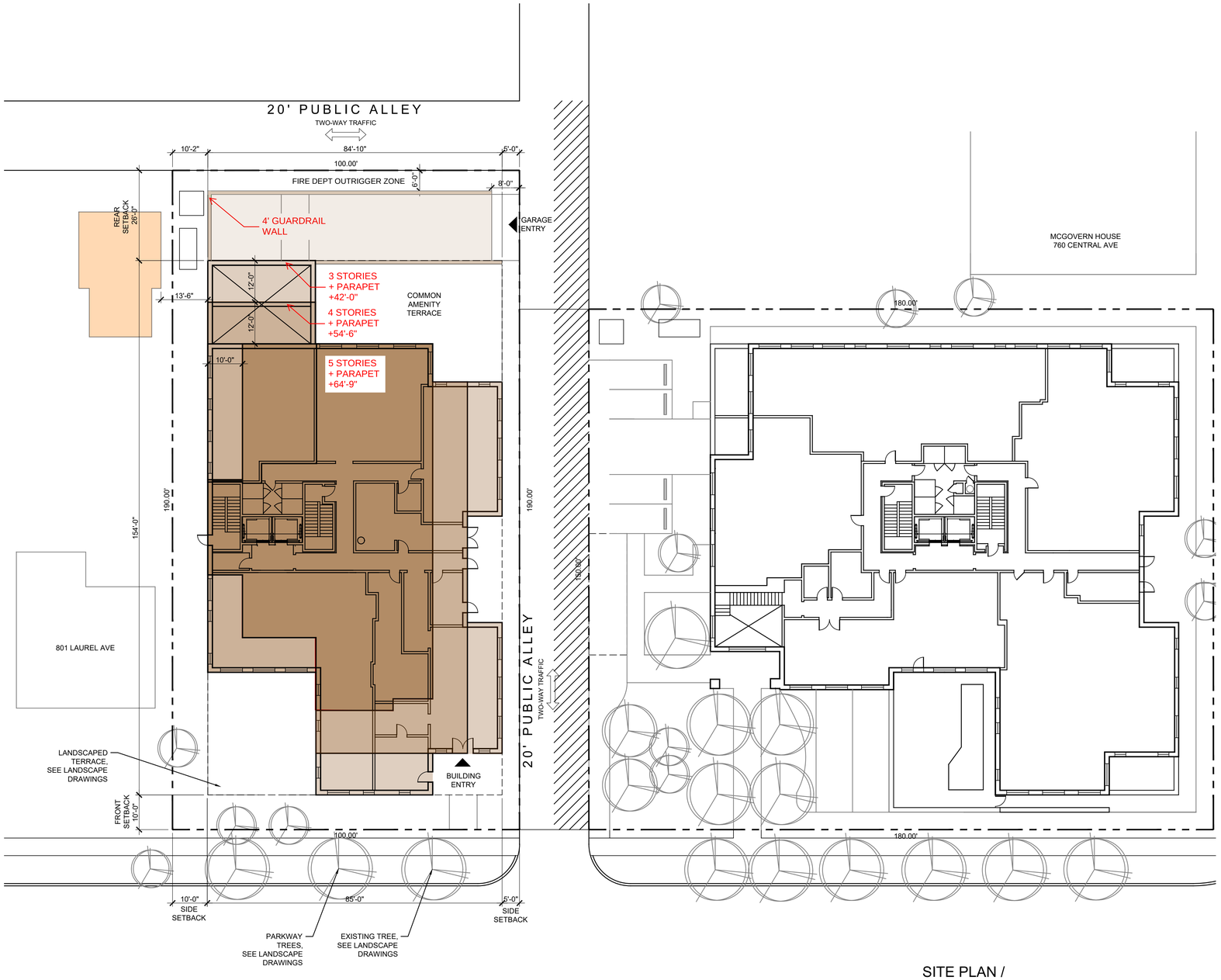
**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ADJACENT WEST PROPERTY - AERIAL VIEWS

**A8-05**




1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| | 06/08/26 | PD COMMENT RESPONSES |
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
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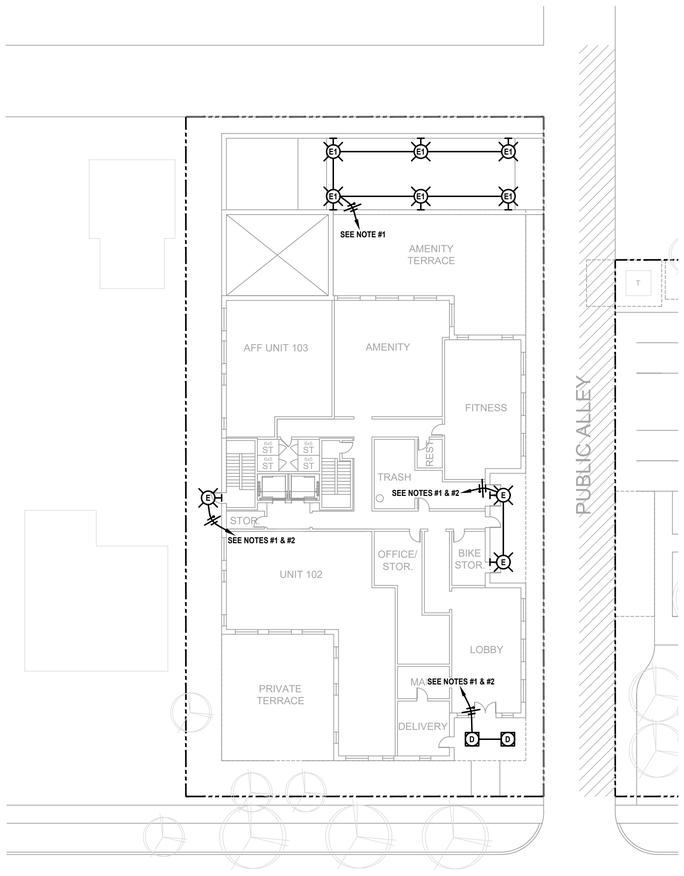
# 793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

BUILDING HEIGHTS AT REAR

NORTH

A8-06

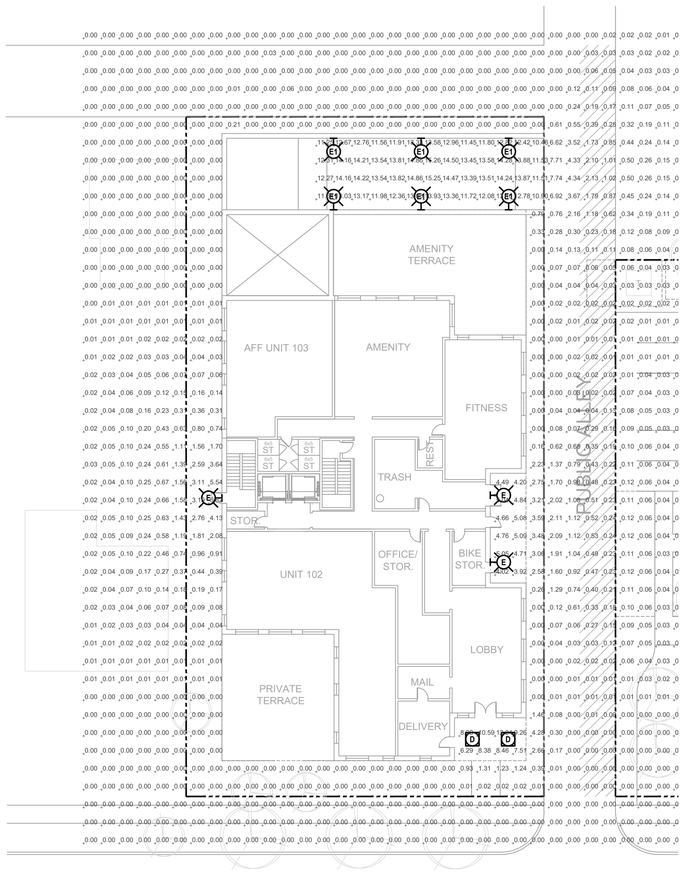



## ELECTRICAL SITE PLAN

SCALE: 1"=20'-0"

**NOTES:**

1. 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO LIGHTING PANEL VIA PHOTOCELL ON/OFF.
2. FIXTURE PROVIDED WITH BATTERY BACKUP TO PROVIDE CODE REQUIRED EMERGENCY EGRESS LIGHTING.



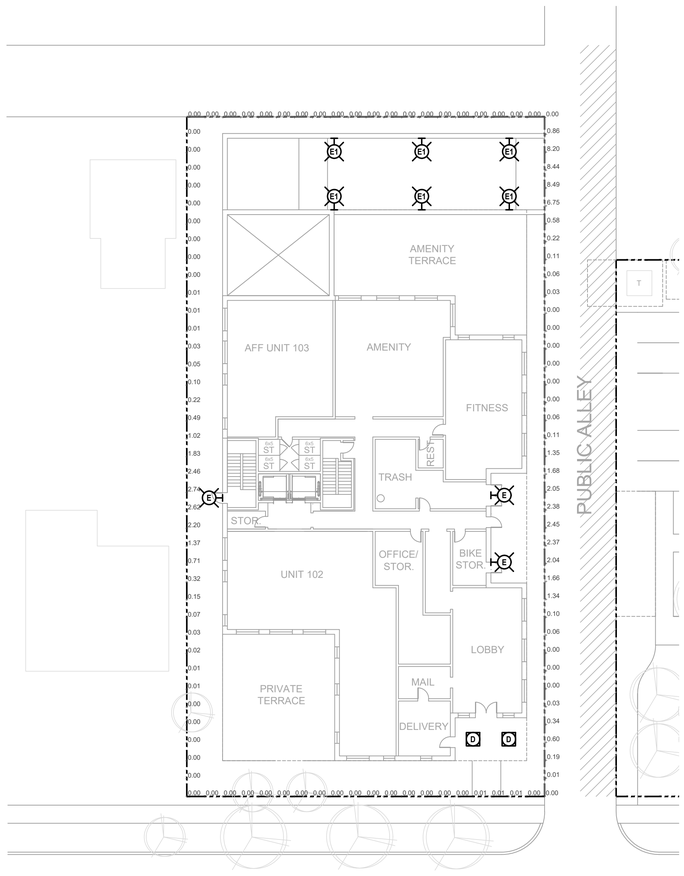

## PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

| LIGHTING ANALYSIS NOTES: (PARKING GARAGE ENTRANCE) | |
|---|---|
| 1. AVERAGE FOOTCANDLES: | 12.68 |
| 2. MAXIMUM FOOTCANDLES: | 15.26 |
| 3. MINIMUM FOOTCANDLES: | 6.62 |
| 4. MAXIMUM/MINIMUM RATIO: | 2.3:1 |
| 5. AVERAGE/MINIMUM RATIO: | 1.9:1 |

| LIGHTING ANALYSIS NOTES: (MAIN ENTRANCE) | |
|---|---|
| 1. AVERAGE FOOTCANDLES: | 8.86 |
| 2. MAXIMUM FOOTCANDLES: | 12.04 |
| 3. MINIMUM FOOTCANDLES: | 6.29 |
| 4. MAXIMUM/MINIMUM RATIO: | 1.9:1 |
| 5. AVERAGE/MINIMUM RATIO: | 1.4:1 |

| LIGHTING ANALYSIS NOTES: (BACK OF HOUSE ENTRANCE) | |
|---|---|
| 1. AVERAGE FOOTCANDLES: | 4.14 |
| 2. MAXIMUM FOOTCANDLES: | 5.09 |
| 3. MINIMUM FOOTCANDLES: | 2.58 |
| 4. MAXIMUM/MINIMUM RATIO: | 2.0:1 |
| 5. AVERAGE/MINIMUM RATIO: | 1.6:1 |




## PROPERTY LINE PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

| LIGHTING ANALYSIS NOTES: | |
|---|---|
| 1. MAXIMUM FOOTCANDLES AT PROPERTY LINE IS LESS THAN 1.0 EXCEPT AT BUILDING ENTRY/EXIT POINTS. | |


Corporation Registration #184.005374

KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
262-784-3323
2845 S. Moorland Rd., New Berlin, WI 53151


LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 05/05/26
Lic. Exp.: 11/30/27

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 1 | 05/05/26 | PERMIT REVIEW COMMENTS |
| | 03/11/26 | SITE PERMIT |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PRINCIPAL: D.B.K. P.M.: D.B.K.
QC BY: D.B.K. DRAWN BY: S.M.B.


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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE PLANS

E1.0

# FIXTURE SCHEDULE

26050

| | TYPE | INPUT WATTS | VOLTS | LUMENS | COLOR TEMP | CRI 70+ | CRI 80+ | CRI 90+ | DESCRIPTION | MANUFACTURER | CATALOG NUMBER | BUG RATING | SHIELDING | FINISH | MOUNTING | CONTROLS INTEGRAL | CONTROLS REMOTE | SEE NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D | 18 | 120 | 1512 | 3000K | | ● | | DOWNLIGHT | LITHONIA | LDN4-30/15-LO4-AR-LSS-TR-BL-MVOLT-GZ10-E10WCB | | CLEAR ALZAK | BLACK | RECESSED | BB | PHOTO ON/OFF | |
| 1 | E | 24 | 120 | 2412 | 3000K | | ● | | EXTERIOR WALL PACK | LITHONIA | WPX1 LED-P2-30K-MVOLT-E14WC | | ACRYLIC | SBA | WALL ABOVE MAN DOOR | BB | PHOTO ON/OFF | |
| | E1 | 47 | 120 | 5896 | 3000K | | ● | | EXTERIOR WALL PACK | LITHONIA | WPX2 LED-30K-MVOLT | | ACRYLIC | SBA | WALL-PARKING GARAGE RAMP | | PHOTO ON/OFF | |
| | | | | | | | | | | | | | | | | | | |

LITHONIA LIGHTING®

## FEATURES & SPECIFICATIONS

**INTENDED USE** — Typical applications include corridors, lobbies, conference rooms and private offices.

**CONSTRUCTION** — Galvanized steel mounting/plaster frame; galvanized steel junction box with bottom-hinged access covers and spring latches. Reflectors are retained by torsion springs.

Vertically adjustable mounting brackets with commercial bar hangers provide 3-3/4" total adjustment.

Two combination 1/2"-3/4" and four 1/2" knockouts for straight-through conduit runs. Capacity: 8 (4 in, 4 out). No. 12 AWG conductors, rated for 90°C.

Accommodates 12"-24" joist spacing.

Passive cooling thermal management for 25°C standard; high ambient (40°C) option available. Light engine and drivers are accessible from above or below ceiling.

Max ceiling thickness 1-1/2".

**OPTICS** — LEDs are binned to a 3-step MacAdam Ellipse; 80 CRI minimum. 90 CRI optional.

LED light source concealed with diffusing optical lens.

General illumination lighting with 1.0 S/MH and 55° cutoff to source and source image.

Self-flanged anodized reflectors in specular, semi-specular, or matte diffuse finishes. Also available in white and black painted reflectors.

**UGR** — UGR is zero for fixtures aimed at nadir with a cut-off equal to or less than 60deg per CIE 117-1996 Discomfort Galre in Interior Lighting. UGR FAQs

**ELECTRICAL** — Multi-volt (120-277V, 50/60Hz) 0-10V dimming drivers mounted to junction box, 10% or 1% minimum dimming level available.

0-10V dimming fixture requires two (2) additional low-voltage wires to be pulled.

**LUMEN MAINTENANCE** — 70% lumen maintenance at 60,000 hours.

**LISTINGS** — Certified to US and Canadian safety standards. Wet location standard (covered ceiling). IP55 rated. Drivers are ROHS compliant

**GOVERNMENT PROCUREMENT** — BAA – Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BABA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

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.

## PERFORMANCE DATA

| LDN4 | | | |
|---|---|---|---|
| **Nominal** | **Lumens** | **Wattage** | **Lm/W** |
| 500 | 523.6 | 5.74 | 91.2 |
| 750 | 751.1 | 8.6 | 87.3 |
| 1000 | 1045 | 10.58 | 98.8 |
| 1500 | 1512 | 17.5 | 86.4 |
| 2000 | 2006 | 22.12 | 90.7 |
| 2500 | 2551 | 26.1 | 97.7 |
| 3000 | 3007 | 32.1 | 93.7 |
| 4000 | 4212 | 43 | 98.0 |

**Notes**
Tested in accordance with IESNA LM-79-08
Tested to current IES and NEMA standards under stabilized laboratory conditions
Based on LDN4 AR LSS 35K 80CRI

| Catalog Number | |
|---|---|
| Notes | |
| Type | D |

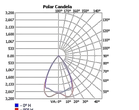
# LDN4 STATIC WHITE

**4" Open and Wallwash LED**
**Non-IC**
**New Construction Downlight**

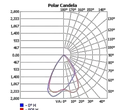
Open Trim

Wallwash Trim

## DISTRIBUTIONS



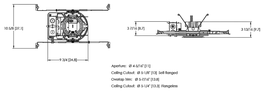

Open




Wallwash

## DIMENSIONS

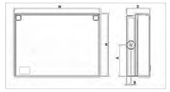
**LDN4 500-2000 Lumens**




See page 4 for other fixture dimensions

# WPX LED
## Wall Packs

Specifications




Front View Side View

| Luminaire | Height (H) | Width (W) | Depth (D) | Side Conduit Location A | Side Conduit Location B | Weight |
|---|---|---|---|---|---|---|
| WPX1 | 8.1" (20.6 cm) | 11.1" (28.3 cm) | 3.2" (8.1 cm) | 4.0" (10.3 cm) | 0.6" (1.6 cm) | 6.1 lbs (2.8kg) |
| WPX2 | 9.1" (23.1 cm) | 12.3" (31.1 cm) | 4.1" (10.5 cm) | 4.5" (11.5 cm) | 0.7" (1.7 cm) | 8.2 lbs (3.7kg) |
| WPX3 | 9.5" (24.1 cm) | 13.0" (33.0 cm) | 5.5" (13.7 cm) | 4.7" (12.0 cm) | 0.7" (1.7 cm) | 11.0 lbs (5.0kg) |

## Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

| Series | | Color Temperature | | Voltage | | Options | | Finish | |
|---|---|---|---|---|---|---|---|---|---|
| WPX1 LED P1 | 1,550 Lumens, 11W[1] | 30K | 3000K | MVOLT | 120V - 277V | (blank) | None | DDBXD | Dark bronze |
| WPX1 LED P2 | 2,900 Lumens, 24W | 40K | 4000K | 347 | 347V [3] | E4WH | Emergency battery backup, CEC compliant (4W, 0°C min) [2] | DWHXD | White |
| WPX2 LED | 6,000 Lumens, 47W | 50K | 5000K | | | E14WC | Emergency battery backup, CEC compliant (14W, -20°C min) [2] | DBLXD | Black |
| WPX3 LED | 9,200 Lumens, 69W | | | | | PE | Photocell [3] | Note : For other options, consult factory. | |

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES
1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection.
Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
2. Battery pack options only available on WPX1 and WPX2.
3. Battery pack options not available with 347V or PE options.

## FEATURES & SPECIFICATIONS

**INTENDED USE**
The WPX LED wall packs are designed to provide a cost-effective, energy efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

**CONSTRUCTION**
WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

**ELECTRICAL**
Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection).
All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

**INSTALLATION**
WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards. The WPX is intended for installation on flat wall surfaces. Other applications may void warranty.

**LISTINGS**
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

**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.

| Catalog Number | |
|---|---|
| Notes | |
| Type | E,E1 |

Fill the 3rd boy or mouse over the page to see all interactive elements

### Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.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# SYMBOLS / ABBREVIATIONS

| | |
|---|---|
| | WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE |
| | SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE |
| | RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE |
| | POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE |
| —— | SWITCHED CIRCUIT |
| — — | BRANCH CIRCUIT |

| | |
|---|---|
| AFF | ABOVE FINISHED FLOOR |
| AFG | ABOVE FINISHED GRADE |
| AFI | ARC FAULT INTERRUPTER |
| AMP | AMPERES/AMPERAGE |
| AV | AUDIO VISUAL |
| BB | BATTERY BACKUP |
| BFC | BELOW FINISHED CEILING |
| BOL | BUILT-IN OVERLOAD |
| BRKR | BREAKER |
| BWE | BAKED WHITE ENAMEL |
| CBA | COLOR BY ARCHITECT |
| CP | CONTROL PANEL |
| CRCT | CIRCUIT |
| CTL | CONTROL |
| DCP | DOCK EQUIPMENT CONTROL PANEL |
| DISC | DISCONNECT |
| EC | ELECTRICAL CONTRACTOR |
| EM | EMERGENCY |
| ER | EXISTING RELOCATED |
| ETC | ELECTRONIC TIME CLOCK CONTROL |
| EX | EXISTING TO REMAIN |
| EXD | EXISTING TO BE DEMO'D |
| EXR | EXISTING TO BE RELOCATED |
| EWC | ELECTRIC WATER COOLER |
| FAAP | FIRE ALARM ANNUNCIATOR PANEL |
| FACP | FIRE ALARM CONTROL PANEL |
| FLA | FULL LOAD AMPS |
| FLSW | FLOAT SWITCH |
| FPC | FIRE PROTECTION CONTRACTOR |
| FURN | FURNISHED |
| GC | GENERAL CONTRACTOR |
| GFCI | GROUND FAULT CIRCUIT INTERRUPTER |
| GND | GROUND |
| HOA | HAND-OFF-AUTOMATIC SWITCH |
| HP | HORSEPOWER |
| HVAC | HEATING AND VENTILATING CONTRACTOR |
| IG | ISOLATED GROUND |
| INT | INTEGRAL |
| IR | IN ROOM |
| IU | IN UNIT |
| JB | JUNCTION BOX |
| KW | KILOWATTS |
| LCP | LIGHTING CONTROL PANEL |
| LOC | LOCATION |
| LT | LOW TEMPERATURE |
| LTSW | LIGHT SWITCH |
| LVT | LOW VOLTAGE THERMOSTAT |
| MAG | MAGNETIC STARTER |
| MAN | MANUAL STARTER |
| MCA | MINIMUM CIRCUIT AMPS |
| MSPL | MANUAL STARTER WITH PILOT LIGHT |
| NL | NIGHT LIGHT |
| NU | NEAR UNIT |
| OHP | OVERHEAT PROTECTION |
| OS | OCCUPANCY SENSOR |
| OU | ON UNIT |
| PB | PUSH BUTTON |
| PC | PLUMBING CONTRACTOR |
| PESW | PNEUMATIC ELECTRIC SWITCH |
| PHOTO | PHOTOCELL |
| PW | PREWIRED |
| RC | REFRIGERATION CONTRACTOR |
| RCC | REFRIGERATION CONTROL CONTRACTOR |
| RECEPT | RECEPTACLE |
| SBA | SELECTED BY ARCHITECT |
| SC | SEPARATE CIRCUIT |
| SPSW | SPEED SWITCH |
| SS | SOFT START |
| ST | SHUNT TRIP |
| SW | SWITCH |
| T | LINE VOLTAGE THERMOSTAT |
| TBD | TO BE DETERMINED |
| TC | TIME CLOCK |
| TCC | TEMPERATURE CONTROL CONTRACTOR |
| TCP | TEMPERATURE CONTROL PANEL |
| UM | UNIT MANUFACTURER |
| UNO | UNLESS NOTED OTHERWISE |
| VFD | VARIABLE FREQUENCY DRIVE |
| W | WATTS |
| WP | WEATHER PROOF ("WHILE-IN-USE") |
| XFMR | TRANSFORMER |

Corporation Registration #184.005374
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2845 S. Moorland Rd., New Berlin, WI 53151

LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 05/05/26
Lic. Exp.: 11/30/27

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 1 | 05/05/26 | PERMIT REVIEW COMMENTS |
| | 03/11/26 | SITE PERMIT |

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: D.B.K. P.M.: D.B.K.
QC BY: D.B.K. DRAWN BY: S.M.B.

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Expiration Date: April 30, 2027

793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SCHEDULES

E2.0

## EXISTING TREE LEGEND

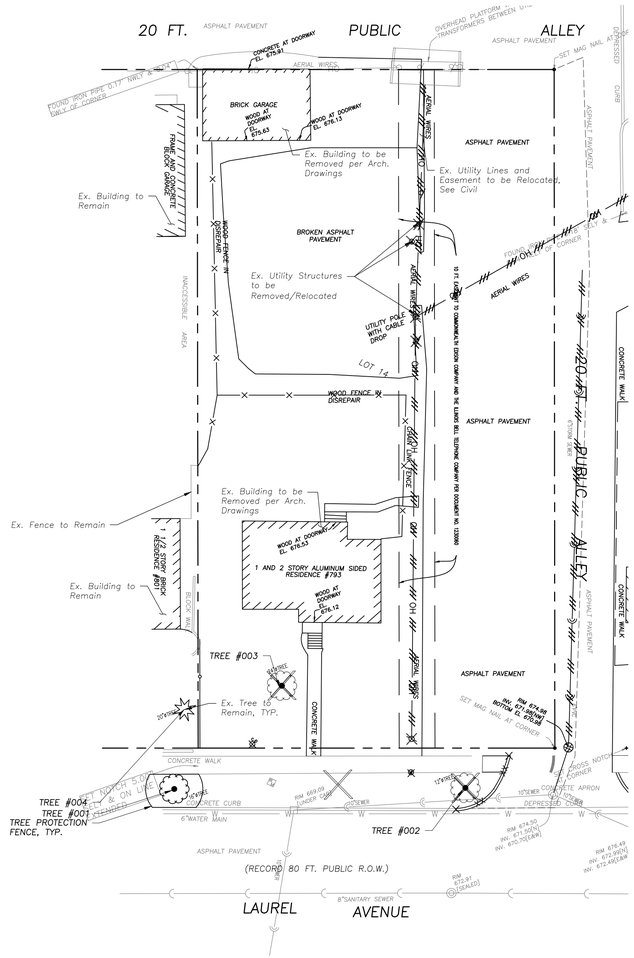
EX TREE – TO BE REMOVED

EX TREE – TO BE PRESERVED

TREE PROTECTION FENCE

## TREE PRESERVATION NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
2. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
3. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
4. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
5. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
6. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
7. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.
8. GRIND REMAINING TREE STUMPS MINIMUM 6" BELOW GRADE. ADD TOPSOIL, SEED AND BLANKET; UNLESS PROPOSED PLANS DIRECT OTHERWISE.
9. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
10. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AS SHOWN IN PLAN.
11. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, CITY FORESTER OR OWNERS REPRESENTATIVE PRIOR TO START OF CONSTRUCTION ACTIVITIES.
12. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
13. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
14. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE–GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
15. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
16. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
17. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TO EXCEED 24 HOURS PER WEEK.
18. WHEN CONSTRUCTION ACTIVITIES REQUIRE AGGREGATE FILL WITHIN PROTECTED CRITICAL ROOT ZONE, AN INERT STONE MATERIAL MUST BE USED. (AVOID LIMESTONE)
19. ROOT PRUNE WHERE ESTABLISHED TREE CRITICAL ROOT ZONES ARE IMPACTED BY CONSTRUCTION ACTIVITIES. TO BE DONE UNDER THE GUIDANCE OF A CERTIFIED ARBORIST.
20. CONTRACTOR SHALL CONTACT THE CITY OF HIGHLAND PARK, DIVISION OF FORESTRY TO HAVE ALL TREE PRESERVATION FENCING INSPECTED PRIOR TO STARTING ANY CONSTRUCTION OPERATIONS



1 TREE PROTECTION DETAIL

Not To Scale

DETAIL–FILE

## TREE REPLACEMENT CALCULATIONS

PROTECTED TREE REPLACEMENT DRAWS FROM CATEGORIES A, B, OR C AT A 1:2 RATE (1 REMOVED = 2 REPLACEMENTS)

KEY TREE REPLACEMENT DRAWS FROM CATEGORIES A OR B ONLY AT A 1:3 RATE (1 REMOVED = 3 REPLACEMENTS)

HERITAGE TREE REPLACEMENT DRAWS FROM CATEGORY A ONLY AT A 1:4 RATE (0 REMOVED = 0 REPLACEMENTS)

## EXISTING TREE SURVEY

| TREE # | BOTANICAL NAME | COMMON NAME | TREE SIZE | CONDITION | Status | Category | Req. Replacement Trees | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| 001 | Quercus spp | Oak | 16" Cal. | Fair | To Remain | Key | | Parkway Tree, Portion of Canopy Missing |
| 002 | Quercus spp | Oak | 12" Cal. | Poor | To Be Removed | Key | | Parkway Tree; Bark Wound, Canopy Gaps |
| 003 | Acer saccharinum | Silver Maple | 24" Cal. | Good | To Be Removed | Protected | (2) 3" Trees | |
| 004 | Taxus chinensis | Chinese Yew | 12"x8" Cal. | Good | To Remain | Protected | | Adjacent Property |




| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 06/08/26 | PD COMMENTS RESPONSE |
| 1 | 03/12/26 | PD SUBMISSION |

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

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License Number: 184-001505
Expiration Date: April 30, 2027

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**HIGHLAND PARK, ILLINOIS 60035**

TREE PROTECTION AND REMOVAL PLAN

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
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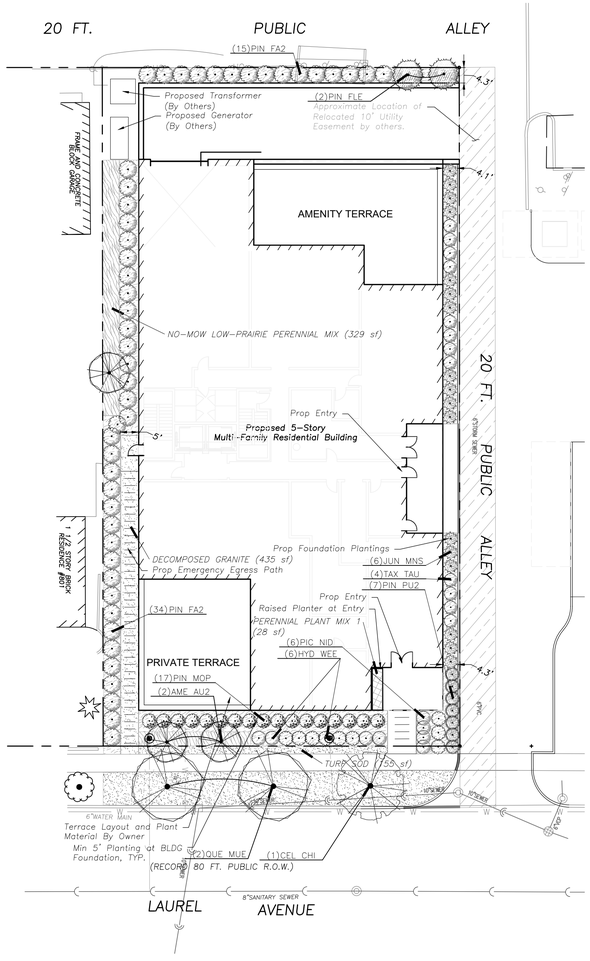
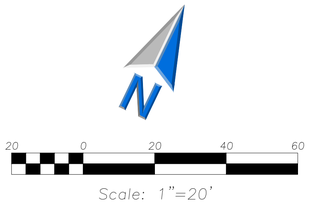
L0-10

## LANDSCAPE NOTES:

1. *PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.*
2. *ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.*
3. *ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.*
4. *ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.*
5. *ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.*
6. *THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.*
7. *ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.*
8. *ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.*
9. *THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.*
10. *SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.*
11. *REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.*
12. *ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING*
13. *ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.*
14. *ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.*
15. *ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.*
16. *ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.*
17. *THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.*
18. *CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.*
19. *ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.*
20. *LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.*
21. *ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.*
22. *LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.*
23. 
24. *REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.*
25. *PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.*




## LANDSCAPE QUANTITIES:

**TREE REPLACEMENT CALCULATIONS**

| TREES REMOVED (TYPE) | QUANTITY REMOVED | REQ. TREE REPLACEMENTS (TYPE) | PROVIDED TREE REPLACEMENTS (TYPE) | ADD. COMMENTS |
|---|---|---|---|---|
| PROTECTED TREES | 1 TREE | 2 Replacements (A or B or C) | **3 Trees -** 3 Type C | Parkway Trees Added 3 Trees - Type A |
| KEY TREES | 1 TREE | 3 Replacements (A or B) | **3 Trees -** 1 Type A, 2 Type B | |
| HERITAGE TREES | 0 TREES | N/A | N/A | |

**LANDSCAPE PLANTING QUANTITIES** = 100 LF

| PLANT TYPE | QUANTITY REQUIRED | CALCULATION | SIZE + VARIETY | PLANTS REQUIRED | PLANTS PROVIDED | ADDITIONAL ITEMS |
|---|---|---|---|---|---|---|
| Shade or Ornamnetal | 3 caliper inches for every 40 linear feet of the subject lot length or major fraction thereof (measured at the lot line). | 100 / 40 = 2.5 | Minimum of 3 caliper inches or 8-footheight at installation. No fewer than 3 types, no one type to exceed 50% of total. | 15 Shade/Ornamental Trees | 3 Shade/Ornamental Trees Provided | Seeking Relief for 12;<br>3 Parkway Trees Proposed |
| 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. | 100 / 60 = 1.67 | Minimum of 3 caliper inches or 8-footheight at installation. | 8 Evergreen Trees | 2 Evergreen Trees Provided | Seeking Relief for 6 |
| Shrubs | 1 for every 5 linear feet of the subject lot length or major fraction thereof (measured at the lot line). | 100 / 5 = 20 | Minimum 24 inches in height at time of installation. No fewer than 3 types, no one type to exceed 50% of total. | 113 Shrubs | 119 Shrubs Provided | |

## TREE + SHRUB SCHEDULE

| SYMBOL | CODE | BOTANICAL / COMMON NAME | COND | SIZE | QTY |
|---|---|---|---|---|---|
| **PARKWAY TREES** | | | | | |
| | CEL CHI | CELTIS OCCIDENTALIS 'CHICAGOLAND' / CHICAGOLAND HACKBERRY | B & B | 3" CAL. | 1 |
| | QUE MUE | QUERCUS MUEHLENBERGII / CHINKAPIN OAK | B & B | 3" CAL. | 2 |
| **EVERGREEN TREES** | | | | | |
| | PIN FLE | PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE | B & B | 8' HT. | 2 |
| **FLOWERING TREES** | | | | | |
| | AME AU2 | AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' / SERVICEBERRY | B & B | 8' HT. | 3 |

| SYMBOL | CODE | BOTANICAL / COMMON NAME | COND. | SIZE | QTY |
|---|---|---|---|---|---|
| **DECIDUOUS SHRUBS** | | | | | |
| | HYD WEE | HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAKLEAF HYDRANGEA | B & B | 24" HT. | 9 |
| **EVERGREEN SHRUBS** | | | | | |
| | JUN MNS | JUNIPERUS X PFITZERIANA 'MONSAN' / SEA OF GOLD® PFITZER JUNIPER | B & B | 24" HT. | 17 |
| | PIC NID | PICEA ABIES 'NIDIFORMIS' / BIRD'S NEST NORWAY SPRUCE | B & B | 24" HT. | 8 |
| | PIN FA2 | PINUS MUGO "FASTIGIATA" / COLUMNAR MUGO PINE | B & B | 6' HT. | 49 |
| | PIN MOP | PINUS MUGO "MOPS" / MOPS MUGO PINE | B & B | 48" HT. | 17 |
| | PIN PU2 | PINUS MUGO PUMILIO / DWARF MUGO PINE | B & B | 24" HT. | 7 |
| | TAX TAU | TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW | B & B | 36" HT. | 12 |

## PLANT MIX + MATERIAL SCHEDULE

| | | | | |
|---|---|---|---|---|
| TURF SOD<br>*SHADE MASTER BLEND* | 1,056 SF | | | |
| NO-MOW LOW-PRAIRIE PERENNIAL MIX | 454 SF | | | |
| *BOUTELOUA DACTYLOIDES / BUFFALO GRASS* | *165* | *PLUG* | *35% @ 12" o.c.* | |
| *CAREX ALBICANS / WHITE-TINGED SEDGE* | *76* | *PLUG* | *25% @ 15" o.c.* | |
| *CAREX BROMOIDES / BROME-LIKE SEDGE* | *118* | *PLUG* | *25% @ 12" o.c.* | |
| PERENNIAL PLANT MIX 1 | 28 SF | | | |
| *ALLIUM ANGULOSUM 'SUMMER BEAUTY' / SUMMER BEAUTY MOUSE GARLIC* | *3* | *#1* | *20% @ 18" o.c.* | |
| *GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM* | *4* | *#1* | *30% @ 18" o.c.* | |
| *SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS* | *7* | *#1* | *50% @ 18" o.c.* | |
| HARDWOOD MULCH | 2,403 SF | | | |
| DECOMPOSED GRANITE<br>*STABILIZED* | 435 SF | | | |

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 06/08/26 | PD COMMENTS RESPONSE |
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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

LANDSCAPE PLAN

L1-00

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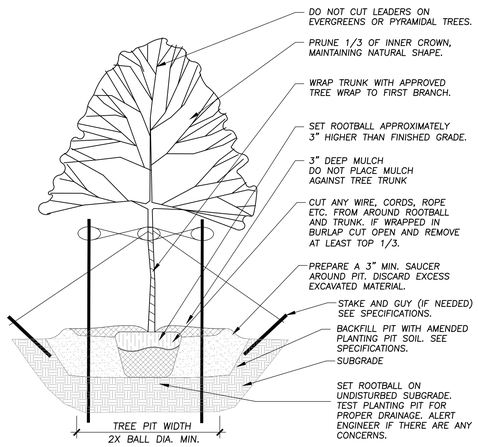
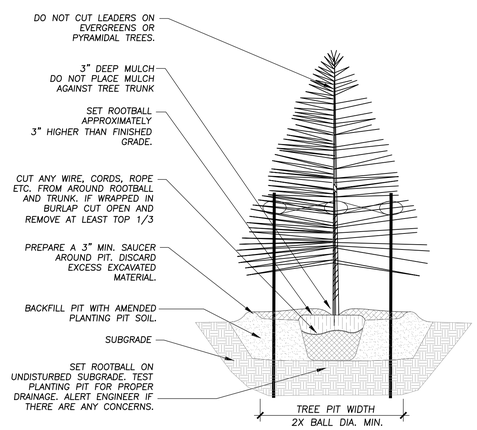
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM



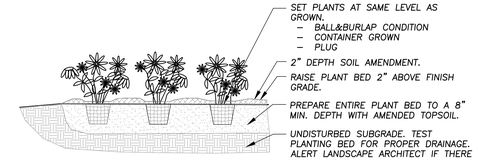

## 1 TREE PLANTING DETAIL

Not To Scale 329343-23



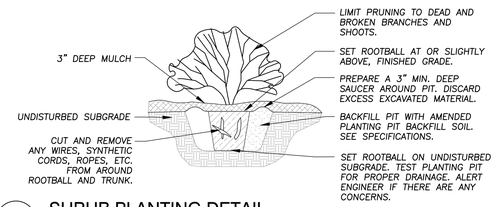

## 2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-24



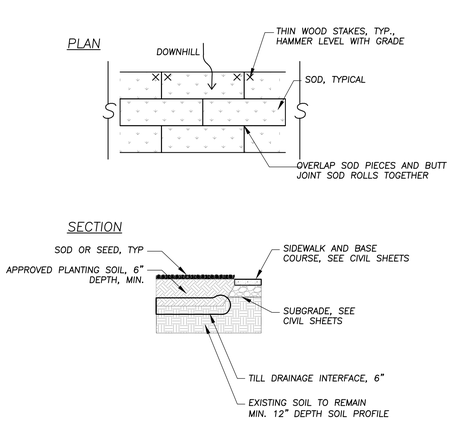

## 4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-14




## 3 SHRUB PLANTING DETAIL

Not To Scale 329333-06

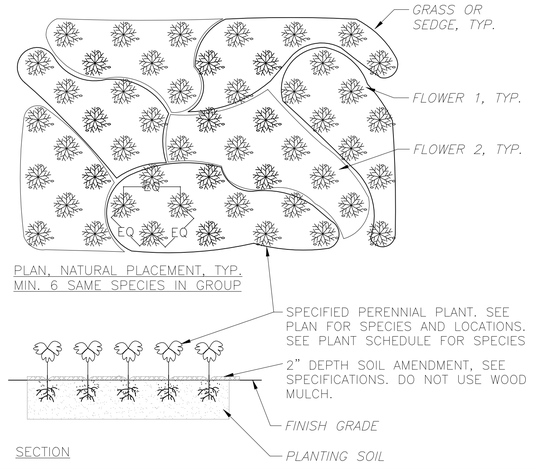



## 5 SOD AND SEED DETAIL

Not To Scale 329301-12

NOTES:

1. DO NOT DAMAGE EXISTING PLANT ROOTS WHEN EXCAVATING PLANTING HOLES.
2. PLACE PLANTS IN A NATURAL MANNER SIMILAR TO THE DETAIL PLAN SHOWN AND APPROVED BY OWNER IN THE FIELD.
3. PRUNE DEAD STALKS AND REMOVE ANY DEAD LEAVES.
4. REMOVE ALL POTS PRIOR TO PLANTING. BY HAND, REMOVE POT BOUND AND ENCIRCLING ROOTS.
5. PLACE PLANTS SO THAT FINISH GRADE IS FLUSH WITH SOIL POT HEIGHT. LEAVE SPACE BETWEEN PLANT STALKS AND SOIL AMENDMENT.
6. MAINTAIN PROPER PLANTING HEIGHT THROUGHOUT WARRANTY PERIOD.
7. MAINTAIN A WEED-FREE CONDITION THROUGHOUT THE MAINTENANCE PERIOD.




## 6 PERENNIAL PLANT MIX : LAYOUT

1/4" = 1'-0" 329301-09

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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

LANDSCAPE DETAILS

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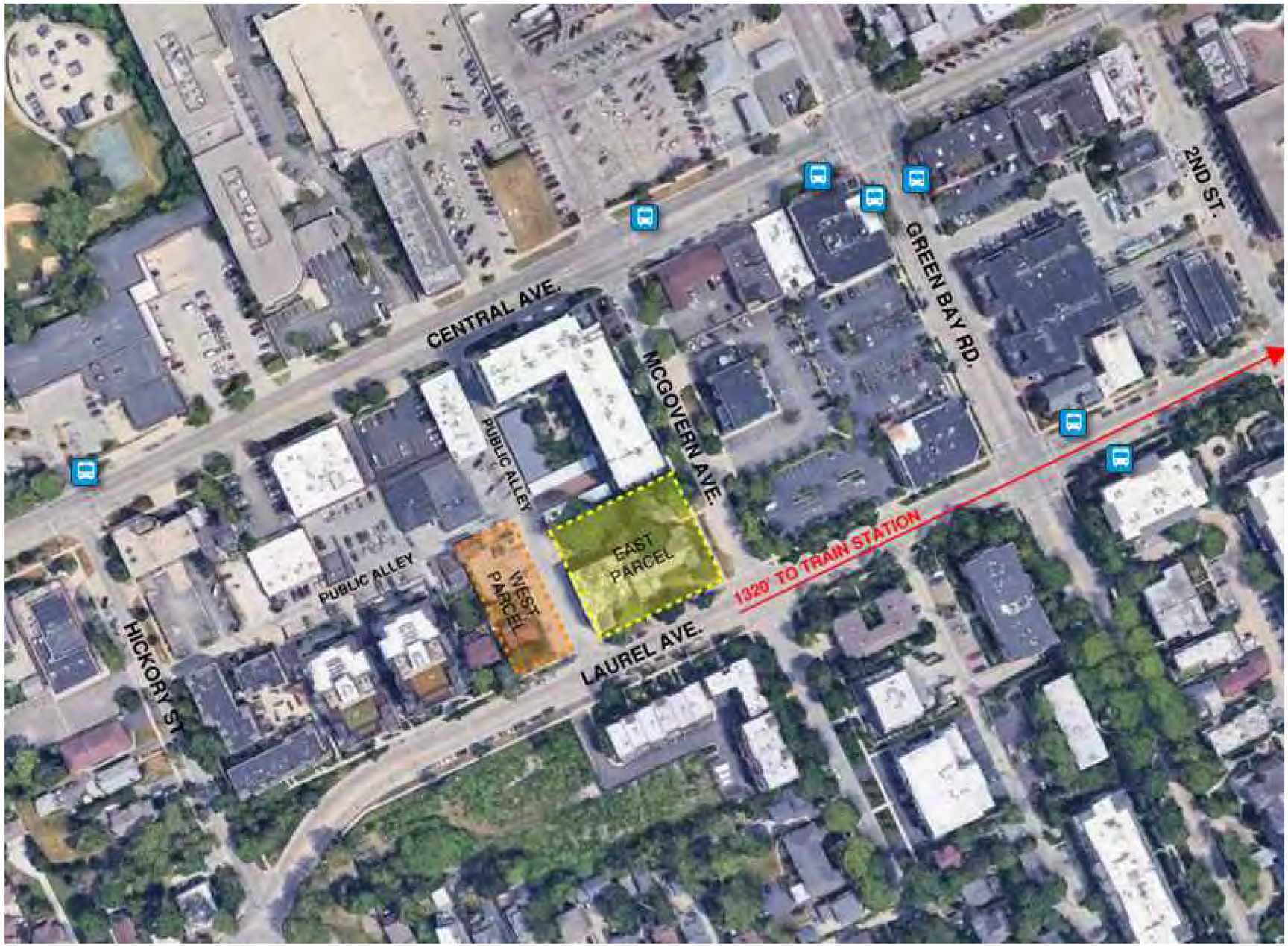


1 SITE LOCATION

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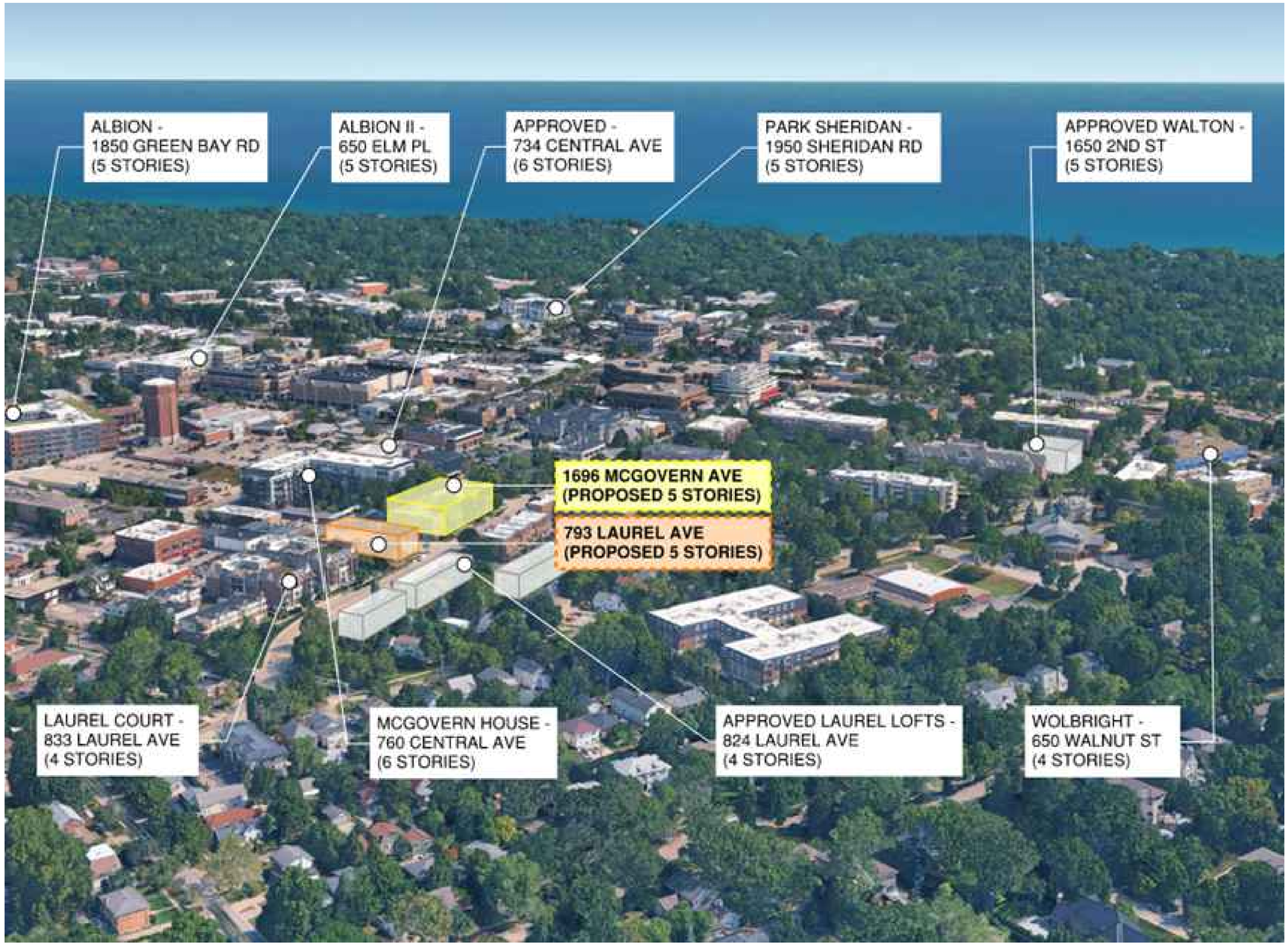
# 1696 MCGOVERN AVENUE

**HIGHLAND PARK, ILLINOIS 60035**

SITE LOCATION

NORTH




1 RECENT DEVELOPMENT CONTEXT

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**HIGHLAND PARK, ILLINOIS 60035**

RECENT DEVELOPMENT CONTEXT

1 EXISTING CONDITIONDS AERIAL

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

EXISTING CONDITIONS AERIAL

4 VIEW OF ALLEY FROM LAUREL AVE

3 VIEW IN ALLEY - FACING SOUTHEAST

2 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING WEST

1 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING NORTH

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

EXISTING CONDITIONS

4 VIEW IN ALLEY FACING WEST

3 VIEW IN ALLEY FACING NORTHEAST

2 VIEW IN ALLEY FACING NORTHWEST

1 VIEW IN ALLEY FACING SOUTH

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

EXISTING CONDITIONS

2 VIEW ON LAUREL AVE - FACING EAST

1 VIEW ON LAUREL AVE - FACING EAST

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**HIGHLAND PARK, ILLINOIS 60035**

EXISTING CONDITIONS

2 SITE TYPOGRAPHY

1 VIEW OF LAUREL AVE HILL

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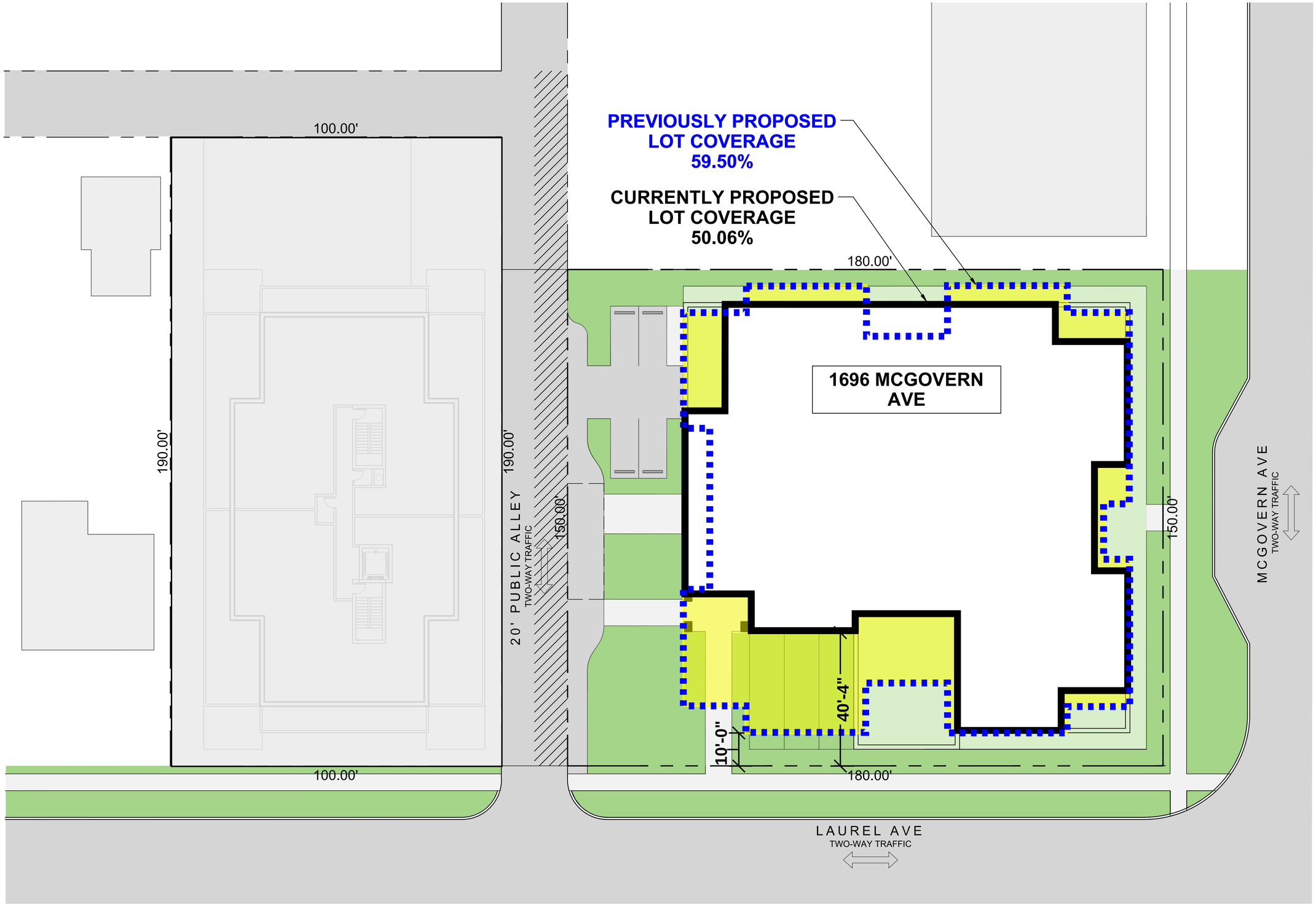
SITE TYPOGRAPHY- THE HILL

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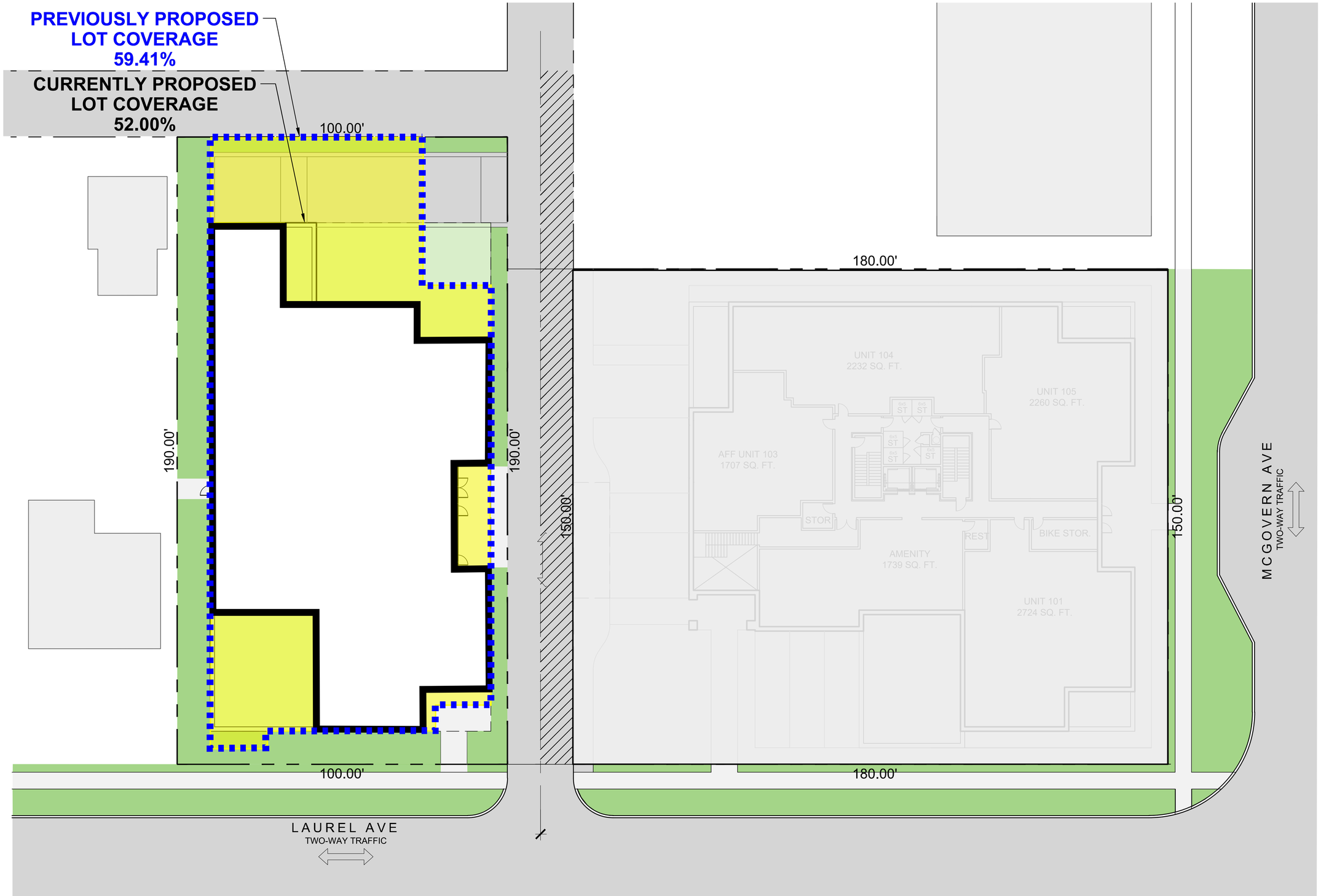
**HIGHLAND PARK, ILLINOIS 60035**

REVISIONS TO DESIGN

NORTH

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**HIGHLAND PARK, ILLINOIS 60035**

REVISIONS TO DESIGN

NORTH

1 PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 - PRE APPLICATION MEETING

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 -
PRE APPLICATION MEETING

1 CURRENT MASSING STUDY

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CURRENT MASSING STUDY

1 PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 - PRE APPLICATION MEETING

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# 1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 -
PRE APPLICATION MEETING

1 CURRENT MASSING STUDY

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OCTOBER 21, 2025 -
PRE APPLICATION MEETING

1 CURRENT MASSING STUDY

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# 1696 MCGOVERN AVENUE

**HIGHLAND PARK, ILLINOIS 60035**

CURRENT MASSING STUDY

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS  60035

1 SOUTHEAST CORNER OF LAUREL AND MCGOVERN AVENUE

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

RENDER

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 VIEW LOOKING NORTHEAST AT 793 LAUREL AND 1696 MCGOVERN AVENUE

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

RENDER

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 WEST VIEW LOOKING DOWN LAUREL AVENUE

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

RENDER

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 EAST VIEW LOOKING UP LAUREL AVENUE

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**HIGHLAND PARK, ILLINOIS 60035**

RENDER

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 VIEW LOOKING NORTH DOWN PUBLIC ALLEY

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

RENDER

# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 SOUTHWEST CORNER OF 1696 MCGOVERN AVENUE

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

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# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

SITE CONTEXT
AERIAL VIEW
1

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**HIGHLAND PARK, ILLINOIS 60035**

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# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 AERIAL VIEW LOOKING WEST

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**HIGHLAND PARK, ILLINOIS 60035**

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# 1696 MCGOVERN AVE

## HIGHLAND PARK, ILLINOIS 60035

1 AERIAL VIEW
LOOKING NORTHEAST

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**1696 MCGOVERN AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

RENDER

2 VIEW OF ADJACENT PROPERTY LOOKING NORTHEAST

SCALE: N.T.S.

1 VIEW OF ADJACENT PROPERTY LOOKING NORTHWEST

SCALE: N.T.S.



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**793 LAUREL AVENUE**

**HIGHLAND PARK, ILLINOIS 60035**

ADJACENT WEST PROPERTY - AERIAL VIEWS

**A8-05**

**Metal Panel** – Market Pearl White Mica

◀ **Window Frame** - Graphite

**Brick** - Glen-Gery Stonington Gray Velour

Samples in daylight

# Traffic Impact Study

## Laurel and McGovern Condominiums

Highland Park, Illinois

Prepared For:

Kenig, Lindgren, O'Hara, Aboona, Inc.

June 5, 2026

# 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 Laurel and McGovern Condominiums, a residential development to be located at 793 Laurel Avenue and 1696 McGovern Street in Highland Park, Illinois. As proposed, the west building will have 14 units and parking garage with 27 parking spaces and the east building will have 20 units and a parking garage with 40 parking spaces. Access to the parking garages for both buildings will be provided off the north-south public alley between them and four guest parking spaces will be provided directly off the north-south alley for use by both buildings.

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:

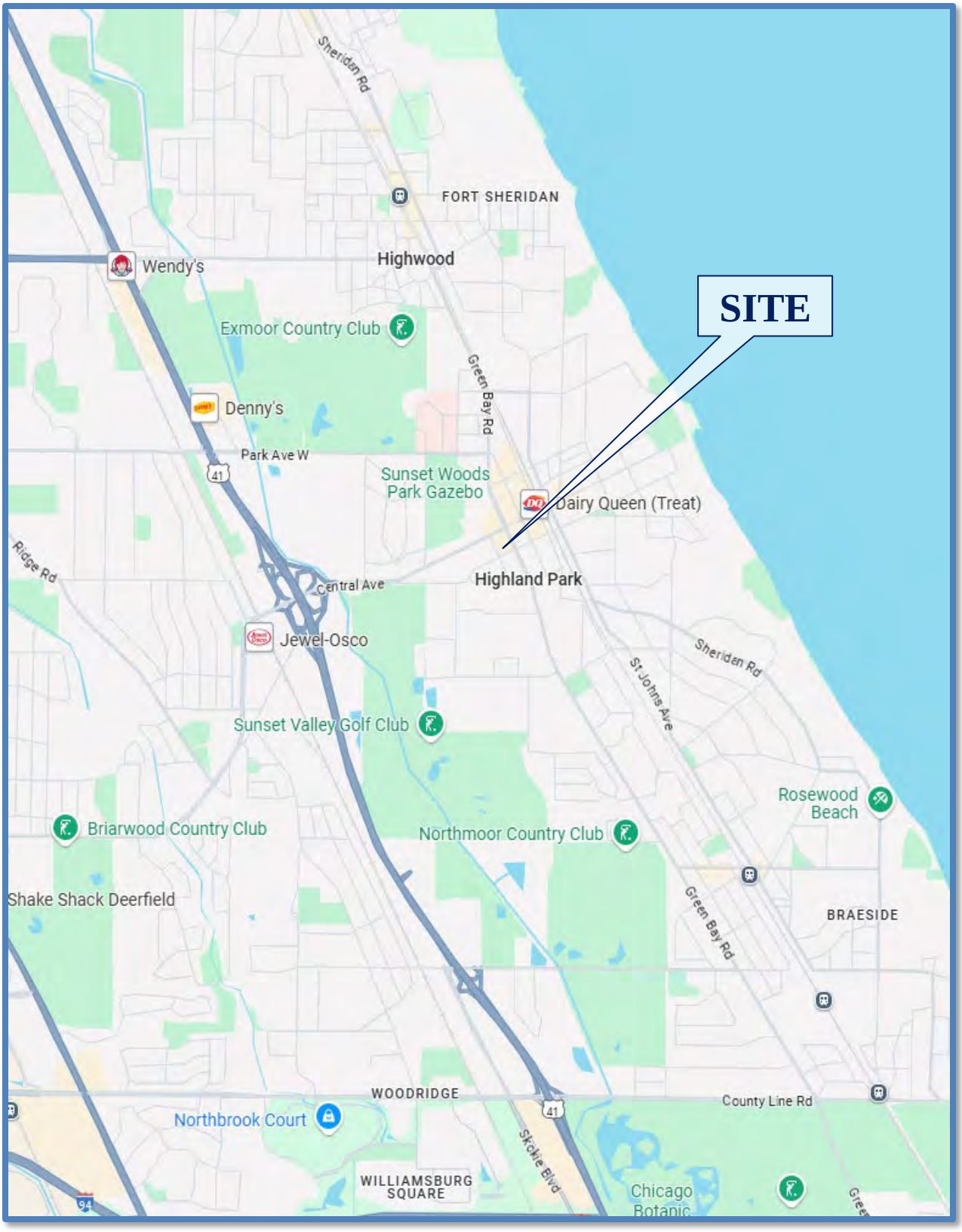
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening 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 793 Laurel Avenue site currently contains a single family home and detached garage, and the 1696 McGovern Street site currently contains the Bethany United Methodism Church. Land uses in the vicinity of the site are primarily residential with commercial uses along Central Avenue and Green Bay Road.

## Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. All roads are under the jurisdiction of the City of Highland Park and have a posted/unposted speed limit of 25 miles per hour within the vicinity of the site. **Figure 3** illustrates the existing roadway characteristics.

*Central Avenue*

- East-west minor arterial roadway.
- Generally provides two travel lanes in each direction.
- Carries an annual average daily traffic (AADT) volume of 15,300 vehicles (IDOT 2023).

*Laurel Avenue*

- East-west major collector roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on both sides of the street.

*McGovern Street*

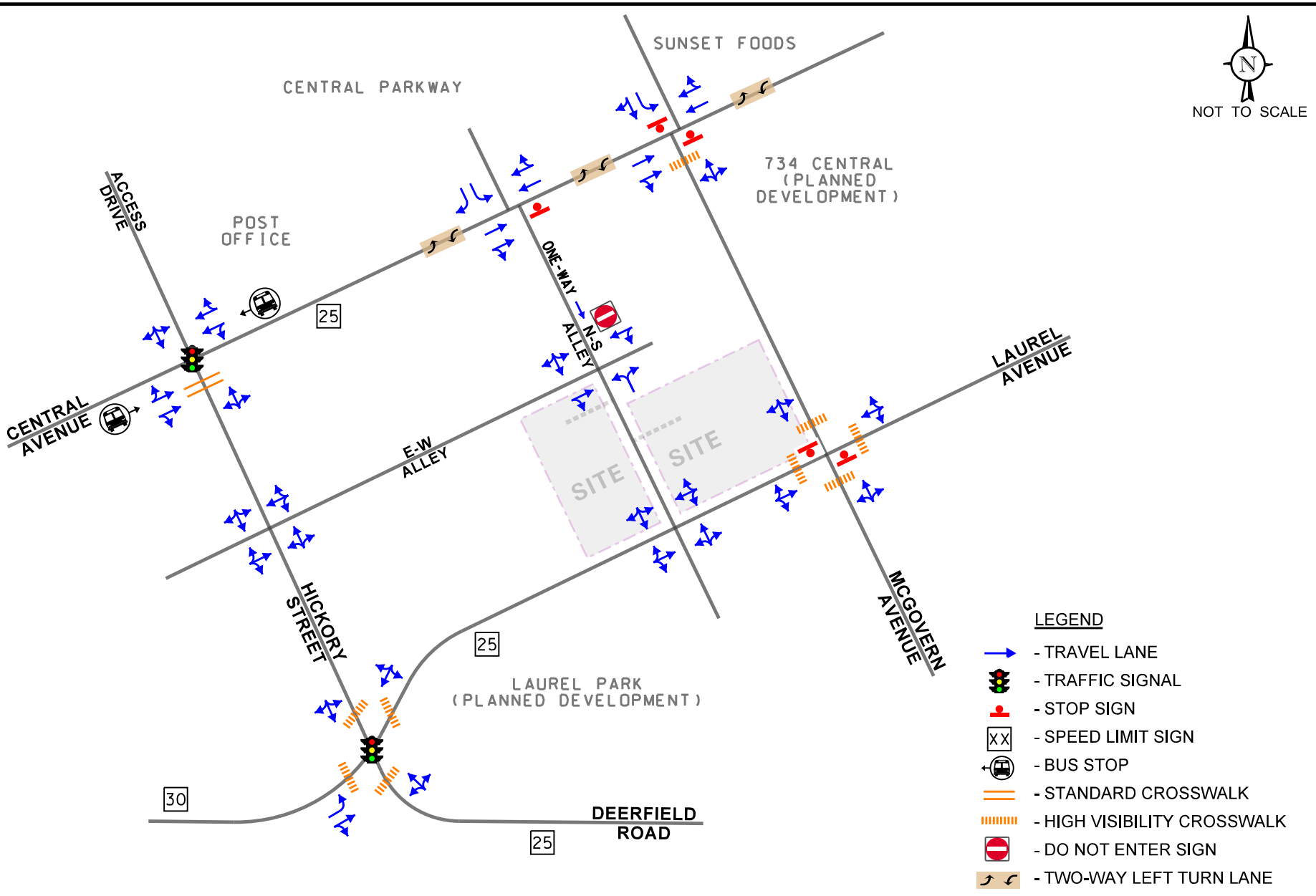
- North-south local roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on the west side of the street.

*Hickory Street*

- North-south local roadway.
- Provides one travel lane in each direction.

*Deerfield Road*

- East-west major collector roadway.
- Provides one travel lane in each direction.




Laurel & McGovern
Highland Park, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-025

Figure: 3

## Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below. **Figure 4** illustrates the existing public transportation system.

*Metra Service* The development area is located approximately one third of a mile west of the Highland Park Metra Station. This station is served by the Union Pacific North (UP-N) line, which runs between Ogilvie Transportation Center to Kenosha.

### *Pace Bus Service*

The following CTA bus routes serve the immediate area and have stops near the development:

- *Route 213 (Green Bay Road)* provides weekday and Saturday service between the Highland Park Metra Station and the Howard CTA Station, making stops at Northbrook Court, and the Davis Street CTA Purple Line/Metra Station.

- *Route 471(Northbrook Court)* provides weekday and Saturday service between Highland Park and Northbrook along Deerfield Road, Waukegan Road, and Lake Cook Road.

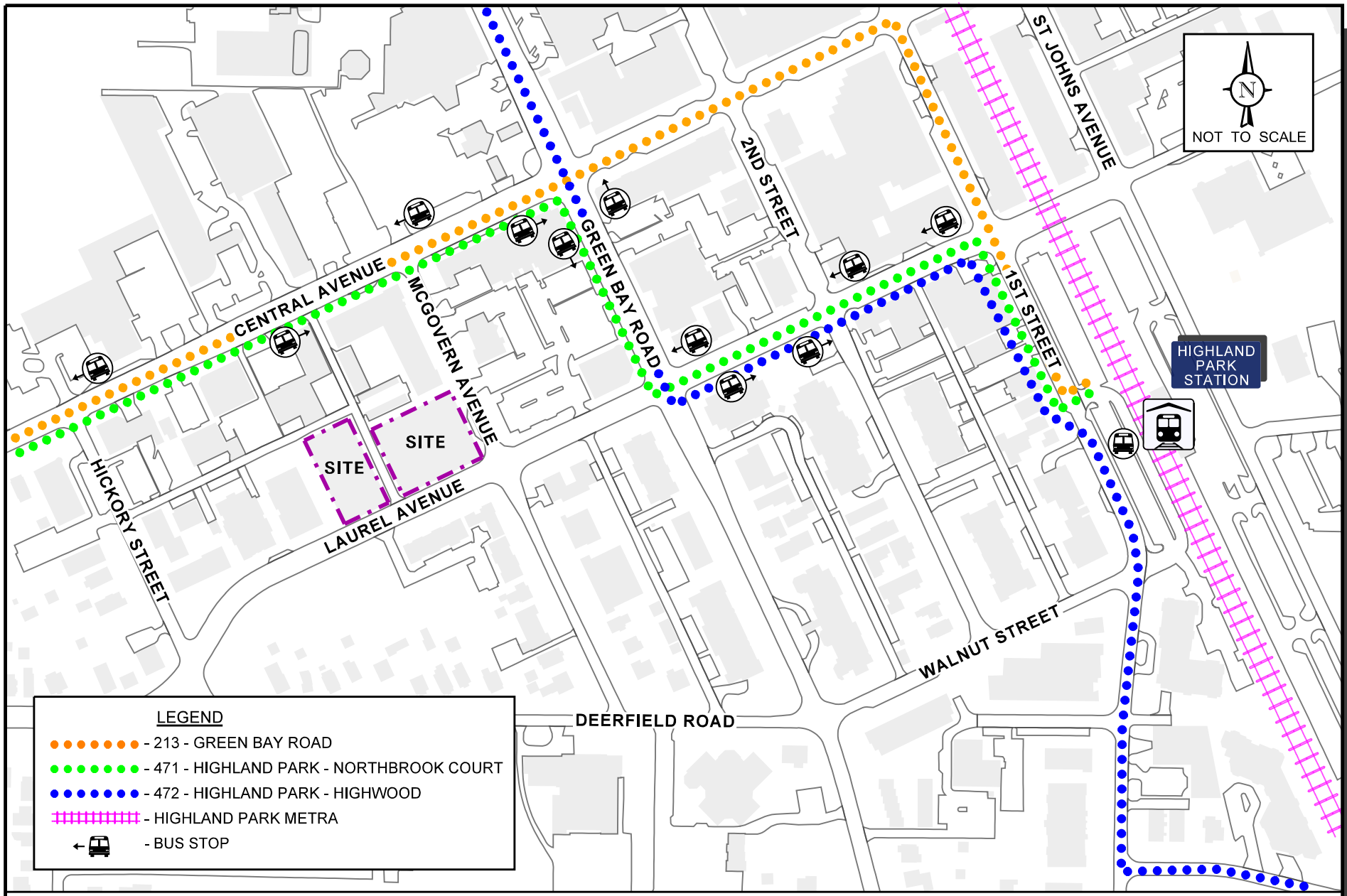
- *Route 472 (Northbrook Court)* Provides service between downtown Highland Park and Highland Park Metra Station along Half Day Road, Saint Johns Avenue, and Green Bay Road.

### *Pedestrian Facilities.*

Sidewalks are generally provided on all public roads within the study area. High visibility crosswalks are provided at the intersections of Central Avenue with Hickory Street, Deerfield Road with Laurel Avenue and Hickory Street, and Laurel Avenue with McGovern Street and on McGovern Street at its intersection with Central Avenue. Countdown pedestrian signals are provided at the signalized intersections of Hickory Street with Central Avenue and Laurel Avenue.

### *Bicycle Facilities.*

Central Avenue, Laurel Avenue, and Hickory Street are designated Bike Routes. In addition, Laurel Avenue provides “sharrow” pavement markings.

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Highland Park, Illinois

Public Transit

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Job No: 26-025

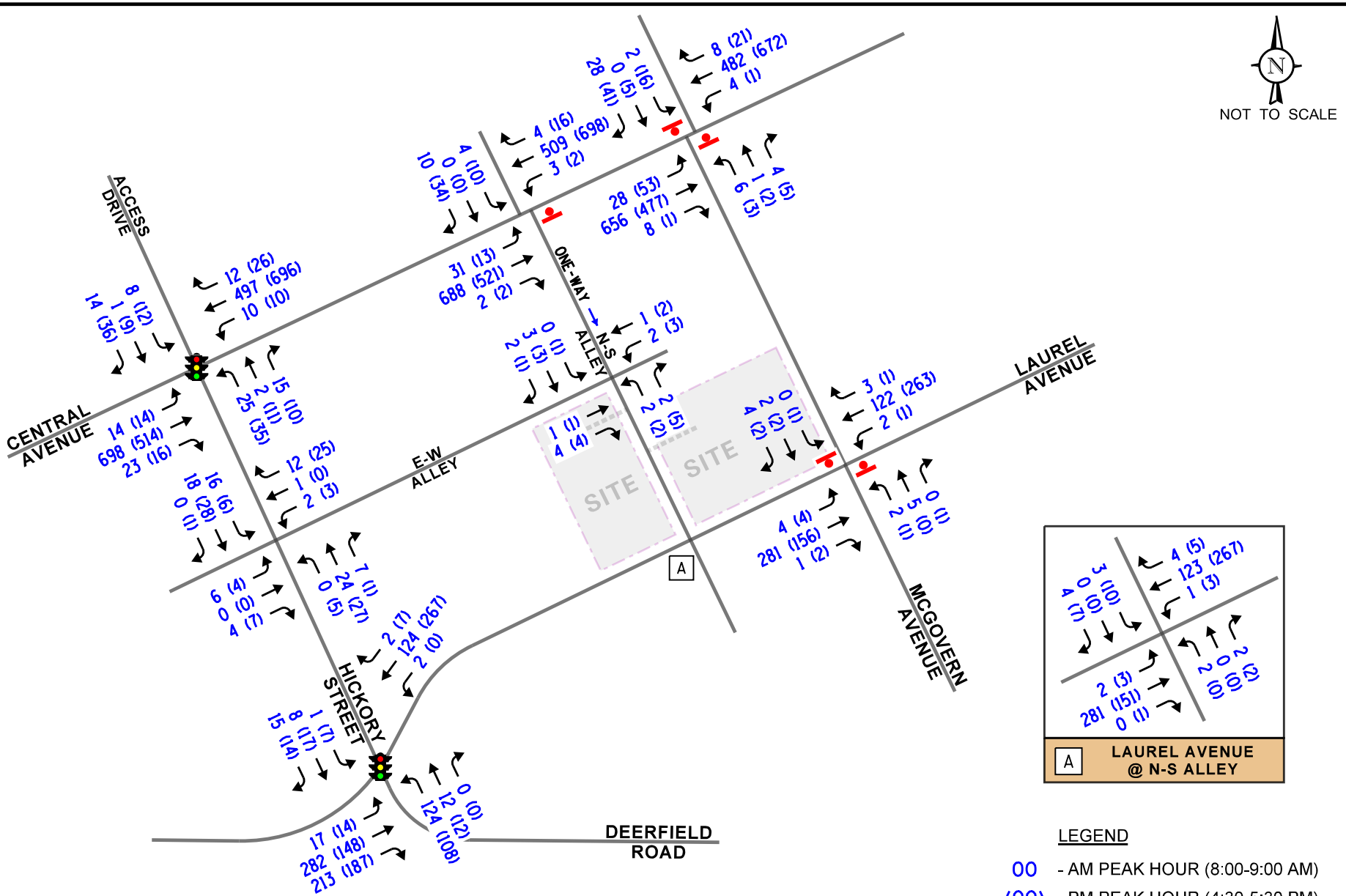
Figure: 4

## 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, January 27, 2026, during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Central Avenue with Hickory Street
- Central Avenue with the North-South Alley
- Central Avenue with McGovern Street
- Laurel Avenue with Hickory Street
- Laurel Avenue with the North-South Alley
- Laurel Avenue with McGovern Street
- Hickory Street with the East-West Alley
- The East-West Alley with The North-South 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. **Figure 5** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

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Existing Traffic Volumes

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Figure: 5

# 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

The proposed development consists of two adjacent proposed buildings.

*West Building (793 Laurel Avenue)*

- Five story building with 14 condominium units.
- Parking Garage with 27 parking spaces for residents. Access to the garage provided via the north-south alley.

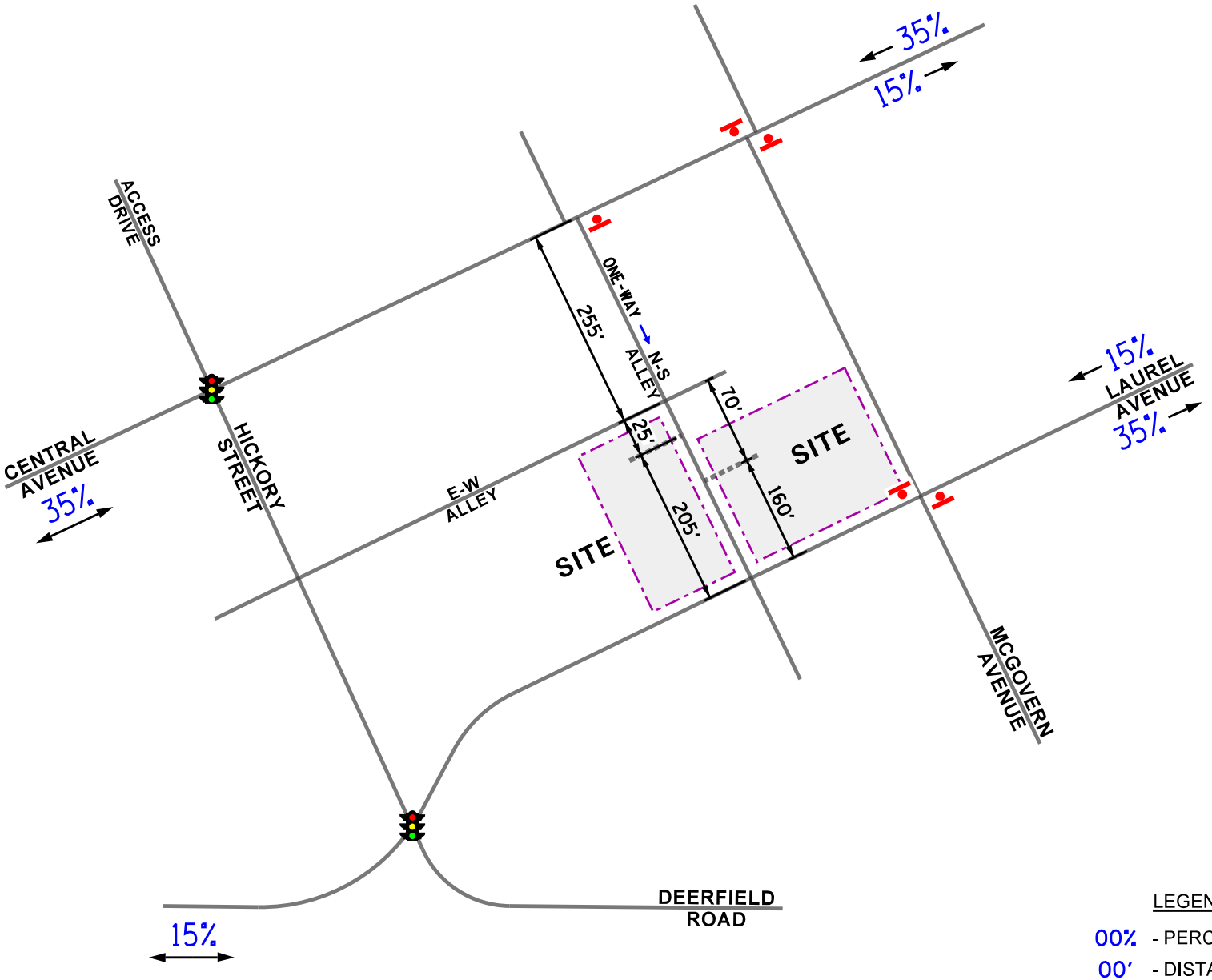
*East Building (1696 McGovern Street)*

- Five story building with 20 condominium units.
- Parking Garage with 40 parking spaces for residents. Access to the garage provided via the north-south alley.
- Four guest surface parking spaces. Access to the spaces provided directly on the north-south alley.

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.

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Directional Distribution

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Figure: 6

## 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*, 12th 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 and from 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.

**Table 1** summarizes the peak hour and daily vehicle trips that will be generated by the proposed development.

Table 1
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) – 34 units | 3 | 10 | 13 | 10 | 2 | 15 | 69 | 69 | 138 |

# 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 5). 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 0.15 percent per year for six years (buildout year plus five years) for a total of less than one percent. A one percent growth rate was used. A copy of the CMAP 2050 projections letter is included in the Appendix. Additionally, the traffic estimated to be generated by the following planned developments was included:

*734 Central Avenue* will be a five story residential building with 11 units and a first floor parking garage.

*Laurel Park Phase II (768-844 Laurel Avenue and 1652-1682 McGovern Street)* will be a four story residential building with 12 units and first floor parking garage and 18 townhomes.

*925 Deerfield Road* will be eight affordable housing townhomes.

*932 Deerfield Road* will be four townhomes.

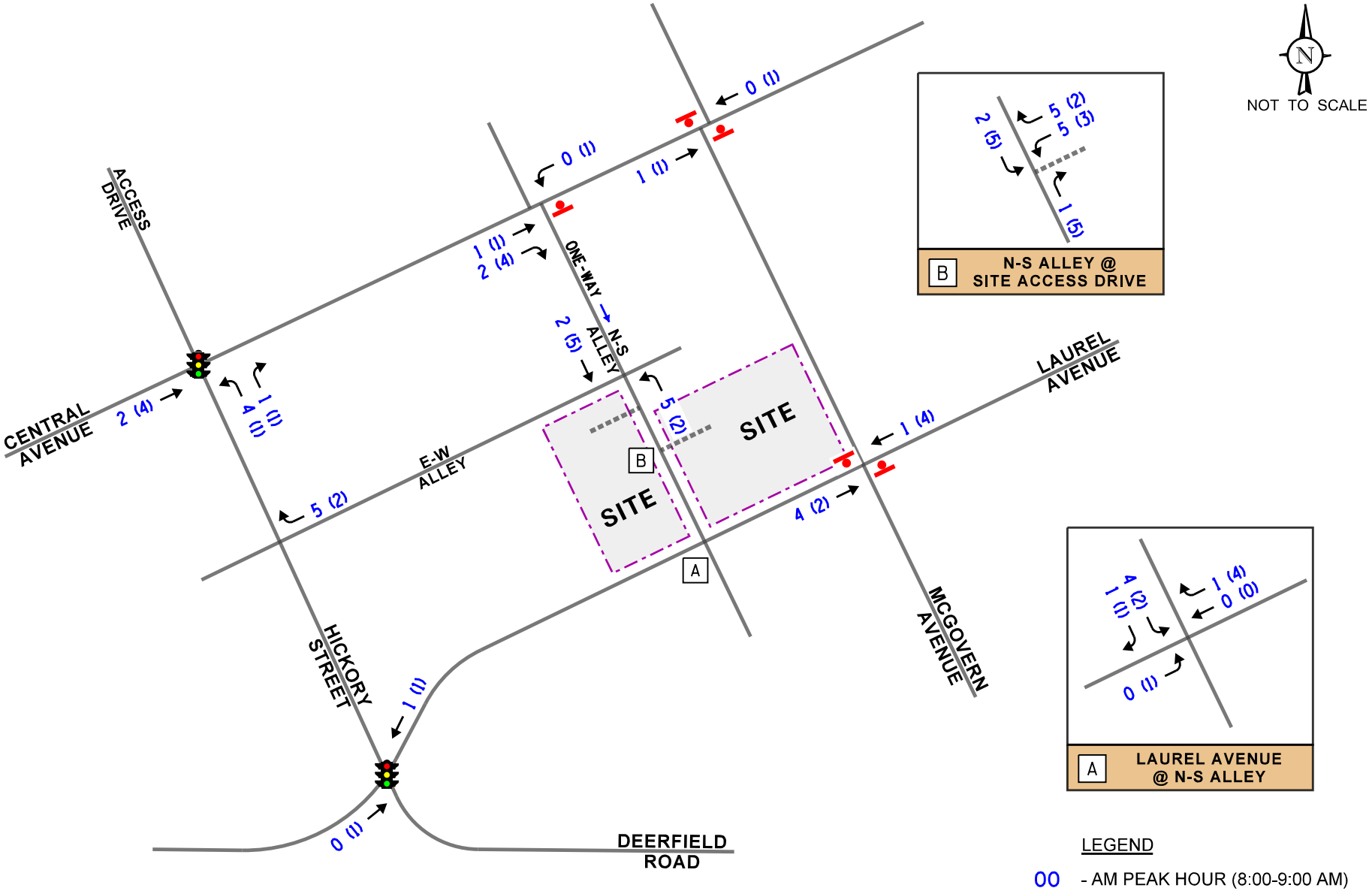
*1632-1646 Second Street* will be a five story residential building with 19 units and an underground parking garage.

*650 Walnut Street* will be a five story residential building with 23 units and a first floor parking garage.

**Figure 8** illustrates the Year 2033 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 2032 total projected traffic volumes.

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Site-Generated Traffic Volumes

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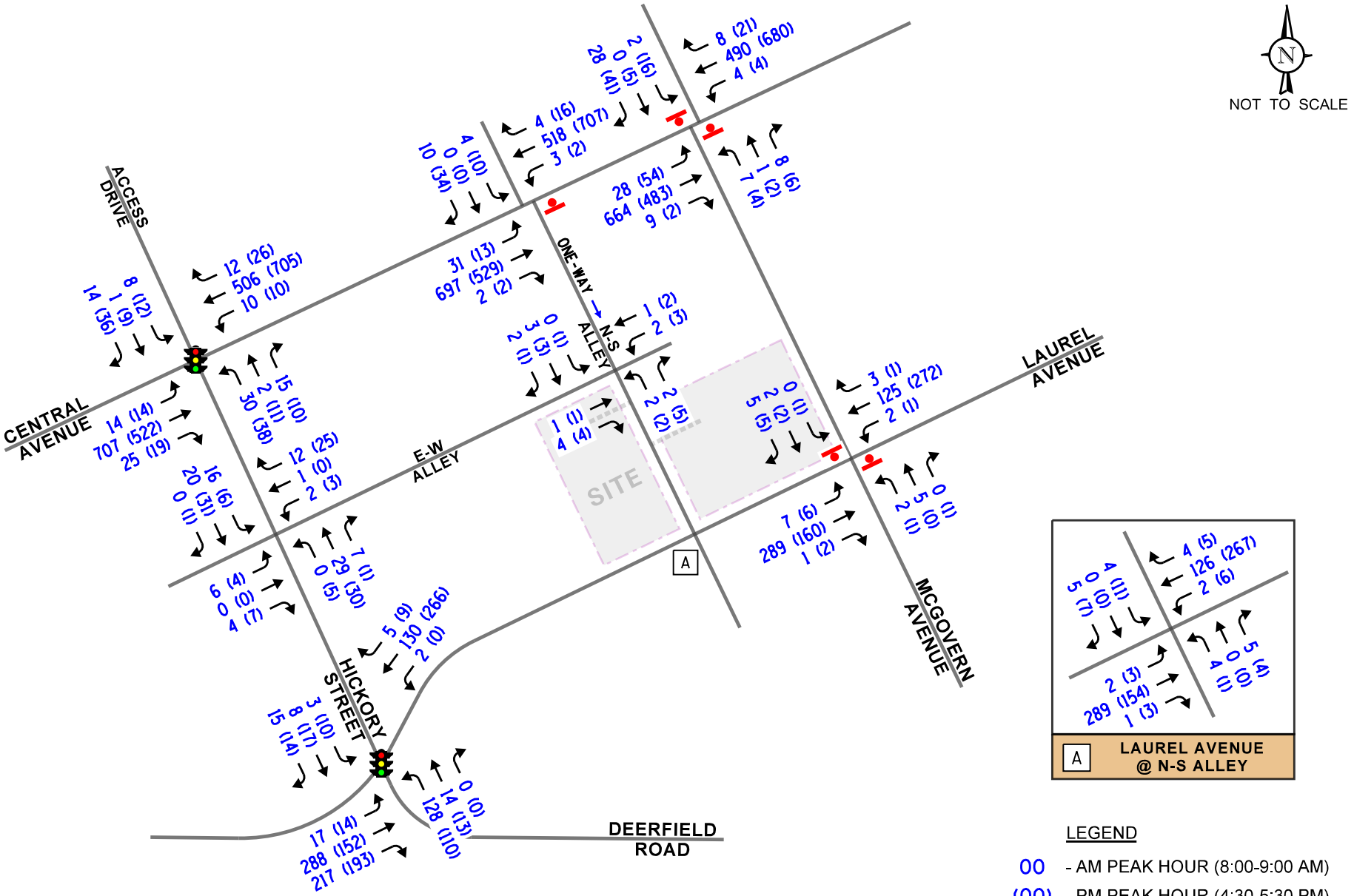
Figure: 7

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Year 2032 No-Build Traffic Volumes

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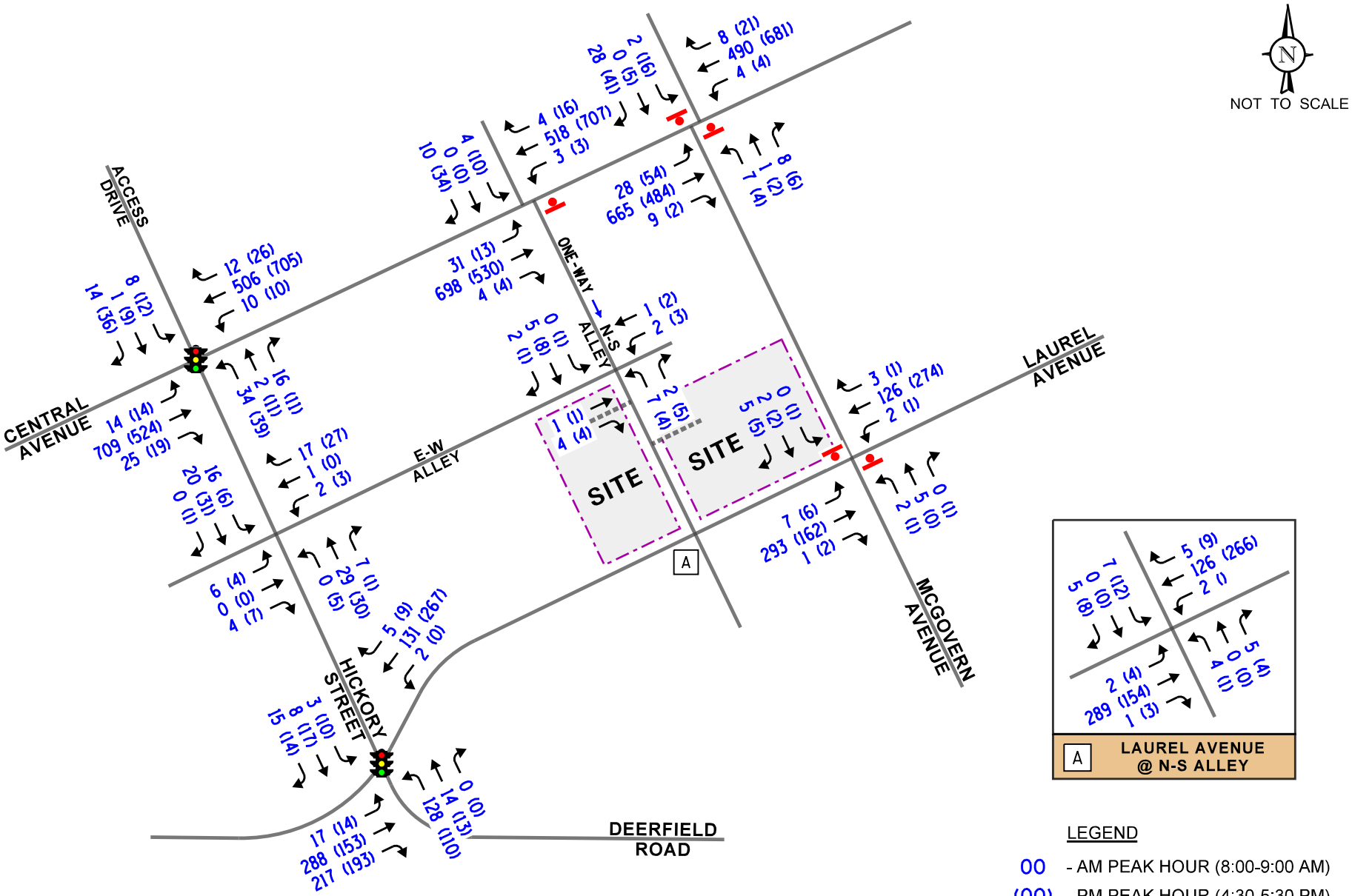
Figure: 8

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Year 2032 Total Traffic Volumes

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Figure: 9

# 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, no-build, and total projected (Year 2032) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7*th Edition and analyzed using the Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersections were accomplished using field-measured 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 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 2** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – CENTRAL AVENUE WITH HICKORY STREET AND THE USPS ACCESS – SIGNALIZED

| | Peak Hour | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| **Existing Conditions** | **Weekday Morning** | A 3.0 | | | A 2.7 | | | C 29.0 | | | C 23.3 | | | A 4.0 |
| | **Weekday Evening** | A 3.6 | | | A 3.9 | | | C 25.2 | | | B 15.5 | | | A 5.1 |
| **No-Build Conditions** | **Weekday Morning** | A 3.1 | | | A 2.9 | | | C 30.1 | | | C 23.0 | | | A 4.3 |
| | **Weekday Evening** | A 3.7 | | | A 4.0 | | | C 26.1 | | | B 15.6 | | | A 5.3 |
| **Projected Conditions** | **Weekday Morning** | A 3.2 | | | A 3.0 | | | C 30.6 | | | C 22.6 | | | A 4.5 |
| | **Weekday Evening** | A 4.3 | | | A 4.7 | | | C 26.9 | | | B 15.7 | | | A 6.0 |

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – LAUREL AVENUE WITH HICKORY STREET AND DEERFIELD ROAD – SIGNALIZED

| | Peak Hour | Southeast-bound (Hickory Street) | | | Northwest-bound (Deerfield Road) | | | Northeast-bound (Deerfield Road) | | | Southwest-bound (Laurel Avenue) | | | Overall |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | T | R | L | T | R | L | T | R | L | T | R | |
| **Existing Conditions** | **Weekday Morning** | B 11.6 | | | C 25.3 | | | A 5.8 | B 9.2 | | A 9.9 | | | B 12.1 |
| | | | | | | | | A – 9.1 | | | | | | |
| | **Weekday Evening** | B 12.1 | | | C 20.0 | | | A 5.6 | A 5.9 | | B 10.5 | | | B 10.0 |
| | | | | | | | | A – 5.9 | | | | | | |
| **No-Build Conditions** | **Weekday Morning** | B 11.8 | | | C 25.7 | | | A 5.8 | B 9.4 | | A 9.9 | | | B 12.3 |
| | | | | | | | | A – 9.3 | | | | | | |
| | **Weekday Evening** | B 12.5 | | | C 20.5 | | | A 5.6 | A 6.1 | | B 10.6 | | | B 10.2 |
| | | | | | | | | A – 6.1 | | | | | | |
| **Projected Conditions** | **Weekday Morning** | B 11.7 | | | C 25.7 | | | A 5.8 | A 9.4 | | A 9.9 | | | B 12.3 |
| | | | | | | | | A – 9.3 | | | | | | |
| | **Weekday Evening** | B 12.5 | | | C 20.5 | | | A 5.6 | A 6.1 | | B 10.6 | | | B 10.2 |
| | | | | | | | | A – 6.1 | | | | | | |

Letter denotes Level of Service  L – Left Turn  R – Right Turn
Delay is measured in seconds.  T – Through

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Central Avenue with the Southbound Alley and Central Parkway Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.6 | A | 9.5 |
| • Westbound Left Turn | A | 9.1 | A | 8.6 |
| • Southbound Approach | B | 12.8 | B | 14.5 |
| **Central Avenue with McGovern Street and Sunset Foods Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.8 | A | 10.0 |
| • Westbound Left Turn | A | 9.1 | A | 8.5 |
| • Northbound Approach | C | 24.3 | C | 23.4 |
| • Southbound Approach | B | 11.4 | C | 21.0 |
| **Hickory Street with the East-West Alley and Synagogue Access Drive** | | | | |
| • Eastbound Approach | A | 8.9 | A | 8.7 |
| • Westbound Approach | A | 8.7 | A | 8.6 |
| • Northbound Left Turn | -- | -- | A | 7.3 |
| • Southbound Left Turn | A | 7.3 | A | 7.3 |
| **The North-South Alley with the East-West Public Alley** | | | | |
| • Eastbound Approach | A | 8.6 | A | 8.6 |
| • Westbound Approach | A | 9.2 | A | 9.0 |
| • Northbound Left Turn | A | 7.2 | A | 7.2 |
| • Southbound Left Turn | -- | -- | A | 7.2 |
| **Laurel Avenue with the North-South Alley** | | | | |
| • Eastbound Left Turn | A | 7.5 | A | 7.9 |
| • Westbound Left Turn | A | 7.9 | A | 7.6 |
| • Northbound Approach | B | 11.3 | A | 9.2 |
| • Southbound Approach | B | 10.6 | B | 12.1 |
| **Laurel Avenue with McGovern Street** | | | | |
| • Eastbound Left Turn | A | 7.5 | A | 7.9 |
| • Westbound Left Turn | A | 8.0 | A | 7.6 |
| • Northbound Approach | B | 14.3 | B | 11.3 |
| • Southbound Approach | B | 11.0 | B | 12.0 |

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Central Avenue with the Southbound Alley and Central Parkway Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.6 | A | 9.5 |
| • Westbound Left Turn | A | 9.1 | A | 8.7 |
| • Southbound Approach | B | 13.0 | B | 14.7 |
| **Central Avenue with McGovern Street and Sunset Foods Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.8 | A | 10.0 |
| • Westbound Left Turn | A | 9.2 | A | 8.6 |
| • Northbound Approach | C | 22.1 | D | 25.2 |
| • Southbound Approach | B | 11.4 | C | 21.4 |
| **Hickory Street with the East-West Alley and Synagogue Access Drive** | | | | |
| • Eastbound Approach | A | 9.0 | A | 8.7 |
| • Westbound Approach | A | 8.8 | A | 8.6 |
| • Northbound Left Turn | -- | -- | A | 7.3 |
| • Southbound Left Turn | A | 7.3 | A | 7.3 |
| **The North-South Alley with the East-West Public Alley** | | | | |
| • Eastbound Approach | A | 8.6 | A | 8.6 |
| • Westbound Approach | A | 9.2 | A | 9.0 |
| • Northbound Left Turn | A | 7.2 | A | 7.2 |
| • Southbound Left Turn | -- | -- | A | 7.2 |
| **Laurel Avenue with the North-South Alley** | | | | |
| • Eastbound Left Turn | A | 7.5 | A | 7.9 |
| • Westbound Left Turn | A | 8.0 | A | 7.6 |
| • Northbound Approach | B | 11.4 | B | 10.1 |
| • Southbound Approach | B | 10.7 | B | 12.2 |
| **Laurel Avenue with McGovern Street** | | | | |
| • Eastbound Left Turn | A | 7. | A | 8.0 |
| • Westbound Left Turn | A | 8.0 | A | 7.6 |
| • Northbound Approach | B | 14.7 | B | 11.5 |
| • Southbound Approach | B | 10.9 | B | 11.5 |

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED – TOTAL CONDITIONS

| Intersection | Weekday Morning Peak Hour | | Weekday Evening Peak Hour | |
|---|---|---|---|---|
| | LOS | Delay | LOS | Delay |
| **Central Avenue with the Southbound Alley and Central Parkway Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.6 | A | 9.5 |
| • Westbound Left Turn | A | 9.1 | A | 8.7 |
| • Southbound Approach | B | 13.0 | B | 14.7 |
| **Central Avenue with McGovern Street and Sunset Foods Access Drive** | | | | |
| • Eastbound Left Turn | A | 8.8 | B | 10.0 |
| • Westbound Left Turn | A | 9.2 | A | 8.6 |
| • Northbound Approach | C | 22.2 | C | 24.4 |
| • Southbound Approach | B | 10.5 | C | 21.6 |
| **Hickory Street with the East-West Alley and Synagogue Access Drive** | | | | |
| • Eastbound Approach | A | 9.0 | A | 8.7 |
| • Westbound Approach | A | 8.7 | A | 8.6 |
| • Northbound Left Turn | -- | -- | A | 7.3 |
| • Southbound Left Turn | A | 7.3 | A | 7.3 |
| **The North-South Alley with the East-West Public Alley** | | | | |
| • Eastbound Approach | A | 8.6 | A | 8.7 |
| • Westbound Approach | A | 9.4 | A | 9.1 |
| • Northbound Left Turn | A | 7.3 | A | 7.3 |
| • Southbound Left Turn | -- | -- | A | 7.2 |
| **Laurel Avenue with the North-South Alley** | | | | |
| • Eastbound Left Turn | A | 7.5 | A | 8.0 |
| • Westbound Approach | A | 8.0 | A | 7.6 |
| • Northbound Left Turn | B | 11.4 | B | 10.1 |
| • Southbound Approach | B | 11.4 | B | 12.4 |
| **Laurel Avenue with McGovern Street** | | | | |
| • Eastbound Left Turn | A | 7.5 | A | 8.0 |
| • Westbound Left Turn | A | 8.0 | A | 7.6 |
| • Northbound Approach | B | 14.8 | B | 11.6 |
| • Southbound Approach | B | 11.0 | B | 11.6 |

LOS = Level of Service
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 development-generated traffic.

### *Central Avenue with Hickory Street and the USPS Access Drive*

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall Level of Service (LOS) A during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS A under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

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.

### *Laurel Avenue with Hickory Street and Deerfield Road*

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

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.

*Central Avenue with the North-South Alley and Central Parkway Access Drive*

The results of the capacity analysis indicate the following:

- The Central Parkway access drive approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- Eastbound and westbound left-turn movements, which will include development traffic turning onto the north-south alley, are projected to operate at LOS A during both peak hours.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

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.

*Central Avenue with McGovern Street and the Sunset Foods Access Drive*

The results of the capacity analysis indicate the following:

- The northbound and southbound approaches and the eastbound and westbound left-turn movements currently operate at LOS C or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS D or better under no-build and projected conditions.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

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.

*Hickory Street with the East-West Alley and the Library Access Drive*

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. 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.

*The North-South Alley with the East-West Alley*

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. 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.

*Laurel Avenue with the North-South Alley*

The results of the capacity analysis indicate the following:

- The north-south alley approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- Eastbound left-turn movements onto the alley, which will include development traffic turning, are projected to operate at LOS A during both peak hours.

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.

*Laurel Avenue with McGovern Street*

The results of the capacity analysis indicate that all critical movements operate at LOS B or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at the same LOS under projected conditions. 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.

*Proposed Development Access Drive on the North-South Alley*

As proposed, access to the development will be provided via a proposed access drive on the north-south alley west of the site. This access is projected to operate acceptably given the following:

- The alley is projected to carry a limited volume of traffic with projected traffic volume of approximately 32 total trips of less during the peak hours.

- The alley is 20 feet wide allowing for two-way traffic.

AutoTurn analysis of the area indicated that vehicles and firetrucks will be able to turn to and from Laurel Avenue and the North-South Alley without conflict.

*Parking Evaluation*

The west building (793 Laurel Avenue) will have 14 condominium units and provide 27 resident spaces. Guest parking will be accommodated in two of the spaces directly off the north-south alley:

- Based on the City of Highland Park Zoning Code, the development is required to provide 30 parking spaces of which two spaces should be guest parking spaces. The proposed development will provide one less resident space than is required. However, Highland Park code allows for a TSL reduction of up to 15 percent of the required parking, for any use, building or complex located within 1,320 feet of any regularly scheduled bus route or commuter train station. The proposed development is located within 1,320 feet of three regular bus routes and approximately 1,600 feet from the Highland Park Metra station.

- Based on peak parking demand rates from the ITE *Parking Generation Manual*, 6th Edition for Mid-Rise Multi-Family Housing (Land-Use Code 221), the estimated peak parking demand is 1.23 parking spaces per unit or 17 parking spaces. The proposed development will provide 12 more spaces than the projected peak parking demand.

The east building (1696 McGovern Street) will have 20 condominium units and provide 40 resident spaces. Guest parking will be accommodated in two of the spaces directly off the north-south alley:

- Based on the City of Highland Park Zoning Code, the development is required to provide 42 parking spaces of which two spaces should be guest parking spaces. The proposed development will meet code parking requirements. It should be noted that a TSL reduction could be applied to this building, but code is met without the reduction.

- Based on peak parking demand rates from the ITE *Parking Generation Manual*, 6th Edition for Mid-Rise Multi-Family Housing (Land-Use Code 221), the estimated peak parking demand is 1.23 parking spaces per unit or 25 parking spaces. The proposed development will provide 17 more spaces than the projected peak parking demand.

As such, the proposed parking supply will adequately accommodate the parking demand of the proposed development.

# 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development consists of two adjacent residential buildings.
    - 793 Laurel Avenue will be redeveloped to contain a five story condominium building with 14 units and parking garage with 20 parking spaces.
    - 1696 McGovern Street will be redeveloped to contain a five story condominium building with 40 units and a parking garage with 40 parking spaces.
    - Guest parking will be accommodated within 4 parking spaces off the north-south alley between the buildings.
- 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 garages for both buildings will be provided off the north-south public alley.
- The proposed parking supply meets the City of Highland Park Zoning Code requirements and will be adequate in accommodating the estimated peak parking demand of the development per ITE.

# Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Hickory st Northbound | | | | | | Access Dr 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 | 29 | 1 | 0 | 30 | 0 | 1 | 30 | 0 | 0 | 31 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 63 |
| 6:15 AM | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 29 | 1 | 0 | 30 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 56 |
| 6:30 AM | 0 | 0 | 43 | 2 | 0 | 45 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 6:45 AM | 0 | 0 | 82 | 3 | 0 | 85 | 0 | 1 | 67 | 0 | 0 | 68 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 157 |
| Hourly Total | 0 | 0 | 177 | 6 | 0 | 183 | 0 | 2 | 151 | 1 | 0 | 154 | 0 | 5 | 1 | 2 | 0 | 8 | 0 | 1 | 0 | 2 | 1 | 3 | 348 |
| 7:00 AM | 0 | 1 | 62 | 2 | 0 | 65 | 0 | 1 | 70 | 0 | 0 | 71 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 139 |
| 7:15 AM | 0 | 5 | 105 | 3 | 0 | 113 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 198 |
| 7:30 AM | 0 | 5 | 141 | 4 | 0 | 150 | 0 | 0 | 77 | 1 | 1 | 78 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 231 |
| 7:45 AM | 0 | 2 | 183 | 6 | 0 | 191 | 0 | 0 | 100 | 3 | 0 | 103 | 0 | 4 | 1 | 2 | 0 | 7 | 0 | 1 | 0 | 2 | 0 | 3 | 304 |
| Hourly Total | 0 | 13 | 491 | 15 | 0 | 519 | 0 | 1 | 328 | 4 | 1 | 333 | 0 | 7 | 1 | 3 | 0 | 11 | 0 | 5 | 0 | 4 | 0 | 9 | 872 |
| 8:00 AM | 0 | 6 | 133 | 5 | 0 | 144 | 0 | 4 | 94 | 0 | 3 | 98 | 0 | 10 | 0 | 2 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 2 | 256 |
| 8:15 AM | 0 | 4 | 217 | 6 | 1 | 227 | 0 | 1 | 104 | 3 | 1 | 108 | 0 | 5 | 1 | 2 | 1 | 8 | 0 | 2 | 1 | 3 | 0 | 6 | 349 |
| 8:30 AM | 0 | 2 | 156 | 4 | 0 | 162 | 0 | 2 | 158 | 3 | 0 | 163 | 0 | 6 | 0 | 5 | 0 | 11 | 0 | 1 | 0 | 4 | 0 | 5 | 341 |
| 8:45 AM | 0 | 2 | 177 | 6 | 1 | 185 | 0 | 2 | 126 | 6 | 0 | 134 | 0 | 3 | 1 | 5 | 0 | 9 | 0 | 3 | 0 | 7 | 1 | 10 | 338 |
| Hourly Total | 0 | 14 | 683 | 21 | 2 | 718 | 0 | 9 | 482 | 12 | 4 | 503 | 0 | 24 | 2 | 14 | 1 | 40 | 0 | 8 | 1 | 14 | 1 | 23 | 1284 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 6 | 143 | 2 | 0 | 151 | 0 | 1 | 142 | 7 | 0 | 150 | 0 | 5 | 1 | 2 | 0 | 8 | 0 | 6 | 2 | 4 | 4 | 12 | 321 |
| 3:15 PM | 0 | 5 | 118 | 1 | 0 | 124 | 0 | 5 | 190 | 7 | 0 | 202 | 0 | 1 | 3 | 1 | 1 | 5 | 0 | 5 | 0 | 8 | 1 | 13 | 344 |
| 3:30 PM | 0 | 9 | 107 | 3 | 3 | 119 | 0 | 4 | 224 | 6 | 1 | 234 | 0 | 6 | 1 | 2 | 0 | 9 | 0 | 3 | 1 | 2 | 0 | 6 | 368 |
| 3:45 PM | 0 | 3 | 146 | 4 | 0 | 153 | 0 | 3 | 147 | 5 | 2 | 155 | 0 | 3 | 0 | 4 | 1 | 7 | 0 | 6 | 4 | 8 | 0 | 18 | 333 |
| Hourly Total | 0 | 23 | 514 | 10 | 3 | 547 | 0 | 13 | 703 | 25 | 3 | 741 | 0 | 15 | 5 | 9 | 2 | 29 | 0 | 20 | 7 | 22 | 5 | 49 | 1366 |
| 4:00 PM | 0 | 10 | 121 | 5 | 5 | 136 | 0 | 5 | 178 | 8 | 0 | 191 | 0 | 2 | 2 | 4 | 4 | 8 | 0 | 7 | 1 | 5 | 0 | 13 | 348 |
| 4:15 PM | 0 | 9 | 122 | 3 | 1 | 134 | 0 | 4 | 130 | 7 | 0 | 141 | 0 | 3 | 4 | 3 | 1 | 10 | 0 | 5 | 1 | 12 | 0 | 18 | 303 |
| 4:30 PM | 0 | 8 | 115 | 1 | 0 | 124 | 0 | 3 | 163 | 7 | 3 | 173 | 0 | 12 | 2 | 2 | 0 | 16 | 0 | 3 | 1 | 15 | 4 | 19 | 332 |
| 4:45 PM | 0 | 2 | 129 | 7 | 0 | 138 | 0 | 4 | 156 | 3 | 0 | 163 | 0 | 7 | 1 | 3 | 0 | 11 | 0 | 5 | 1 | 4 | 2 | 10 | 322 |
| Hourly Total | 0 | 29 | 487 | 16 | 6 | 532 | 0 | 16 | 627 | 25 | 3 | 668 | 0 | 24 | 9 | 12 | 5 | 45 | 0 | 20 | 4 | 36 | 6 | 60 | 1305 |
| 5:00 PM | 0 | 3 | 131 | 2 | 0 | 136 | 0 | 2 | 200 | 9 | 1 | 211 | 0 | 9 | 4 | 4 | 1 | 17 | 0 | 2 | 2 | 9 | 3 | 13 | 377 |
| 5:15 PM | 0 | 1 | 132 | 4 | 0 | 137 | 0 | 1 | 177 | 7 | 0 | 185 | 0 | 7 | 4 | 1 | 1 | 12 | 0 | 2 | 3 | 8 | 1 | 13 | 347 |
| 5:30 PM | 0 | 1 | 136 | 2 | 0 | 139 | 0 | 2 | 110 | 2 | 0 | 114 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 2 | 1 | 3 | 1 | 6 | 264 |
| 5:45 PM | 0 | 4 | 140 | 1 | 0 | 145 | 0 | 1 | 140 | 1 | 0 | 142 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 4 | 296 |
| Hourly Total | 0 | 9 | 539 | 9 | 0 | 557 | 0 | 6 | 627 | 19 | 1 | 652 | 0 | 22 | 8 | 9 | 2 | 39 | 0 | 8 | 6 | 22 | 5 | 36 | 1284 |
| Grand Total | 0 | 88 | 2891 | 77 | 11 | 3056 | 0 | 47 | 2918 | 86 | 12 | 3051 | 0 | 97 | 26 | 49 | 10 | 172 | 0 | 62 | 18 | 100 | 18 | 180 | 6459 |
| Approach % | 0.0 | 2.9 | 94.6 | 2.5 | - | - | 0.0 | 1.5 | 95.6 | 2.8 | - | - | 0.0 | 56.4 | 15.1 | 28.5 | - | - | 0.0 | 34.4 | 10.0 | 55.6 | - | - | - |
| Total % | 0.0 | 1.4 | 44.8 | 1.2 | - | 47.3 | 0.0 | 0.7 | 45.2 | 1.3 | - | 47.2 | 0.0 | 1.5 | 0.4 | 0.8 | - | 2.7 | 0.0 | 1.0 | 0.3 | 1.5 | - | 2.8 | - |
| Lights | 0 | 88 | 2817 | 75 | - | 2980 | 0 | 41 | 2834 | 86 | - | 2961 | 0 | 90 | 26 | 46 | - | 162 | 0 | 62 | 18 | 100 | - | 180 | 6283 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 100.0 | 97.4 | 97.4 | - | 97.5 | - | 87.2 | 97.1 | 100.0 | - | 97.1 | - | 92.8 | 100.0 | 93.9 | - | 94.2 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 97.3 |
| Buses | 0 | 0 | 32 | 2 | - | 34 | 0 | 6 | 42 | 0 | - | 48 | 0 | 7 | 0 | 2 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 91 |
| % Buses | - | 0.0 | 1.1 | 2.6 | - | 1.1 | - | 12.8 | 1.4 | 0.0 | - | 1.6 | - | 7.2 | 0.0 | 4.1 | - | 5.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.4 |
| Single-Unit Trucks | 0 | 0 | 30 | 0 | - | 30 | 0 | 0 | 31 | 0 | - | 31 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 62 |
| % Single-Unit Trucks | - | 0.0 | 1.0 | 0.0 | - | 1.0 | - | 0.0 | 1.1 | 0.0 | - | 1.0 | - | 0.0 | 0.0 | 2.0 | - | 0.6 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 0 | 12 | 0 | - | 12 | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | 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 | 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 | - | - | - | - | 11 | - | - | - | - | - | 12 | - | - | - | - | - | 10 | - | - | - | - | - | 18 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Hickory st Northbound | | | | | | Access Dr Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int. Total |
| 8:00 AM | 0 | 6 | 133 | 5 | 0 | 144 | 0 | 4 | 94 | 0 | 3 | 98 | 0 | 10 | 0 | 2 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 2 | 256 |
| 8:15 AM | 0 | 4 | 217 | 6 | 1 | 227 | 0 | 1 | 104 | 3 | 1 | 108 | 0 | 5 | 1 | 2 | 1 | 8 | 0 | 2 | 1 | 3 | 0 | 6 | 349 |
| 8:30 AM | 0 | 2 | 156 | 4 | 0 | 162 | 0 | 2 | 158 | 3 | 0 | 163 | 0 | 6 | 0 | 5 | 0 | 11 | 0 | 1 | 0 | 4 | 0 | 5 | 341 |
| 8:45 AM | 0 | 2 | 177 | 6 | 1 | 185 | 0 | 2 | 126 | 6 | 0 | 134 | 0 | 3 | 1 | 5 | 0 | 9 | 0 | 3 | 0 | 7 | 1 | 10 | 338 |
| Total | 0 | 14 | 683 | 21 | 2 | 718 | 0 | 9 | 482 | 12 | 4 | 503 | 0 | 24 | 2 | 14 | 1 | 40 | 0 | 8 | 1 | 14 | 1 | 23 | 1284 |
| Approach % | 0.0 | 1.9 | 95.1 | 2.9 | - | - | 0.0 | 1.8 | 95.8 | 2.4 | - | - | 0.0 | 60.0 | 5.0 | 35.0 | - | - | 0.0 | 34.8 | 4.3 | 60.9 | - | - | - |
| Total % | 0.0 | 1.1 | 53.2 | 1.6 | - | 55.9 | 0.0 | 0.7 | 37.5 | 0.9 | - | 39.2 | 0.0 | 1.9 | 0.2 | 1.1 | - | 3.1 | 0.0 | 0.6 | 0.1 | 1.1 | - | 1.8 | - |
| PHF | 0.000 | 0.583 | 0.787 | 0.875 | - | 0.791 | 0.000 | 0.563 | 0.763 | 0.500 | - | 0.771 | 0.000 | 0.600 | 0.500 | 0.700 | - | 0.833 | 0.000 | 0.667 | 0.250 | 0.500 | - | 0.575 | 0.920 |
| Lights | 0 | 14 | 663 | 21 | - | 698 | 0 | 6 | 459 | 12 | - | 477 | 0 | 20 | 2 | 12 | - | 34 | 0 | 8 | 1 | 14 | - | 23 | 1232 |
| % Lights | - | 100.0 | 97.1 | 100.0 | - | 97.2 | - | 66.7 | 95.2 | 100.0 | - | 94.8 | - | 83.3 | 100.0 | 85.7 | - | 85.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 96.0 |
| Buses | 0 | 0 | 7 | 0 | - | 7 | 0 | 3 | 15 | 0 | - | 18 | 0 | 4 | 0 | 1 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 30 |
| % Buses | - | 0.0 | 1.0 | 0.0 | - | 1.0 | - | 33.3 | 3.1 | 0.0 | - | 3.6 | - | 16.7 | 0.0 | 7.1 | - | 12.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 2.3 |
| Single-Unit Trucks | 0 | 0 | 10 | 0 | - | 10 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Single-Unit Trucks | - | 0.0 | 1.5 | 0.0 | - | 1.4 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 7.1 | - | 2.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.2 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| 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 | - | - | - | - | 2 | - | - | - | - | - | 4 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Hickory st Northbound | | | | | | Access Dr 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 | 8 | 115 | 1 | 0 | 124 | 0 | 3 | 163 | 7 | 3 | 173 | 0 | 12 | 2 | 2 | 0 | 16 | 0 | 3 | 1 | 15 | 4 | 19 | 332 |
| 4:45 PM | 0 | 2 | 129 | 7 | 0 | 138 | 0 | 4 | 156 | 3 | 0 | 163 | 0 | 7 | 1 | 3 | 0 | 11 | 0 | 5 | 1 | 4 | 2 | 10 | 322 |
| 5:00 PM | 0 | 3 | 131 | 2 | 0 | 136 | 0 | 2 | 200 | 9 | 1 | 211 | 0 | 9 | 4 | 4 | 1 | 17 | 0 | 2 | 2 | 9 | 3 | 13 | 377 |
| 5:15 PM | 0 | 1 | 132 | 4 | 0 | 137 | 0 | 1 | 177 | 7 | 0 | 185 | 0 | 7 | 4 | 1 | 1 | 12 | 0 | 2 | 3 | 8 | 1 | 13 | 347 |
| Total | 0 | 14 | 507 | 14 | 0 | 535 | 0 | 10 | 696 | 26 | 4 | 732 | 0 | 35 | 11 | 10 | 2 | 56 | 0 | 12 | 7 | 36 | 10 | 55 | 1378 |
| Approach % | 0.0 | 2.6 | 94.8 | 2.6 | - | - | 0.0 | 1.4 | 95.1 | 3.6 | - | - | 0.0 | 62.5 | 19.6 | 17.9 | - | - | 0.0 | 21.8 | 12.7 | 65.5 | - | - | - |
| Total % | 0.0 | 1.0 | 36.8 | 1.0 | - | 38.8 | 0.0 | 0.7 | 50.5 | 1.9 | - | 53.1 | 0.0 | 2.5 | 0.8 | 0.7 | - | 4.1 | 0.0 | 0.9 | 0.5 | 2.6 | - | 4.0 | - |
| PHF | 0.000 | 0.438 | 0.960 | 0.500 | - | 0.969 | 0.000 | 0.625 | 0.870 | 0.722 | - | 0.867 | 0.000 | 0.729 | 0.688 | 0.625 | - | 0.824 | 0.000 | 0.600 | 0.583 | 0.600 | - | 0.724 | 0.914 |
| Lights | 0 | 14 | 502 | 14 | - | 530 | 0 | 10 | 690 | 26 | - | 726 | 0 | 34 | 11 | 10 | - | 55 | 0 | 12 | 7 | 36 | - | 55 | 1366 |
| % Lights | - | 100.0 | 99.0 | 100.0 | - | 99.1 | - | 100.0 | 99.1 | 100.0 | - | 99.2 | - | 97.1 | 100.0 | 100.0 | - | 98.2 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.1 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Buses | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 2.9 | 0.0 | 0.0 | - | 1.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Articulated Trucks | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| 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 | - | - | - | - | - | 4 | - | - | - | - | - | 2 | - | - | - | - | - | 10 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Mcgovern Blvd Northbound | | | | | | Access Dr 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 | 1 | 23 | 1 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 55 |
| 6:15 AM | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 6:30 AM | 0 | 3 | 48 | 0 | 0 | 51 | 0 | 0 | 34 | 1 | 0 | 35 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 6:45 AM | 0 | 3 | 76 | 0 | 0 | 79 | 0 | 0 | 67 | 0 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 3 | 150 |
| Hourly Total | 0 | 7 | 171 | 1 | 0 | 179 | 0 | 0 | 161 | 1 | 0 | 162 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 6 | 2 | 7 | 351 |
| 7:00 AM | 0 | 3 | 63 | 0 | 0 | 66 | 0 | 0 | 57 | 0 | 0 | 57 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 5 | 0 | 6 | 131 |
| 7:15 AM | 0 | 5 | 95 | 0 | 0 | 100 | 0 | 0 | 75 | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 6 | 182 |
| 7:30 AM | 0 | 4 | 134 | 0 | 0 | 138 | 0 | 1 | 83 | 0 | 0 | 84 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 2 | 6 | 229 |
| 7:45 AM | 0 | 6 | 163 | 0 | 0 | 169 | 0 | 1 | 96 | 1 | 0 | 98 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 3 | 11 | 279 |
| Hourly Total | 0 | 18 | 455 | 0 | 0 | 473 | 0 | 2 | 311 | 2 | 0 | 315 | 0 | 4 | 0 | 0 | 2 | 4 | 0 | 1 | 2 | 26 | 6 | 29 | 821 |
| 8:00 AM | 0 | 2 | 116 | 3 | 0 | 121 | 0 | 2 | 97 | 2 | 0 | 101 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 1 | 4 | 229 |
| 8:15 AM | 0 | 7 | 217 | 3 | 0 | 227 | 0 | 1 | 100 | 0 | 0 | 101 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 7 | 0 | 7 | 339 |
| 8:30 AM | 0 | 10 | 140 | 2 | 0 | 152 | 0 | 0 | 171 | 5 | 0 | 176 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 2 | 9 | 338 |
| 8:45 AM | 0 | 9 | 183 | 0 | 1 | 192 | 0 | 1 | 114 | 1 | 0 | 116 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 9 | 2 | 10 | 321 |
| Hourly Total | 0 | 28 | 656 | 8 | 1 | 692 | 0 | 4 | 482 | 8 | 0 | 494 | 0 | 6 | 1 | 4 | 2 | 11 | 0 | 2 | 0 | 28 | 5 | 30 | 1227 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 9 | 126 | 0 | 0 | 135 | 0 | 0 | 147 | 3 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 | 3 | 15 | 300 |
| 3:15 PM | 0 | 10 | 115 | 0 | 0 | 125 | 0 | 1 | 220 | 8 | 0 | 229 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 7 | 0 | 11 | 366 |
| 3:30 PM | 0 | 13 | 103 | 2 | 0 | 118 | 0 | 0 | 216 | 4 | 0 | 220 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 1 | 13 | 0 | 18 | 357 |
| 3:45 PM | 0 | 18 | 128 | 1 | 0 | 147 | 0 | 1 | 163 | 6 | 0 | 170 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 8 | 1 | 10 | 328 |
| Hourly Total | 0 | 50 | 472 | 3 | 0 | 525 | 0 | 2 | 746 | 21 | 0 | 769 | 0 | 1 | 0 | 2 | 3 | 3 | 0 | 10 | 5 | 39 | 4 | 54 | 1351 |
| 4:00 PM | 0 | 22 | 111 | 2 | 0 | 135 | 1 | 0 | 157 | 9 | 0 | 167 | 0 | 1 | 1 | 2 | 1 | 4 | 0 | 1 | 3 | 12 | 1 | 16 | 322 |
| 4:15 PM | 0 | 19 | 120 | 2 | 0 | 141 | 0 | 2 | 138 | 6 | 0 | 146 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 6 | 0 | 11 | 300 |
| 4:30 PM | 0 | 13 | 101 | 0 | 0 | 114 | 0 | 0 | 138 | 3 | 0 | 141 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 13 | 4 | 19 | 276 |
| 4:45 PM | 0 | 10 | 125 | 0 | 0 | 135 | 0 | 1 | 151 | 6 | 0 | 158 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 5 | 2 | 13 | 0 | 20 | 316 |
| Hourly Total | 0 | 64 | 457 | 4 | 0 | 525 | 1 | 3 | 584 | 24 | 0 | 612 | 0 | 2 | 2 | 7 | 3 | 11 | 0 | 12 | 10 | 44 | 5 | 66 | 1214 |
| 5:00 PM | 0 | 15 | 128 | 1 | 1 | 144 | 0 | 0 | 202 | 3 | 0 | 205 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 2 | 0 | 7 | 0 | 9 | 361 |
| 5:15 PM | 1 | 14 | 123 | 0 | 0 | 138 | 0 | 0 | 144 | 9 | 0 | 153 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 6 | 0 | 8 | 0 | 14 | 307 |
| 5:30 PM | 0 | 8 | 120 | 3 | 0 | 131 | 1 | 0 | 116 | 6 | 0 | 123 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 7 | 1 | 6 | 1 | 14 | 272 |
| 5:45 PM | 0 | 7 | 118 | 2 | 0 | 127 | 1 | 1 | 153 | 3 | 2 | 158 | 0 | 1 | 2 | 2 | 1 | 5 | 0 | 2 | 0 | 9 | 0 | 11 | 301 |
| Hourly Total | 1 | 44 | 489 | 6 | 1 | 540 | 2 | 1 | 615 | 21 | 2 | 639 | 0 | 4 | 3 | 7 | 7 | 14 | 0 | 17 | 1 | 30 | 1 | 48 | 1241 |
| Grand Total | 1 | 211 | 2700 | 22 | 2 | 2934 | 3 | 12 | 2899 | 77 | 2 | 2991 | 0 | 19 | 6 | 21 | 18 | 46 | 0 | 42 | 19 | 173 | 23 | 234 | 6205 |
| Approach % | 0.0 | 7.2 | 92.0 | 0.7 | - | - | 0.1 | 0.4 | 96.9 | 2.6 | - | - | 0.0 | 41.3 | 13.0 | 45.7 | - | - | 0.0 | 17.9 | 8.1 | 73.9 | - | - | - |
| Total % | 0.0 | 3.4 | 43.5 | 0.4 | - | 47.3 | 0.0 | 0.2 | 46.7 | 1.2 | - | 48.2 | 0.0 | 0.3 | 0.1 | 0.3 | - | 0.7 | 0.0 | 0.7 | 0.3 | 2.8 | - | 3.8 | - |
| Lights | 1 | 204 | 2631 | 16 | - | 2852 | 3 | 12 | 2820 | 77 | - | 2912 | 0 | 17 | 6 | 20 | - | 43 | 0 | 41 | 18 | 167 | - | 226 | 6033 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 96.7 | 97.4 | 72.7 | - | 97.2 | 100.0 | 100.0 | 97.3 | 100.0 | - | 97.4 | - | 89.5 | 100.0 | 95.2 | - | 93.5 | - | 97.6 | 94.7 | 96.5 | - | 96.6 | 97.2 |
| Buses | 0 | 2 | 29 | 5 | - | 36 | 0 | 0 | 45 | 0 | - | 45 | 0 | 2 | 0 | 0 | - | 2 | 0 | 1 | 1 | 0 | - | 2 | 85 |
| % Buses | 0.0 | 0.9 | 1.1 | 22.7 | - | 1.2 | 0.0 | 0.0 | 1.6 | 0.0 | - | 1.5 | - | 10.5 | 0.0 | 0.0 | - | 4.3 | - | 2.4 | 5.3 | 0.0 | - | 0.9 | 1.4 |
| Single-Unit Trucks | 0 | 4 | 30 | 1 | - | 35 | 0 | 0 | 25 | 0 | - | 25 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 3 | - | 3 | 64 |
| % Single-Unit Trucks | 0.0 | 1.9 | 1.1 | 4.5 | - | 1.2 | 0.0 | 0.0 | 0.9 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 4.8 | - | 2.2 | - | 0.0 | 0.0 | 1.7 | - | 1.3 | 1.0 |
| Articulated Trucks | 0 | 1 | 10 | 0 | - | 11 | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 3 | - | 3 | 23 |
| % Articulated Trucks | 0.0 | 0.5 | 0.4 | 0.0 | - | 0.4 | 0.0 | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 1.7 | - | 1.3 | 0.4 |
| 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 | 0.0 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 18 | - | - | - | - | - | 23 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Mcgovern Blvd Northbound | | | | | | Access Dr 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 | 2 | 116 | 3 | 0 | 121 | 0 | 2 | 97 | 2 | 0 | 101 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 1 | 4 | 229 |
| 8:15 AM | 0 | 7 | 217 | 3 | 0 | 227 | 0 | 1 | 100 | 0 | 0 | 101 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 7 | 0 | 7 | 339 |
| 8:30 AM | 0 | 10 | 140 | 2 | 0 | 152 | 0 | 0 | 171 | 5 | 0 | 176 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 2 | 9 | 338 |
| 8:45 AM | 0 | 9 | 183 | 0 | 1 | 192 | 0 | 1 | 114 | 1 | 0 | 116 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 9 | 2 | 10 | 321 |
| Total | 0 | 28 | 656 | 8 | 1 | 692 | 0 | 4 | 482 | 8 | 0 | 494 | 0 | 6 | 1 | 4 | 2 | 11 | 0 | 2 | 0 | 28 | 5 | 30 | 1227 |
| Approach % | 0.0 | 4.0 | 94.8 | 1.2 | - | - | 0.0 | 0.8 | 97.6 | 1.6 | - | - | 0.0 | 54.5 | 9.1 | 36.4 | - | - | 0.0 | 6.7 | 0.0 | 93.3 | - | - | - |
| Total % | 0.0 | 2.3 | 53.5 | 0.7 | - | 56.4 | 0.0 | 0.3 | 39.3 | 0.7 | - | 40.3 | 0.0 | 0.5 | 0.1 | 0.3 | - | 0.9 | 0.0 | 0.2 | 0.0 | 2.3 | - | 2.4 | - |
| PHF | 0.000 | 0.700 | 0.756 | 0.667 | - | 0.762 | 0.000 | 0.500 | 0.705 | 0.400 | - | 0.702 | 0.000 | 0.500 | 0.250 | 0.500 | - | 0.688 | 0.000 | 0.500 | 0.000 | 0.778 | - | 0.750 | 0.905 |
| Lights | 0 | 26 | 636 | 6 | - | 668 | 0 | 4 | 460 | 8 | - | 472 | 0 | 5 | 1 | 4 | - | 10 | 0 | 2 | 0 | 25 | - | 27 | 1177 |
| % Lights | - | 92.9 | 97.0 | 75.0 | - | 96.5 | - | 100.0 | 95.4 | 100.0 | - | 95.5 | - | 83.3 | 100.0 | 100.0 | - | 90.9 | - | 100.0 | - | 89.3 | - | 90.0 | 95.9 |
| Buses | 0 | 0 | 6 | 2 | - | 8 | 0 | 0 | 15 | 0 | - | 15 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 24 |
| % Buses | - | 0.0 | 0.9 | 25.0 | - | 1.2 | - | 0.0 | 3.1 | 0.0 | - | 3.0 | - | 16.7 | 0.0 | 0.0 | - | 9.1 | - | 0.0 | - | 0.0 | - | 0.0 | 2.0 |
| Single-Unit Trucks | 0 | 2 | 11 | 0 | - | 13 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 18 |
| % Single-Unit Trucks | - | 7.1 | 1.7 | 0.0 | - | 1.9 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 3.6 | - | 3.3 | 1.5 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 2 | - | 2 | 8 |
| % Articulated Trucks | - | 0.0 | 0.5 | 0.0 | - | 0.4 | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 7.1 | - | 6.7 | 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 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 5 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Mcgovern Blvd Northbound | | | | | | Access Dr 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 | 13 | 101 | 0 | 0 | 114 | 0 | 0 | 138 | 3 | 0 | 141 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 3 | 13 | 4 | 19 | 276 |
| 4:45 PM | 0 | 10 | 125 | 0 | 0 | 135 | 0 | 1 | 151 | 6 | 0 | 158 | 0 | 0 | 1 | 2 | 1 | 3 | 0 | 5 | 2 | 13 | 0 | 20 | 316 |
| 5:00 PM | 0 | 15 | 128 | 1 | 1 | 144 | 0 | 0 | 202 | 3 | 0 | 205 | 0 | 1 | 1 | 1 | 2 | 3 | 0 | 2 | 0 | 7 | 0 | 9 | 361 |
| 5:15 PM | 1 | 14 | 123 | 0 | 0 | 138 | 0 | 0 | 144 | 9 | 0 | 153 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 6 | 0 | 8 | 0 | 14 | 307 |
| Total | 1 | 52 | 477 | 1 | 1 | 531 | 0 | 1 | 635 | 21 | 0 | 657 | 0 | 3 | 2 | 5 | 8 | 10 | 0 | 16 | 5 | 41 | 4 | 62 | 1260 |
| Approach % | 0.2 | 9.8 | 89.8 | 0.2 | - | - | 0.0 | 0.2 | 96.7 | 3.2 | - | - | 0.0 | 30.0 | 20.0 | 50.0 | - | - | 0.0 | 25.8 | 8.1 | 66.1 | - | - | - |
| Total % | 0.1 | 4.1 | 37.9 | 0.1 | - | 42.1 | 0.0 | 0.1 | 50.4 | 1.7 | - | 52.1 | 0.0 | 0.2 | 0.2 | 0.4 | - | 0.8 | 0.0 | 1.3 | 0.4 | 3.3 | - | 4.9 | - |
| PHF | 0.250 | 0.867 | 0.932 | 0.250 | - | 0.922 | 0.000 | 0.250 | 0.786 | 0.583 | - | 0.801 | 0.000 | 0.750 | 0.500 | 0.625 | - | 0.833 | 0.000 | 0.667 | 0.417 | 0.788 | - | 0.775 | 0.873 |
| Lights | 1 | 52 | 471 | 1 | - | 525 | 0 | 1 | 630 | 21 | - | 652 | 0 | 3 | 2 | 5 | - | 10 | 0 | 16 | 5 | 41 | - | 62 | 1249 |
| % Lights | 100.0 | 100.0 | 98.7 | 100.0 | - | 98.9 | - | 100.0 | 99.2 | 100.0 | - | 99.2 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.1 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Buses | 0.0 | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.5 | 0.0 | - | 0.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Articulated Trucks | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| 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 | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 8 | - | - | - | - | - | 4 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Alley west Eastbound | | | | | | Alley East Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 0 | 3 | 7 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 5 | 3 | 1 | 0 | 9 | 0 | 3 | 2 | 2 | 0 | 7 | 23 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 4 | 5 |
| 7:45 AM | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 3 | 0 | 0 | 5 | 16 |
| Hourly Total | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 3 | 1 | 6 | 0 | 4 | 4 | 4 | 0 | 12 | 0 | 4 | 9 | 1 | 0 | 14 | 36 |
| 8:00 AM | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 23 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 5 | 1 | 6 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 4 | 4 | 0 | 0 | 8 | 24 |
| 8:30 AM | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 3 | 2 | 5 | 0 | 0 | 3 | 1 | 1 | 4 | 0 | 3 | 2 | 0 | 1 | 5 | 18 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 | 3 | 0 | 11 | 0 | 4 | 5 | 0 | 0 | 9 | 22 |
| Hourly Total | 0 | 6 | 0 | 4 | 0 | 10 | 0 | 2 | 1 | 12 | 6 | 15 | 0 | 0 | 23 | 7 | 1 | 30 | 0 | 16 | 16 | 0 | 1 | 32 | 87 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 15 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 6 | 0 | 0 | 8 | 13 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 6 | 0 | 1 | 7 | 19 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 13 | 0 | 0 | 15 | 22 |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 15 | 2 | 17 | 0 | 0 | 13 | 3 | 0 | 16 | 0 | 5 | 30 | 0 | 1 | 35 | 69 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 9 | 0 | 0 | 11 | 21 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 6 | 1 | 0 | 11 | 0 | 1 | 6 | 1 | 0 | 8 | 26 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 7 | 0 | 4 | 7 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 7 | 25 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 8 | 0 | 0 | 11 | 22 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 4 | 23 | 0 | 9 | 24 | 1 | 0 | 34 | 0 | 6 | 30 | 1 | 0 | 37 | 94 |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 12 | 0 | 1 | 6 | 1 | 0 | 8 | 0 | 1 | 6 | 0 | 0 | 7 | 28 |
| 5:15 PM | 0 | 4 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 2 | 6 | 1 | 0 | 9 | 28 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 3 | 0 | 0 | 4 | 10 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| Hourly Total | 0 | 5 | 0 | 7 | 0 | 12 | 0 | 2 | 0 | 13 | 0 | 15 | 0 | 1 | 19 | 2 | 0 | 22 | 0 | 4 | 18 | 1 | 0 | 23 | 72 |
| Grand Total | 0 | 14 | 0 | 13 | 0 | 27 | 0 | 11 | 1 | 71 | 13 | 83 | 0 | 19 | 86 | 18 | 1 | 123 | 0 | 38 | 105 | 5 | 2 | 148 | 381 |
| Approach % | 0.0 | 51.9 | 0.0 | 48.1 | - | - | 0.0 | 13.3 | 1.2 | 85.5 | - | - | 0.0 | 15.4 | 69.9 | 14.6 | - | - | 0.0 | 25.7 | 70.9 | 3.4 | - | - | - |
| Total % | 0.0 | 3.7 | 0.0 | 3.4 | - | 7.1 | 0.0 | 2.9 | 0.3 | 18.6 | - | 21.8 | 0.0 | 5.0 | 22.6 | 4.7 | - | 32.3 | 0.0 | 10.0 | 27.6 | 1.3 | - | 38.8 | - |
| Lights | 0 | 13 | 0 | 12 | - | 25 | 0 | 11 | 0 | 71 | - | 82 | 0 | 19 | 76 | 18 | - | 113 | 0 | 38 | 97 | 5 | - | 140 | 360 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 92.9 | - | 92.3 | - | 92.6 | - | 100.0 | 0.0 | 100.0 | - | 98.8 | - | 100.0 | 88.4 | 100.0 | - | 91.9 | - | 100.0 | 92.4 | 100.0 | - | 94.6 | 94.5 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 8 | 0 | - | 8 | 17 |
| % Buses | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 10.5 | 0.0 | - | 7.3 | - | 0.0 | 7.6 | 0.0 | - | 5.4 | 4.5 |
| Single-Unit Trucks | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Single-Unit Trucks | - | 0.0 | - | 7.7 | - | 3.7 | - | 0.0 | 100.0 | 0.0 | - | 1.2 | - | 0.0 | 1.2 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.8 |
| 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 |
| Bicycles on Road | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Bicycles on Road | - | 7.1 | - | 0.0 | - | 3.7 | - | 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 13 | - | - | - | - | - | 1 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Alley west Eastbound | | | | | | Alley East Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St 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 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 5 | 0 | 0 | 10 | 23 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 5 | 1 | 6 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 4 | 4 | 0 | 0 | 8 | 24 |
| 8:30 AM | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 1 | 3 | 2 | 5 | 0 | 0 | 3 | 1 | 1 | 4 | 0 | 3 | 2 | 0 | 1 | 5 | 18 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 | 3 | 0 | 11 | 0 | 4 | 5 | 0 | 0 | 9 | 22 |
| Total | 0 | 6 | 0 | 4 | 0 | 10 | 0 | 2 | 1 | 12 | 6 | 15 | 0 | 0 | 23 | 7 | 1 | 30 | 0 | 16 | 16 | 0 | 1 | 32 | 87 |
| Approach % | 0.0 | 60.0 | 0.0 | 40.0 | - | - | 0.0 | 13.3 | 6.7 | 80.0 | - | - | 0.0 | 0.0 | 76.7 | 23.3 | - | - | 0.0 | 50.0 | 50.0 | 0.0 | - | - | - |
| Total % | 0.0 | 6.9 | 0.0 | 4.6 | - | 11.5 | 0.0 | 2.3 | 1.1 | 13.8 | - | 17.2 | 0.0 | 0.0 | 26.4 | 8.0 | - | 34.5 | 0.0 | 18.4 | 18.4 | 0.0 | - | 36.8 | - |
| PHF | 0.000 | 0.500 | 0.000 | 0.500 | - | 0.625 | 0.000 | 0.500 | 0.250 | 0.600 | - | 0.625 | 0.000 | 0.000 | 0.719 | 0.583 | - | 0.682 | 0.000 | 0.800 | 0.800 | 0.000 | - | 0.800 | 0.906 |
| Lights | 0 | 6 | 0 | 3 | - | 9 | 0 | 2 | 0 | 12 | - | 14 | 0 | 0 | 17 | 7 | - | 24 | 0 | 16 | 13 | 0 | - | 29 | 76 |
| % Lights | - | 100.0 | - | 75.0 | - | 90.0 | - | 100.0 | 0.0 | 100.0 | - | 93.3 | - | - | 73.9 | 100.0 | - | 80.0 | - | 100.0 | 81.3 | - | - | 90.6 | 87.4 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 5 | 0 | - | 5 | 0 | 0 | 3 | 0 | - | 3 | 8 |
| % Buses | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | 21.7 | 0.0 | - | 16.7 | - | 0.0 | 18.8 | - | - | 9.4 | 9.2 |
| Single-Unit Trucks | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 3 |
| % Single-Unit Trucks | - | 0.0 | - | 25.0 | - | 10.0 | - | 0.0 | 100.0 | 0.0 | - | 6.7 | - | - | 4.3 | 0.0 | - | 3.3 | - | 0.0 | 0.0 | - | - | 0.0 | 3.4 |
| 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 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 6 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Alley west Eastbound | | | | | | Alley East Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 7 | 0 | 4 | 7 | 0 | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 7 | 25 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 8 | 0 | 0 | 11 | 22 |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 0 | 12 | 0 | 1 | 6 | 1 | 0 | 8 | 0 | 1 | 6 | 0 | 0 | 7 | 28 |
| 5:15 PM | 0 | 4 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 2 | 6 | 1 | 0 | 9 | 28 |
| Total | 0 | 4 | 0 | 7 | 0 | 11 | 0 | 3 | 0 | 25 | 4 | 28 | 0 | 5 | 24 | 1 | 0 | 30 | 0 | 6 | 27 | 1 | 0 | 34 | 103 |
| Approach % | 0.0 | 36.4 | 0.0 | 63.6 | - | - | 0.0 | 10.7 | 0.0 | 89.3 | - | - | 0.0 | 16.7 | 80.0 | 3.3 | - | - | 0.0 | 17.6 | 79.4 | 2.9 | - | - | - |
| Total % | 0.0 | 3.9 | 0.0 | 6.8 | - | 10.7 | 0.0 | 2.9 | 0.0 | 24.3 | - | 27.2 | 0.0 | 4.9 | 23.3 | 1.0 | - | 29.1 | 0.0 | 5.8 | 26.2 | 1.0 | - | 33.0 | - |
| PHF | 0.000 | 0.250 | 0.000 | 0.292 | - | 0.275 | 0.000 | 0.375 | 0.000 | 0.625 | - | 0.583 | 0.000 | 0.313 | 0.750 | 0.250 | - | 0.682 | 0.000 | 0.500 | 0.844 | 0.250 | - | 0.773 | 0.920 |
| Lights | 0 | 4 | 0 | 7 | - | 11 | 0 | 3 | 0 | 25 | - | 28 | 0 | 5 | 23 | 1 | - | 29 | 0 | 6 | 27 | 1 | - | 34 | 102 |
| % Lights | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 95.8 | 100.0 | - | 96.7 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.0 |
| 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 | 4.2 | 0.0 | - | 3.3 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % 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 |
| 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 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Deerfield Rd Eastbound | | | | | | Laurel Rd Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St 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 | 8 | 4 | 0 | 12 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 22 |
| 6:15 AM | 0 | 0 | 9 | 8 | 0 | 17 | 0 | 1 | 5 | 1 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 32 |
| 6:30 AM | 0 | 3 | 22 | 25 | 0 | 50 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 2 | 64 |
| 6:45 AM | 0 | 4 | 16 | 33 | 0 | 53 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| Hourly Total | 0 | 7 | 55 | 70 | 0 | 132 | 0 | 1 | 24 | 1 | 0 | 26 | 0 | 24 | 1 | 0 | 0 | 25 | 0 | 0 | 2 | 2 | 0 | 4 | 187 |
| 7:00 AM | 0 | 2 | 33 | 43 | 0 | 78 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 11 | 1 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 98 |
| 7:15 AM | 0 | 1 | 33 | 57 | 0 | 91 | 0 | 2 | 21 | 0 | 0 | 23 | 0 | 21 | 1 | 0 | 1 | 22 | 0 | 1 | 0 | 2 | 0 | 3 | 139 |
| 7:30 AM | 0 | 0 | 39 | 53 | 0 | 92 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 3 | 0 | 0 | 3 | 135 |
| 7:45 AM | 0 | 1 | 58 | 62 | 0 | 121 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 37 | 3 | 0 | 0 | 40 | 0 | 1 | 4 | 4 | 0 | 9 | 196 |
| Hourly Total | 0 | 4 | 163 | 215 | 0 | 382 | 0 | 2 | 68 | 1 | 0 | 71 | 0 | 94 | 5 | 0 | 1 | 99 | 0 | 2 | 8 | 6 | 0 | 16 | 568 |
| 8:00 AM | 0 | 4 | 45 | 39 | 0 | 88 | 0 | 0 | 18 | 0 | 2 | 18 | 0 | 26 | 3 | 0 | 2 | 29 | 0 | 1 | 1 | 5 | 0 | 7 | 142 |
| 8:15 AM | 0 | 2 | 83 | 66 | 0 | 151 | 0 | 1 | 24 | 0 | 2 | 25 | 0 | 27 | 4 | 0 | 1 | 31 | 0 | 0 | 1 | 5 | 0 | 6 | 213 |
| 8:30 AM | 0 | 4 | 80 | 45 | 0 | 129 | 0 | 0 | 43 | 0 | 0 | 43 | 0 | 43 | 3 | 0 | 0 | 46 | 0 | 0 | 3 | 4 | 0 | 7 | 225 |
| 8:45 AM | 0 | 7 | 72 | 63 | 0 | 142 | 0 | 1 | 35 | 2 | 0 | 38 | 0 | 28 | 2 | 0 | 0 | 30 | 0 | 0 | 3 | 1 | 0 | 4 | 214 |
| Hourly Total | 0 | 17 | 280 | 213 | 0 | 510 | 0 | 2 | 120 | 2 | 4 | 124 | 0 | 124 | 12 | 0 | 3 | 136 | 0 | 1 | 8 | 15 | 0 | 24 | 794 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 37 | 31 | 0 | 68 | 0 | 1 | 46 | 2 | 0 | 49 | 0 | 35 | 3 | 1 | 0 | 39 | 0 | 0 | 3 | 2 | 0 | 5 | 161 |
| 3:15 PM | 0 | 1 | 34 | 29 | 0 | 64 | 0 | 0 | 48 | 1 | 0 | 49 | 0 | 37 | 2 | 0 | 0 | 39 | 0 | 0 | 1 | 4 | 0 | 5 | 157 |
| 3:30 PM | 0 | 1 | 34 | 46 | 0 | 81 | 0 | 1 | 47 | 1 | 0 | 49 | 0 | 23 | 2 | 0 | 0 | 25 | 0 | 0 | 3 | 5 | 0 | 8 | 163 |
| 3:45 PM | 0 | 4 | 31 | 41 | 2 | 76 | 0 | 1 | 48 | 0 | 2 | 49 | 0 | 29 | 0 | 0 | 1 | 29 | 0 | 0 | 7 | 6 | 1 | 13 | 167 |
| Hourly Total | 0 | 6 | 136 | 147 | 2 | 289 | 0 | 3 | 189 | 4 | 2 | 196 | 0 | 124 | 7 | 1 | 1 | 132 | 0 | 0 | 14 | 17 | 1 | 31 | 648 |
| 4:00 PM | 0 | 4 | 39 | 46 | 0 | 89 | 0 | 1 | 64 | 4 | 0 | 69 | 0 | 30 | 1 | 0 | 1 | 31 | 0 | 0 | 5 | 4 | 0 | 9 | 198 |
| 4:15 PM | 0 | 7 | 34 | 38 | 0 | 79 | 0 | 0 | 49 | 2 | 0 | 51 | 0 | 32 | 1 | 1 | 0 | 34 | 0 | 0 | 2 | 5 | 1 | 7 | 171 |
| 4:30 PM | 0 | 4 | 33 | 42 | 0 | 79 | 0 | 0 | 45 | 3 | 2 | 48 | 0 | 30 | 5 | 0 | 0 | 35 | 0 | 1 | 3 | 2 | 0 | 6 | 168 |
| 4:45 PM | 0 | 2 | 39 | 45 | 0 | 86 | 0 | 0 | 53 | 0 | 0 | 53 | 0 | 28 | 1 | 0 | 0 | 29 | 0 | 3 | 2 | 5 | 0 | 10 | 178 |
| Hourly Total | 0 | 17 | 145 | 171 | 0 | 333 | 0 | 1 | 211 | 9 | 2 | 221 | 0 | 120 | 8 | 1 | 1 | 129 | 0 | 4 | 12 | 16 | 1 | 32 | 715 |
| 5:00 PM | 0 | 2 | 38 | 58 | 0 | 98 | 0 | 0 | 87 | 3 | 2 | 90 | 0 | 25 | 2 | 0 | 0 | 27 | 0 | 2 | 3 | 3 | 0 | 8 | 223 |
| 5:15 PM | 1 | 4 | 36 | 42 | 0 | 83 | 0 | 0 | 74 | 1 | 0 | 75 | 0 | 25 | 3 | 0 | 0 | 28 | 0 | 1 | 9 | 4 | 0 | 14 | 200 |
| 5:30 PM | 0 | 2 | 30 | 40 | 0 | 72 | 0 | 0 | 59 | 1 | 0 | 60 | 0 | 19 | 2 | 0 | 0 | 21 | 0 | 1 | 1 | 1 | 0 | 3 | 156 |
| 5:45 PM | 0 | 1 | 35 | 49 | 0 | 85 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 22 | 1 | 1 | 0 | 24 | 0 | 0 | 2 | 0 | 0 | 2 | 159 |
| Hourly Total | 1 | 9 | 139 | 189 | 0 | 338 | 0 | 0 | 268 | 5 | 2 | 273 | 0 | 91 | 8 | 1 | 0 | 100 | 0 | 4 | 15 | 8 | 0 | 27 | 738 |
| Grand Total | 1 | 60 | 918 | 1005 | 2 | 1984 | 0 | 9 | 880 | 22 | 10 | 911 | 0 | 577 | 41 | 3 | 6 | 621 | 0 | 11 | 59 | 64 | 2 | 134 | 3650 |
| Approach % | 0.1 | 3.0 | 46.3 | 50.7 | - | - | 0.0 | 1.0 | 96.6 | 2.4 | - | - | 0.0 | 92.9 | 6.6 | 0.5 | - | - | 0.0 | 8.2 | 44.0 | 47.8 | - | - | - |
| Total % | 0.0 | 1.6 | 25.2 | 27.5 | - | 54.4 | 0.0 | 0.2 | 24.1 | 0.6 | - | 25.0 | 0.0 | 15.8 | 1.1 | 0.1 | - | 17.0 | 0.0 | 0.3 | 1.6 | 1.8 | - | 3.7 | - |
| Lights | 1 | 57 | 899 | 977 | - | 1934 | 0 | 5 | 855 | 21 | - | 881 | 0 | 564 | 36 | 3 | - | 603 | 0 | 11 | 58 | 57 | - | 126 | 3544 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 95.0 | 97.9 | 97.2 | - | 97.5 | - | 55.6 | 97.2 | 95.5 | - | 96.7 | - | 97.7 | 87.8 | 100.0 | - | 97.1 | - | 100.0 | 98.3 | 89.1 | - | 94.0 | 97.1 |
| Buses | 0 | 3 | 15 | 14 | - | 32 | 0 | 4 | 25 | 1 | - | 30 | 0 | 8 | 5 | 0 | - | 13 | 0 | 0 | 1 | 7 | - | 8 | 83 |
| % Buses | 0.0 | 5.0 | 1.6 | 1.4 | - | 1.6 | - | 44.4 | 2.8 | 4.5 | - | 3.3 | - | 1.4 | 12.2 | 0.0 | - | 2.1 | - | 0.0 | 1.7 | 10.9 | - | 6.0 | 2.3 |
| Single-Unit Trucks | 0 | 0 | 3 | 14 | - | 17 | 0 | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 22 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.3 | 1.4 | - | 0.9 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | 0.0 | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.6 |
| 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 | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 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 | 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 | - | - | - | - | 2 | - | - | - | - | - | 10 | - | - | - | - | - | 6 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Deerfield Rd Eastbound | | | | | | Laurel Rd Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int. Total |
| 8:00 AM | 0 | 4 | 45 | 39 | 0 | 88 | 0 | 0 | 18 | 0 | 2 | 18 | 0 | 26 | 3 | 0 | 2 | 29 | 0 | 1 | 1 | 5 | 0 | 7 | 142 |
| 8:15 AM | 0 | 2 | 83 | 66 | 0 | 151 | 0 | 1 | 24 | 0 | 2 | 25 | 0 | 27 | 4 | 0 | 1 | 31 | 0 | 0 | 1 | 5 | 0 | 6 | 213 |
| 8:30 AM | 0 | 4 | 80 | 45 | 0 | 129 | 0 | 0 | 43 | 0 | 0 | 43 | 0 | 43 | 3 | 0 | 0 | 46 | 0 | 0 | 3 | 4 | 0 | 7 | 225 |
| 8:45 AM | 0 | 7 | 72 | 63 | 0 | 142 | 0 | 1 | 35 | 2 | 0 | 38 | 0 | 28 | 2 | 0 | 0 | 30 | 0 | 0 | 3 | 1 | 0 | 4 | 214 |
| Total | 0 | 17 | 280 | 213 | 0 | 510 | 0 | 2 | 120 | 2 | 4 | 124 | 0 | 124 | 12 | 0 | 3 | 136 | 0 | 1 | 8 | 15 | 0 | 24 | 794 |
| Approach % | 0.0 | 3.3 | 54.9 | 41.8 | - | - | 0.0 | 1.6 | 96.8 | 1.6 | - | - | 0.0 | 91.2 | 8.8 | 0.0 | - | - | 0.0 | 4.2 | 33.3 | 62.5 | - | - | - |
| Total % | 0.0 | 2.1 | 35.3 | 26.8 | - | 64.2 | 0.0 | 0.3 | 15.1 | 0.3 | - | 15.6 | 0.0 | 15.6 | 1.5 | 0.0 | - | 17.1 | 0.0 | 0.1 | 1.0 | 1.9 | - | 3.0 | - |
| PHF | 0.000 | 0.607 | 0.843 | 0.807 | - | 0.844 | 0.000 | 0.500 | 0.698 | 0.250 | - | 0.721 | 0.000 | 0.721 | 0.750 | 0.000 | - | 0.739 | 0.000 | 0.250 | 0.667 | 0.750 | - | 0.857 | 0.882 |
| Lights | 0 | 16 | 269 | 205 | - | 490 | 0 | 0 | 104 | 2 | - | 106 | 0 | 120 | 8 | 0 | - | 128 | 0 | 1 | 8 | 12 | - | 21 | 745 |
| % Lights | - | 94.1 | 96.1 | 96.2 | - | 96.1 | - | 0.0 | 86.7 | 100.0 | - | 85.5 | - | 96.8 | 66.7 | - | - | 94.1 | - | 100.0 | 100.0 | 80.0 | - | 87.5 | 93.8 |
| Buses | 0 | 1 | 10 | 2 | - | 13 | 0 | 2 | 16 | 0 | - | 18 | 0 | 2 | 4 | 0 | - | 6 | 0 | 0 | 0 | 3 | - | 3 | 40 |
| % Buses | - | 5.9 | 3.6 | 0.9 | - | 2.5 | - | 100.0 | 13.3 | 0.0 | - | 14.5 | - | 1.6 | 33.3 | - | - | 4.4 | - | 0.0 | 0.0 | 20.0 | - | 12.5 | 5.0 |
| Single-Unit Trucks | 0 | 0 | 1 | 6 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 9 |
| % Single-Unit Trucks | - | 0.0 | 0.4 | 2.8 | - | 1.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 1.6 | 0.0 | - | - | 1.5 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.1 |
| 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 |
| 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 | - | - | - | - | - | 4 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Deerfield Rd Eastbound | | | | | | Laurel Rd Westbound | | | | | | Hickory St Northbound | | | | | | Hickory St 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 | 33 | 42 | 0 | 79 | 0 | 0 | 45 | 3 | 2 | 48 | 0 | 30 | 5 | 0 | 0 | 35 | 0 | 1 | 3 | 2 | 0 | 6 | 168 |
| 4:45 PM | 0 | 2 | 39 | 45 | 0 | 86 | 0 | 0 | 53 | 0 | 0 | 53 | 0 | 28 | 1 | 0 | 0 | 29 | 0 | 3 | 2 | 5 | 0 | 10 | 178 |
| 5:00 PM | 0 | 2 | 38 | 58 | 0 | 98 | 0 | 0 | 87 | 3 | 2 | 90 | 0 | 25 | 2 | 0 | 0 | 27 | 0 | 2 | 3 | 3 | 0 | 8 | 223 |
| 5:15 PM | 1 | 4 | 36 | 42 | 0 | 83 | 0 | 0 | 74 | 1 | 0 | 75 | 0 | 25 | 3 | 0 | 0 | 28 | 0 | 1 | 9 | 4 | 0 | 14 | 200 |
| Total | 1 | 12 | 146 | 187 | 0 | 346 | 0 | 0 | 259 | 7 | 4 | 266 | 0 | 108 | 11 | 0 | 0 | 119 | 0 | 7 | 17 | 14 | 0 | 38 | 769 |
| Approach % | 0.3 | 3.5 | 42.2 | 54.0 | - | - | 0.0 | 0.0 | 97.4 | 2.6 | - | - | 0.0 | 90.8 | 9.2 | 0.0 | - | - | 0.0 | 18.4 | 44.7 | 36.8 | - | - | - |
| Total % | 0.1 | 1.6 | 19.0 | 24.3 | - | 45.0 | 0.0 | 0.0 | 33.7 | 0.9 | - | 34.6 | 0.0 | 14.0 | 1.4 | 0.0 | - | 15.5 | 0.0 | 0.9 | 2.2 | 1.8 | - | 4.9 | - |
| PHF | 0.250 | 0.750 | 0.936 | 0.806 | - | 0.883 | 0.000 | 0.000 | 0.744 | 0.583 | - | 0.739 | 0.000 | 0.900 | 0.550 | 0.000 | - | 0.850 | 0.000 | 0.583 | 0.472 | 0.700 | - | 0.679 | 0.862 |
| Lights | 1 | 12 | 146 | 187 | - | 346 | 0 | 0 | 259 | 6 | - | 265 | 0 | 107 | 11 | 0 | - | 118 | 0 | 7 | 17 | 14 | - | 38 | 767 |
| % Lights | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | - | - | 100.0 | 85.7 | - | 99.6 | - | 99.1 | 100.0 | - | - | 99.2 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.7 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 14.3 | - | 0.4 | - | 0.0 | 0.0 | - | - | 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 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | 0.9 | 0.0 | - | - | 0.8 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| 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 |
| 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 | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Laurel Ave Eastbound | | | | | | Laurel Ave Westbound | | | | | | mcgovern ave Northbound | | | | | | mcgovern ave 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 | 7 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 12 |
| 6:15 AM | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 6:30 AM | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 6:45 AM | 0 | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 25 |
| Hourly Total | 0 | 1 | 56 | 0 | 0 | 57 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 1 | 2 | 83 |
| 7:00 AM | 0 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 43 |
| 7:15 AM | 0 | 0 | 39 | 0 | 0 | 39 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 60 |
| 7:30 AM | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 50 |
| 7:45 AM | 1 | 1 | 63 | 0 | 0 | 65 | 0 | 1 | 25 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 93 |
| Hourly Total | 1 | 2 | 168 | 0 | 0 | 171 | 0 | 1 | 64 | 2 | 0 | 67 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 3 | 0 | 2 | 2 | 5 | 246 |
| 8:00 AM | 0 | 0 | 41 | 1 | 0 | 42 | 0 | 1 | 15 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 61 |
| 8:15 AM | 0 | 2 | 78 | 0 | 0 | 80 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 3 | 109 |
| 8:30 AM | 1 | 0 | 83 | 0 | 0 | 84 | 0 | 1 | 45 | 0 | 0 | 46 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 132 |
| 8:45 AM | 0 | 1 | 70 | 0 | 0 | 71 | 0 | 0 | 40 | 2 | 0 | 42 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Hourly Total | 1 | 3 | 272 | 1 | 0 | 277 | 0 | 2 | 122 | 3 | 0 | 127 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 4 | 2 | 6 | 417 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 38 | 1 | 0 | 39 | 0 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 90 |
| 3:15 PM | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 48 | 2 | 0 | 50 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 86 |
| 3:30 PM | 0 | 1 | 30 | 0 | 0 | 31 | 0 | 0 | 47 | 0 | 1 | 47 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 4 | 83 |
| 3:45 PM | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 45 | 1 | 1 | 47 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 3 | 0 | 5 | 89 |
| Hourly Total | 0 | 1 | 137 | 1 | 0 | 139 | 0 | 1 | 187 | 3 | 2 | 191 | 0 | 3 | 0 | 1 | 2 | 4 | 0 | 3 | 6 | 5 | 1 | 14 | 348 |
| 4:00 PM | 0 | 0 | 40 | 1 | 0 | 41 | 0 | 1 | 67 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 112 |
| 4:15 PM | 0 | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 3 | 78 |
| 4:30 PM | 0 | 1 | 38 | 0 | 1 | 39 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 90 |
| 4:45 PM | 0 | 0 | 39 | 1 | 2 | 40 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 94 |
| Hourly Total | 0 | 1 | 148 | 3 | 3 | 152 | 0 | 2 | 208 | 0 | 0 | 210 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 2 | 6 | 3 | 2 | 11 | 374 |
| 5:00 PM | 0 | 2 | 45 | 1 | 0 | 48 | 0 | 0 | 90 | 0 | 0 | 90 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 139 |
| 5:15 PM | 0 | 1 | 34 | 0 | 0 | 35 | 0 | 0 | 75 | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 5:30 PM | 0 | 2 | 32 | 0 | 0 | 34 | 0 | 0 | 55 | 2 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 5 | 96 |
| 5:45 PM | 0 | 1 | 31 | 0 | 0 | 32 | 0 | 1 | 48 | 2 | 0 | 51 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 86 |
| Hourly Total | 0 | 6 | 142 | 1 | 0 | 149 | 0 | 1 | 268 | 5 | 0 | 274 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 3 | 1 | 7 | 432 |
| Grand Total | 2 | 14 | 923 | 6 | 3 | 945 | 0 | 7 | 869 | 14 | 2 | 890 | 0 | 8 | 9 | 3 | 7 | 20 | 0 | 10 | 18 | 17 | 9 | 45 | 1900 |
| Approach % | 0.2 | 1.5 | 97.7 | 0.6 | - | - | 0.0 | 0.8 | 97.6 | 1.6 | - | - | 0.0 | 40.0 | 45.0 | 15.0 | - | - | 0.0 | 22.2 | 40.0 | 37.8 | - | - | - |
| Total % | 0.1 | 0.7 | 48.6 | 0.3 | - | 49.7 | 0.0 | 0.4 | 45.7 | 0.7 | - | 46.8 | 0.0 | 0.4 | 0.5 | 0.2 | - | 1.1 | 0.0 | 0.5 | 0.9 | 0.9 | - | 2.4 | - |
| Lights | 2 | 13 | 907 | 6 | - | 928 | 0 | 7 | 845 | 13 | - | 865 | 0 | 4 | 8 | 2 | - | 14 | 0 | 10 | 16 | 12 | - | 38 | 1845 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 92.9 | 98.3 | 100.0 | - | 98.2 | - | 100.0 | 97.2 | 92.9 | - | 97.2 | - | 50.0 | 88.9 | 66.7 | - | 70.0 | - | 100.0 | 88.9 | 70.6 | - | 84.4 | 97.1 |
| Buses | 0 | 1 | 13 | 0 | - | 14 | 0 | 0 | 23 | 0 | - | 23 | 0 | 3 | 1 | 1 | - | 5 | 0 | 0 | 2 | 4 | - | 6 | 48 |
| % Buses | 0.0 | 7.1 | 1.4 | 0.0 | - | 1.5 | - | 0.0 | 2.6 | 0.0 | - | 2.6 | - | 37.5 | 11.1 | 33.3 | - | 25.0 | - | 0.0 | 11.1 | 23.5 | - | 13.3 | 2.5 |
| Single-Unit Trucks | 0 | 0 | 2 | 0 | - | 2 | 0 | 0 | 1 | 1 | - | 2 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 6 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 7.1 | - | 0.2 | - | 12.5 | 0.0 | 0.0 | - | 5.0 | - | 0.0 | 0.0 | 5.9 | - | 2.2 | 0.3 |
| 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 | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % 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 | - | - | - | - | 3 | - | - | - | - | - | 2 | - | - | - | - | - | 7 | - | - | - | - | - | 9 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Laurel Ave Eastbound | | | | | | Laurel Ave Westbound | | | | | | mcgovern ave Northbound | | | | | | mcgovern ave Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int. Total |
| 8:00 AM | 0 | 0 | 41 | 1 | 0 | 42 | 0 | 1 | 15 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 61 |
| 8:15 AM | 0 | 2 | 78 | 0 | 0 | 80 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 3 | 109 |
| 8:30 AM | 1 | 0 | 83 | 0 | 0 | 84 | 0 | 1 | 45 | 0 | 0 | 46 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 132 |
| 8:45 AM | 0 | 1 | 70 | 0 | 0 | 71 | 0 | 0 | 40 | 2 | 0 | 42 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Total | 1 | 3 | 272 | 1 | 0 | 277 | 0 | 2 | 122 | 3 | 0 | 127 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 4 | 2 | 6 | 417 |
| Approach % | 0.4 | 1.1 | 98.2 | 0.4 | - | - | 0.0 | 1.6 | 96.1 | 2.4 | - | - | 0.0 | 28.6 | 71.4 | 0.0 | - | - | 0.0 | 0.0 | 33.3 | 66.7 | - | - | - |
| Total % | 0.2 | 0.7 | 65.2 | 0.2 | - | 66.4 | 0.0 | 0.5 | 29.3 | 0.7 | - | 30.5 | 0.0 | 0.5 | 1.2 | 0.0 | - | 1.7 | 0.0 | 0.0 | 0.5 | 1.0 | - | 1.4 | - |
| PHF | 0.250 | 0.375 | 0.819 | 0.250 | - | 0.824 | 0.000 | 0.500 | 0.678 | 0.375 | - | 0.690 | 0.000 | 0.500 | 0.417 | 0.000 | - | 0.438 | 0.000 | 0.000 | 0.500 | 0.500 | - | 0.500 | 0.790 |
| Lights | 1 | 3 | 262 | 1 | - | 267 | 0 | 2 | 106 | 3 | - | 111 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 1 | 3 | - | 4 | 386 |
| % Lights | 100.0 | 100.0 | 96.3 | 100.0 | - | 96.4 | - | 100.0 | 86.9 | 100.0 | - | 87.4 | - | 0.0 | 80.0 | - | - | 57.1 | - | - | 50.0 | 75.0 | - | 66.7 | 92.6 |
| Buses | 0 | 0 | 9 | 0 | - | 9 | 0 | 0 | 16 | 0 | - | 16 | 0 | 1 | 1 | 0 | - | 2 | 0 | 0 | 1 | 1 | - | 2 | 29 |
| % Buses | 0.0 | 0.0 | 3.3 | 0.0 | - | 3.2 | - | 0.0 | 13.1 | 0.0 | - | 12.6 | - | 50.0 | 20.0 | - | - | 28.6 | - | - | 50.0 | 25.0 | - | 33.3 | 7.0 |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 50.0 | 0.0 | - | - | 14.3 | - | - | 0.0 | 0.0 | - | 0.0 | 0.5 |
| 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 |
| 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 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Laurel Ave Eastbound | | | | | | Laurel Ave Westbound | | | | | | mcgovern ave Northbound | | | | | | mcgovern ave Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int. Total |
| 4:30 PM | 0 | 1 | 38 | 0 | 1 | 39 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 90 |
| 4:45 PM | 0 | 0 | 39 | 1 | 2 | 40 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 94 |
| 5:00 PM | 0 | 2 | 45 | 1 | 0 | 48 | 0 | 0 | 90 | 0 | 0 | 90 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 139 |
| 5:15 PM | 0 | 1 | 34 | 0 | 0 | 35 | 0 | 0 | 75 | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Total | 0 | 4 | 156 | 2 | 3 | 162 | 0 | 1 | 263 | 1 | 0 | 265 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 5 | 434 |
| Approach % | 0.0 | 2.5 | 96.3 | 1.2 | - | - | 0.0 | 0.4 | 99.2 | 0.4 | - | - | 0.0 | 50.0 | 0.0 | 50.0 | - | - | 0.0 | 20.0 | 40.0 | 40.0 | - | - | - |
| Total % | 0.0 | 0.9 | 35.9 | 0.5 | - | 37.3 | 0.0 | 0.2 | 60.6 | 0.2 | - | 61.1 | 0.0 | 0.2 | 0.0 | 0.2 | - | 0.5 | 0.0 | 0.2 | 0.5 | 0.5 | - | 1.2 | - |
| PHF | 0.000 | 0.500 | 0.867 | 0.500 | - | 0.844 | 0.000 | 0.250 | 0.731 | 0.250 | - | 0.736 | 0.000 | 0.250 | 0.000 | 0.250 | - | 0.500 | 0.000 | 0.250 | 0.500 | 0.250 | - | 0.313 | 0.781 |
| Lights | 0 | 4 | 156 | 2 | - | 162 | 0 | 1 | 262 | 1 | - | 264 | 0 | 1 | 0 | 1 | - | 2 | 0 | 1 | 2 | 2 | - | 5 | 433 |
| % Lights | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 99.6 | 100.0 | - | 99.6 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 99.8 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.2 |
| 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 |
| 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 |
| 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 | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Alley Dr Northbound | | | | | | Alley Dr 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 | 26 | 0 | 0 | 26 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 55 |
| 6:15 AM | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 6:30 AM | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 6:45 AM | 1 | 1 | 80 | 0 | 0 | 82 | 0 | 2 | 69 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 154 |
| Hourly Total | 1 | 1 | 175 | 0 | 0 | 177 | 0 | 2 | 164 | 0 | 0 | 166 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 1 | 346 |
| 7:00 AM | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 137 |
| 7:15 AM | 0 | 2 | 98 | 0 | 1 | 100 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 181 |
| 7:30 AM | 0 | 4 | 137 | 1 | 0 | 142 | 0 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 229 |
| 7:45 AM | 0 | 11 | 171 | 1 | 0 | 183 | 0 | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 293 |
| Hourly Total | 0 | 17 | 474 | 2 | 1 | 493 | 0 | 0 | 341 | 3 | 0 | 344 | 0 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 1 | 6 | 1 | 840 |
| 8:00 AM | 0 | 8 | 114 | 1 | 0 | 123 | 0 | 1 | 101 | 1 | 0 | 103 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 229 |
| 8:15 AM | 0 | 10 | 229 | 1 | 0 | 240 | 0 | 2 | 106 | 1 | 0 | 109 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 350 |
| 8:30 AM | 0 | 5 | 149 | 0 | 0 | 154 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 5 | 2 | 6 | 337 |
| 8:45 AM | 0 | 8 | 186 | 0 | 0 | 194 | 0 | 0 | 117 | 2 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 4 | 317 |
| Hourly Total | 0 | 31 | 678 | 2 | 0 | 711 | 0 | 3 | 500 | 4 | 0 | 507 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 10 | 6 | 14 | 1233 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 2 | 139 | 1 | 0 | 142 | 0 | 1 | 157 | 2 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 4 | 306 |
| 3:15 PM | 0 | 4 | 112 | 1 | 0 | 117 | 0 | 1 | 214 | 3 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 6 | 341 |
| 3:30 PM | 0 | 0 | 120 | 1 | 0 | 121 | 0 | 2 | 226 | 4 | 0 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 8 | 361 |
| 3:45 PM | 0 | 8 | 147 | 1 | 0 | 156 | 0 | 2 | 139 | 16 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 13 | 326 |
| Hourly Total | 0 | 14 | 518 | 4 | 0 | 536 | 0 | 6 | 736 | 25 | 0 | 767 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 17 | 3 | 31 | 1334 |
| 4:00 PM | 0 | 6 | 113 | 5 | 0 | 124 | 0 | 2 | 168 | 7 | 0 | 177 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 0 | 20 | 322 |
| 4:15 PM | 0 | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 150 | 2 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 298 |
| 4:30 PM | 0 | 1 | 114 | 0 | 0 | 115 | 0 | 0 | 160 | 2 | 0 | 162 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 5 | 9 | 286 |
| 4:45 PM | 0 | 7 | 130 | 0 | 0 | 137 | 0 | 0 | 154 | 12 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 1 | 18 | 321 |
| Hourly Total | 0 | 14 | 499 | 5 | 0 | 518 | 0 | 2 | 632 | 23 | 0 | 657 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 17 | 0 | 34 | 6 | 51 | 1227 |
| 5:00 PM | 0 | 4 | 135 | 2 | 0 | 141 | 0 | 2 | 213 | 1 | 0 | 216 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 0 | 6 | 3 | 10 | 368 |
| 5:15 PM | 0 | 1 | 137 | 0 | 0 | 138 | 0 | 0 | 164 | 1 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 7 | 310 |
| 5:30 PM | 0 | 2 | 132 | 1 | 0 | 135 | 0 | 2 | 120 | 2 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 262 |
| 5:45 PM | 0 | 23 | 123 | 1 | 0 | 147 | 0 | 1 | 135 | 17 | 0 | 153 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 1 | 13 | 314 |
| Hourly Total | 0 | 30 | 527 | 4 | 0 | 561 | 0 | 5 | 632 | 21 | 0 | 658 | 0 | 1 | 0 | 1 | 3 | 2 | 0 | 7 | 0 | 26 | 6 | 33 | 1254 |
| Grand Total | 1 | 107 | 2871 | 17 | 1 | 2996 | 0 | 18 | 3005 | 76 | 0 | 3099 | 0 | 3 | 0 | 5 | 9 | 8 | 0 | 42 | 0 | 89 | 30 | 131 | 6234 |
| Approach % | 0.0 | 3.6 | 95.8 | 0.6 | - | - | 0.0 | 0.6 | 97.0 | 2.5 | - | - | 0.0 | 37.5 | 0.0 | 62.5 | - | - | 0.0 | 32.1 | 0.0 | 67.9 | - | - | - |
| Total % | 0.0 | 1.7 | 46.1 | 0.3 | - | 48.1 | 0.0 | 0.3 | 48.2 | 1.2 | - | 49.7 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.7 | 0.0 | 1.4 | - | 2.1 | - |
| Lights | 1 | 107 | 2791 | 17 | - | 2916 | 0 | 18 | 2918 | 76 | - | 3012 | 0 | 3 | 0 | 5 | - | 8 | 0 | 42 | 0 | 89 | - | 131 | 6067 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | 100.0 | 100.0 | 97.2 | 100.0 | - | 97.3 | - | 100.0 | 97.1 | 100.0 | - | 97.2 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 97.3 |
| Buses | 0 | 0 | 34 | 0 | - | 34 | 0 | 0 | 47 | 0 | - | 47 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 81 |
| % Buses | 0.0 | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 0.0 | 1.6 | 0.0 | - | 1.5 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 1.3 |
| Single-Unit Trucks | 0 | 0 | 34 | 0 | - | 34 | 0 | 0 | 29 | 0 | - | 29 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 63 |
| % Single-Unit Trucks | 0.0 | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 0.0 | 1.0 | 0.0 | - | 0.9 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 1.0 |
| Articulated Trucks | 0 | 0 | 12 | 0 | - | 12 | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| % Articulated Trucks | 0.0 | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 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 | 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 | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 9 | - | - | - | - | - | 30 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Alley Dr Northbound | | | | | | Alley Dr 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 | 8 | 114 | 1 | 0 | 123 | 0 | 1 | 101 | 1 | 0 | 103 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 229 |
| 8:15 AM | 0 | 10 | 229 | 1 | 0 | 240 | 0 | 2 | 106 | 1 | 0 | 109 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 350 |
| 8:30 AM | 0 | 5 | 149 | 0 | 0 | 154 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 5 | 2 | 6 | 337 |
| 8:45 AM | 0 | 8 | 186 | 0 | 0 | 194 | 0 | 0 | 117 | 2 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 4 | 317 |
| Total | 0 | 31 | 678 | 2 | 0 | 711 | 0 | 3 | 500 | 4 | 0 | 507 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 10 | 6 | 14 | 1233 |
| Approach % | 0.0 | 4.4 | 95.4 | 0.3 | - | - | 0.0 | 0.6 | 98.6 | 0.8 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 28.6 | 0.0 | 71.4 | - | - | - |
| Total % | 0.0 | 2.5 | 55.0 | 0.2 | - | 57.7 | 0.0 | 0.2 | 40.6 | 0.3 | - | 41.1 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.3 | 0.0 | 0.8 | - | 1.1 | - |
| PHF | 0.000 | 0.775 | 0.740 | 0.500 | - | 0.741 | 0.000 | 0.375 | 0.710 | 0.500 | - | 0.720 | 0.000 | 0.000 | 0.000 | 0.250 | - | 0.250 | 0.000 | 0.333 | 0.000 | 0.500 | - | 0.583 | 0.881 |
| Lights | 0 | 31 | 656 | 2 | - | 689 | 0 | 3 | 475 | 4 | - | 482 | 0 | 0 | 0 | 1 | - | 1 | 0 | 4 | 0 | 10 | - | 14 | 1186 |
| % Lights | - | 100.0 | 96.8 | 100.0 | - | 96.9 | - | 100.0 | 95.0 | 100.0 | - | 95.1 | - | - | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 96.2 |
| Buses | 0 | 0 | 8 | 0 | - | 8 | 0 | 0 | 17 | 0 | - | 17 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 25 |
| % Buses | - | 0.0 | 1.2 | 0.0 | - | 1.1 | - | 0.0 | 3.4 | 0.0 | - | 3.4 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 2.0 |
| Single-Unit Trucks | 0 | 0 | 11 | 0 | - | 11 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 15 |
| % Single-Unit Trucks | - | 0.0 | 1.6 | 0.0 | - | 1.5 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 1.2 |
| Articulated Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Articulated Trucks | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.8 | 0.0 | - | 0.8 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.6 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 6 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Central Ave Eastbound | | | | | | Central Ave Westbound | | | | | | Alley Dr Northbound | | | | | | Alley Dr Southbound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | Int. Total |
| 4:30 PM | 0 | 1 | 114 | 0 | 0 | 115 | 0 | 0 | 160 | 2 | 0 | 162 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 5 | 9 | 286 |
| 4:45 PM | 0 | 7 | 130 | 0 | 0 | 137 | 0 | 0 | 154 | 12 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 1 | 18 | 321 |
| 5:00 PM | 0 | 4 | 135 | 2 | 0 | 141 | 0 | 2 | 213 | 1 | 0 | 216 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 0 | 6 | 3 | 10 | 368 |
| 5:15 PM | 0 | 1 | 137 | 0 | 0 | 138 | 0 | 0 | 164 | 1 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 1 | 7 | 310 |
| Total | 0 | 13 | 516 | 2 | 0 | 531 | 0 | 2 | 691 | 16 | 0 | 709 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 10 | 0 | 34 | 10 | 44 | 1285 |
| Approach % | 0.0 | 2.4 | 97.2 | 0.4 | - | - | 0.0 | 0.3 | 97.5 | 2.3 | - | - | 0.0 | 0.0 | 0.0 | 100.0 | - | - | 0.0 | 22.7 | 0.0 | 77.3 | - | - | - |
| Total % | 0.0 | 1.0 | 40.2 | 0.2 | - | 41.3 | 0.0 | 0.2 | 53.8 | 1.2 | - | 55.2 | 0.0 | 0.0 | 0.0 | 0.1 | - | 0.1 | 0.0 | 0.8 | 0.0 | 2.6 | - | 3.4 | - |
| PHF | 0.000 | 0.464 | 0.942 | 0.250 | - | 0.941 | 0.000 | 0.250 | 0.811 | 0.333 | - | 0.821 | 0.000 | 0.000 | 0.000 | 0.250 | - | 0.250 | 0.000 | 0.625 | 0.000 | 0.607 | - | 0.611 | 0.873 |
| Lights | 0 | 13 | 509 | 2 | - | 524 | 0 | 2 | 683 | 16 | - | 701 | 0 | 0 | 0 | 1 | - | 1 | 0 | 10 | 0 | 34 | - | 44 | 1270 |
| % Lights | - | 100.0 | 98.6 | 100.0 | - | 98.7 | - | 100.0 | 98.8 | 100.0 | - | 98.9 | - | - | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 98.8 |
| Buses | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 6 |
| % Buses | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.4 | 0.0 | - | 0.4 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.5 |
| Single-Unit Trucks | 0 | 0 | 3 | 0 | - | 3 | 0 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 7 |
| % Single-Unit Trucks | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | 0.0 | 0.6 | 0.0 | - | 0.6 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.5 |
| Articulated Trucks | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Articulated Trucks | - | 0.0 | 0.2 | 0.0 | - | 0.2 | - | 0.0 | 0.1 | 0.0 | - | 0.1 | - | - | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.2 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 10 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Alley West Eastbound | | | | | | Westbound Approach Westbound | | | | | | Alley South Northbound | | | | | | Alley North 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 6:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 6:45 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Hourly Total | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 10 |
| 7:00 AM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 4 |
| Hourly Total | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 3 | 18 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 8:15 AM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 3 | 11 |
| 8:30 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 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 |
| Hourly Total | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 3 | 2 | 0 | 5 | 17 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 4 |
| 3:15 PM | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 3:30 PM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 8 |
| 3:45 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 6 |
| Hourly Total | 0 | 0 | 0 | 8 | 1 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 4 | 0 | 6 | 2 | 2 | 0 | 10 | 22 |
| 4:00 PM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 1 | 0 | 5 | 11 |
| 4:15 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 4:30 PM | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 6 | 2 | 9 | 0 | 2 | 4 | 1 | 0 | 7 | 23 |
| 5:00 PM | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 4 | 13 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 4 | 8 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 1 | 1 | 3 | 2 | 5 | 0 | 4 | 1 | 1 | 0 | 6 | 0 | 3 | 0 | 4 | 1 | 7 | 0 | 3 | 3 | 2 | 0 | 8 | 26 |
| Grand Total | 0 | 4 | 1 | 25 | 4 | 30 | 0 | 18 | 2 | 2 | 1 | 22 | 1 | 9 | 3 | 14 | 5 | 27 | 0 | 11 | 17 | 9 | 1 | 37 | 116 |
| Approach % | 0.0 | 13.3 | 3.3 | 83.3 | - | - | 0.0 | 81.8 | 9.1 | 9.1 | - | - | 3.7 | 33.3 | 11.1 | 51.9 | - | - | 0.0 | 29.7 | 45.9 | 24.3 | - | - | - |
| Total % | 0.0 | 3.4 | 0.9 | 21.6 | - | 25.9 | 0.0 | 15.5 | 1.7 | 1.7 | - | 19.0 | 0.9 | 7.8 | 2.6 | 12.1 | - | 23.3 | 0.0 | 9.5 | 14.7 | 7.8 | - | 31.9 | - |
| Lights | 0 | 4 | 1 | 25 | - | 30 | 0 | 18 | 1 | 2 | - | 21 | 1 | 9 | 3 | 13 | - | 26 | 0 | 11 | 17 | 9 | - | 37 | 114 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Lights | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 50.0 | 100.0 | - | 95.5 | 100.0 | 100.0 | 100.0 | 92.9 | - | 96.3 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 98.3 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 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 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 50.0 | 0.0 | - | 4.5 | 0.0 | 0.0 | 0.0 | 7.1 | - | 3.7 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.7 |
| 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 | 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 |
| % 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 | - | - | - | - | 4 | - | - | - | - | - | 1 | - | - | - | - | - | 5 | - | - | - | - | - | 1 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Alley West Eastbound | | | | | | Westbound Approach Westbound | | | | | | Alley South Northbound | | | | | | Alley North 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 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 8:15 AM | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 3 | 11 |
| 8:30 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 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 |
| Total | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 3 | 2 | 0 | 5 | 17 |
| Approach % | 0.0 | 20.0 | 0.0 | 80.0 | - | - | 0.0 | 66.7 | 33.3 | 0.0 | - | - | 0.0 | 50.0 | 0.0 | 50.0 | - | - | 0.0 | 0.0 | 60.0 | 40.0 | - | - | - |
| Total % | 0.0 | 5.9 | 0.0 | 23.5 | - | 29.4 | 0.0 | 11.8 | 5.9 | 0.0 | - | 17.6 | 0.0 | 11.8 | 0.0 | 11.8 | - | 23.5 | 0.0 | 0.0 | 17.6 | 11.8 | - | 29.4 | - |
| PHF | 0.000 | 0.250 | 0.000 | 0.500 | - | 0.625 | 0.000 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.000 | 0.500 | 0.000 | 0.250 | - | 0.333 | 0.000 | 0.000 | 0.375 | 0.250 | - | 0.417 | 0.386 |
| Lights | 0 | 1 | 0 | 4 | - | 5 | 0 | 2 | 0 | 0 | - | 2 | 0 | 2 | 0 | 1 | - | 3 | 0 | 0 | 3 | 2 | - | 5 | 15 |
| % Lights | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 0.0 | - | - | 66.7 | - | 100.0 | - | 50.0 | - | 75.0 | - | - | 100.0 | 100.0 | - | 100.0 | 88.2 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 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 | - | 0.0 | 0.0 |
| Single-Unit Trucks | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 100.0 | - | - | 33.3 | - | 0.0 | - | 50.0 | - | 25.0 | - | - | 0.0 | 0.0 | - | 0.0 | 11.8 |
| 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 |
| 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 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Alley West Eastbound | | | | | | Westbound Approach Westbound | | | | | | Alley South Northbound | | | | | | Alley North 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 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 4 | 13 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 1 | 4 | 3 | 5 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 2 | 0 | 5 | 2 | 7 | 0 | 1 | 3 | 1 | 0 | 5 | 22 |
| Approach % | 0.0 | 0.0 | 20.0 | 80.0 | - | - | 0.0 | 60.0 | 20.0 | 20.0 | - | - | 0.0 | 28.6 | 0.0 | 71.4 | - | - | 0.0 | 20.0 | 60.0 | 20.0 | - | - | - |
| Total % | 0.0 | 0.0 | 4.5 | 18.2 | - | 22.7 | 0.0 | 13.6 | 4.5 | 4.5 | - | 22.7 | 0.0 | 9.1 | 0.0 | 22.7 | - | 31.8 | 0.0 | 4.5 | 13.6 | 4.5 | - | 22.7 | - |
| PHF | 0.000 | 0.000 | 0.250 | 0.500 | - | 0.625 | 0.000 | 0.250 | 0.250 | 0.250 | - | 0.250 | 0.000 | 0.500 | 0.000 | 0.625 | - | 0.875 | 0.000 | 0.250 | 0.375 | 0.250 | - | 0.313 | 0.423 |
| Lights | 0 | 0 | 1 | 4 | - | 5 | 0 | 3 | 1 | 1 | - | 5 | 0 | 2 | 0 | 5 | - | 7 | 0 | 1 | 3 | 1 | - | 5 | 22 |
| % Lights | - | - | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 | 100.0 | - | 100.0 | 100.0 |
| Buses | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 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 | 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 |
| % 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 |
| 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 |
| 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 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - |
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: North-South+Alley+with+Laurel+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Data

| Start Time | Laurel Ave Eastbound | | | | | Laurel Ave Westbound | | | | | Alley Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 6:00 AM | 0 | 0 | 8 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 13 |
| 6:15 AM | 0 | 0 | 9 | 0 | 9 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| 6:30 AM | 0 | 0 | 22 | 0 | 22 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 27 |
| 6:45 AM | 0 | 1 | 16 | 0 | 17 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 2 | 1 | 4 | 28 |
| Hourly Total | 0 | 1 | 55 | 0 | 56 | 0 | 21 | 0 | 0 | 21 | 0 | 3 | 4 | 1 | 7 | 84 |
| 7:00 AM | 0 | 0 | 33 | 0 | 33 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 43 |
| 7:15 AM | 0 | 0 | 36 | 0 | 36 | 0 | 20 | 0 | 0 | 20 | 0 | 4 | 1 | 0 | 5 | 61 |
| 7:30 AM | 0 | 1 | 36 | 0 | 37 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 2 | 1 | 2 | 54 |
| 7:45 AM | 0 | 1 | 58 | 0 | 59 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 3 | 0 | 3 | 88 |
| Hourly Total | 0 | 2 | 163 | 0 | 165 | 0 | 67 | 1 | 0 | 68 | 0 | 6 | 7 | 1 | 13 | 246 |
| 8:00 AM | 0 | 1 | 43 | 1 | 44 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 62 |
| 8:15 AM | 0 | 0 | 90 | 0 | 90 | 0 | 20 | 4 | 0 | 24 | 0 | 2 | 3 | 0 | 5 | 119 |
| 8:30 AM | 0 | 1 | 74 | 0 | 75 | 0 | 48 | 0 | 1 | 48 | 0 | 1 | 0 | 2 | 1 | 124 |
| 8:45 AM | 0 | 0 | 74 | 0 | 74 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hourly Total | 0 | 2 | 281 | 1 | 283 | 0 | 120 | 4 | 1 | 124 | 0 | 3 | 4 | 2 | 7 | 414 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | 1 | 0 | 37 | 1 | 38 | 0 | 47 | 1 | 0 | 48 | 0 | 3 | 0 | 1 | 3 | 89 |
| 3:15 PM | 0 | 0 | 35 | 0 | 35 | 0 | 49 | 1 | 0 | 50 | 0 | 1 | 0 | 0 | 1 | 86 |
| 3:30 PM | 0 | 2 | 27 | 0 | 29 | 0 | 49 | 0 | 0 | 49 | 0 | 3 | 1 | 0 | 4 | 82 |
| 3:45 PM | 0 | 0 | 31 | 0 | 31 | 0 | 47 | 1 | 0 | 48 | 0 | 2 | 0 | 0 | 2 | 81 |
| Hourly Total | 1 | 2 | 130 | 1 | 133 | 0 | 192 | 3 | 0 | 195 | 0 | 9 | 1 | 1 | 10 | 338 |
| 4:00 PM | 0 | 3 | 40 | 0 | 43 | 0 | 65 | 0 | 1 | 65 | 0 | 2 | 3 | 0 | 5 | 113 |
| 4:15 PM | 0 | 1 | 31 | 0 | 32 | 0 | 44 | 2 | 0 | 46 | 0 | 0 | 4 | 1 | 4 | 82 |
| 4:30 PM | 0 | 3 | 33 | 0 | 36 | 0 | 50 | 1 | 0 | 51 | 0 | 3 | 3 | 1 | 6 | 93 |
| 4:45 PM | 0 | 0 | 43 | 0 | 43 | 0 | 52 | 1 | 0 | 53 | 0 | 1 | 1 | 0 | 2 | 98 |
| Hourly Total | 0 | 7 | 147 | 0 | 154 | 0 | 211 | 4 | 1 | 215 | 0 | 6 | 11 | 2 | 17 | 386 |
| 5:00 PM | 0 | 0 | 38 | 0 | 38 | 0 | 91 | 1 | 0 | 92 | 0 | 6 | 2 | 1 | 8 | 138 |
| 5:15 PM | 0 | 0 | 37 | 0 | 37 | 0 | 74 | 2 | 0 | 76 | 0 | 0 | 1 | 0 | 1 | 114 |
| 5:30 PM | 0 | 1 | 30 | 0 | 31 | 0 | 53 | 0 | 0 | 53 | 0 | 2 | 1 | 0 | 3 | 87 |
| 5:45 PM | 0 | 1 | 33 | 0 | 34 | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hourly Total | 0 | 2 | 138 | 0 | 140 | 0 | 270 | 4 | 0 | 274 | 0 | 8 | 4 | 1 | 12 | 426 |
| Grand Total | 1 | 16 | 914 | 2 | 931 | 0 | 881 | 16 | 2 | 897 | 0 | 35 | 31 | 8 | 66 | 1894 |
| Approach % | 0.1 | 1.7 | 98.2 | - | - | 0.0 | 98.2 | 1.8 | - | - | 0.0 | 53.0 | 47.0 | - | - | - |
| Total % | 0.1 | 0.8 | 48.3 | - | 49.2 | 0.0 | 46.5 | 0.8 | - | 47.4 | 0.0 | 1.8 | 1.6 | - | 3.5 | - |
| Lights | 1 | 15 | 897 | - | 913 | 0 | 850 | 15 | - | 865 | 0 | 35 | 30 | - | 65 | 1843 |
| % Lights | 100.0 | 93.8 | 98.1 | - | 98.1 | - | 96.5 | 93.8 | - | 96.4 | - | 100.0 | 96.8 | - | 98.5 | 97.3 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Buses | 0 | 0 | 14 | - | 14 | 0 | 30 | 0 | - | 30 | 0 | 0 | 0 | - | 0 | 44 |
| % Buses | 0.0 | 0.0 | 1.5 | - | 1.5 | - | 3.4 | 0.0 | - | 3.3 | - | 0.0 | 0.0 | - | 0.0 | 2.3 |
| Single-Unit Trucks | 0 | 1 | 2 | - | 3 | 0 | 1 | 1 | - | 2 | 0 | 0 | 1 | - | 1 | 6 |
| % Single-Unit Trucks | 0.0 | 6.3 | 0.2 | - | 0.3 | - | 0.1 | 6.3 | - | 0.2 | - | 0.0 | 3.2 | - | 1.5 | 0.3 |
| Articulated Trucks | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| % Articulated Trucks | 0.0 | 0.0 | 0.1 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 0.1 |
| 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 | 0.0 |
| Pedestrians | - | - | - | 2 | - | - | - | - | 2 | - | - | - | - | 8 | - | - |
| % Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Laurel+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (8:00 AM)

| Start Time | Laurel Ave Eastbound | | | | | Laurel Ave Westbound | | | | | Alley Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 8:00 AM | 0 | 1 | 43 | 1 | 44 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 62 |
| 8:15 AM | 0 | 0 | 90 | 0 | 90 | 0 | 20 | 4 | 0 | 24 | 0 | 2 | 3 | 0 | 5 | 119 |
| 8:30 AM | 0 | 1 | 74 | 0 | 75 | 0 | 48 | 0 | 1 | 48 | 0 | 1 | 0 | 2 | 1 | 124 |
| 8:45 AM | 0 | 0 | 74 | 0 | 74 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 109 |
| Total | 0 | 2 | 281 | 1 | 283 | 0 | 120 | 4 | 1 | 124 | 0 | 3 | 4 | 2 | 7 | 414 |
| Approach % | 0.0 | 0.7 | 99.3 | - | - | 0.0 | 96.8 | 3.2 | - | - | 0.0 | 42.9 | 57.1 | - | - | - |
| Total % | 0.0 | 0.5 | 67.9 | - | 68.4 | 0.0 | 29.0 | 1.0 | - | 30.0 | 0.0 | 0.7 | 1.0 | - | 1.7 | - |
| PHF | 0.000 | 0.500 | 0.781 | - | 0.786 | 0.000 | 0.625 | 0.250 | - | 0.646 | 0.000 | 0.375 | 0.333 | - | 0.350 | 0.835 |
| Lights | 0 | 2 | 271 | - | 273 | 0 | 102 | 3 | - | 105 | 0 | 3 | 4 | - | 7 | 385 |
| % Lights | - | 100.0 | 96.4 | - | 96.5 | - | 85.0 | 75.0 | - | 84.7 | - | 100.0 | 100.0 | - | 100.0 | 93.0 |
| Buses | 0 | 0 | 9 | - | 9 | 0 | 18 | 0 | - | 18 | 0 | 0 | 0 | - | 0 | 27 |
| % Buses | - | 0.0 | 3.2 | - | 3.2 | - | 15.0 | 0.0 | - | 14.5 | - | 0.0 | 0.0 | - | 0.0 | 6.5 |
| Single-Unit Trucks | 0 | 0 | 1 | - | 1 | 0 | 0 | 1 | - | 1 | 0 | 0 | 0 | - | 0 | 2 |
| % Single-Unit Trucks | - | 0.0 | 0.4 | - | 0.4 | - | 0.0 | 25.0 | - | 0.8 | - | 0.0 | 0.0 | - | 0.0 | 0.5 |
| 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 | 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 | - | - |

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

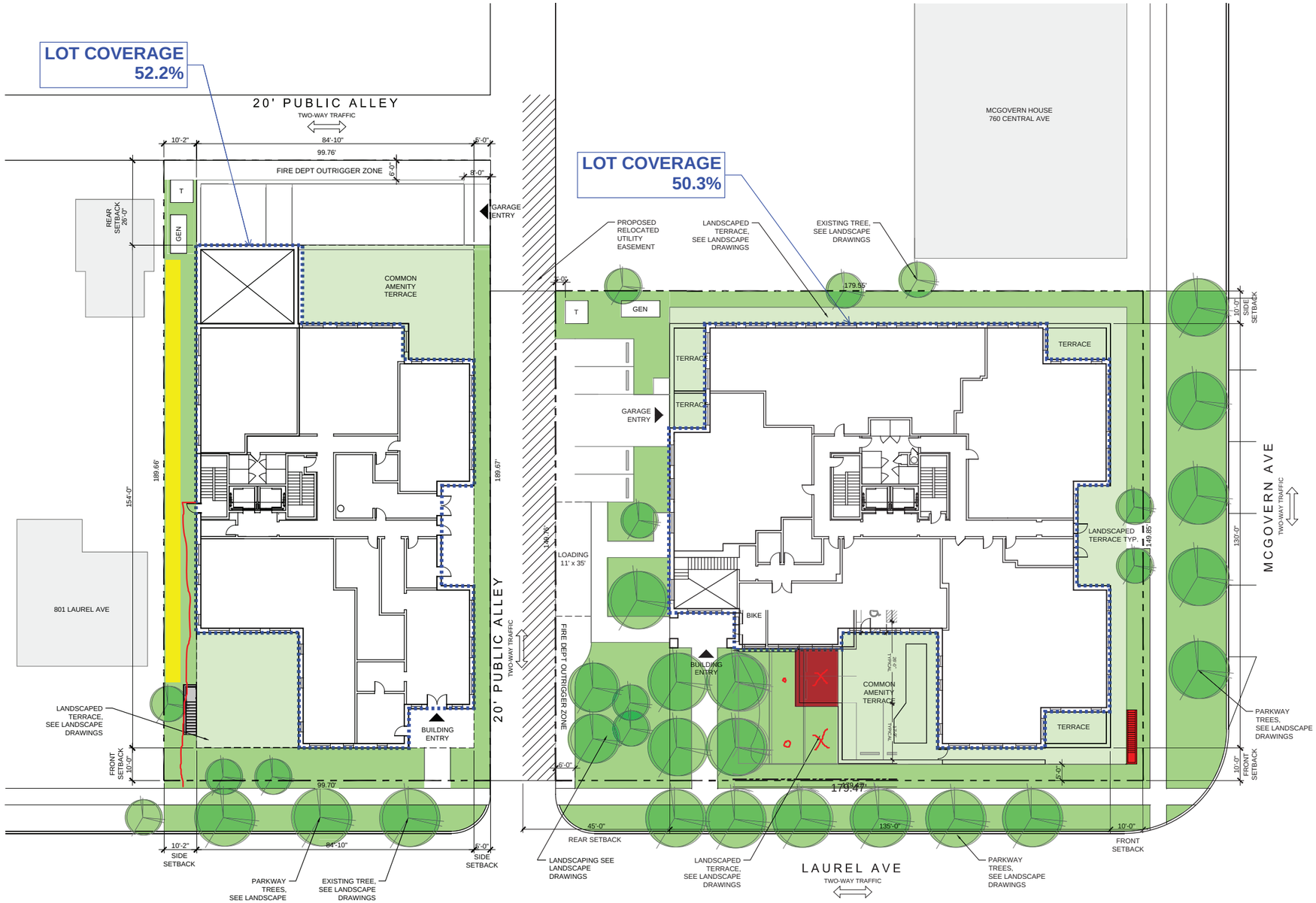
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Laurel+Avenue TMC
Site Code:
Start Date: 01/27/2026


# Turning Movement Peak Hour Data (4:30 PM)

| Start Time | Laurel Ave Eastbound | | | | | Laurel Ave Westbound | | | | | Alley Dr Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Peds | App. Total | U-Turn | Thru | Right | Peds | App. Total | U-Turn | Left | Right | Peds | App. Total | Int. Total |
| 4:30 PM | 0 | 3 | 33 | 0 | 36 | 0 | 50 | 1 | 0 | 51 | 0 | 3 | 3 | 1 | 6 | 93 |
| 4:45 PM | 0 | 0 | 43 | 0 | 43 | 0 | 52 | 1 | 0 | 53 | 0 | 1 | 1 | 0 | 2 | 98 |
| 5:00 PM | 0 | 0 | 38 | 0 | 38 | 0 | 91 | 1 | 0 | 92 | 0 | 6 | 2 | 1 | 8 | 138 |
| 5:15 PM | 0 | 0 | 37 | 0 | 37 | 0 | 74 | 2 | 0 | 76 | 0 | 0 | 1 | 0 | 1 | 114 |
| Total | 0 | 3 | 151 | 0 | 154 | 0 | 267 | 5 | 0 | 272 | 0 | 10 | 7 | 2 | 17 | 443 |
| Approach % | 0.0 | 1.9 | 98.1 | - | - | 0.0 | 98.2 | 1.8 | - | - | 0.0 | 58.8 | 41.2 | - | - | - |
| Total % | 0.0 | 0.7 | 34.1 | - | 34.8 | 0.0 | 60.3 | 1.1 | - | 61.4 | 0.0 | 2.3 | 1.6 | - | 3.8 | - |
| PHF | 0.000 | 0.250 | 0.878 | - | 0.895 | 0.000 | 0.734 | 0.625 | - | 0.739 | 0.000 | 0.417 | 0.583 | - | 0.531 | 0.803 |
| Lights | 0 | 3 | 151 | - | 154 | 0 | 266 | 5 | - | 271 | 0 | 10 | 7 | - | 17 | 442 |
| % Lights | - | 100.0 | 100.0 | - | 100.0 | - | 99.6 | 100.0 | - | 99.6 | - | 100.0 | 100.0 | - | 100.0 | 99.8 |
| Buses | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 1 |
| % Buses | - | 0.0 | 0.0 | - | 0.0 | - | 0.4 | 0.0 | - | 0.4 | - | 0.0 | 0.0 | - | 0.0 | 0.2 |
| 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 | 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 | 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 | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 2 | - | - |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

# Site Plan




1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

| NO | DATE | ISSUE DESCRIPTION |
|---|---|---|
| 2 | 05/15/26 | PD SUBMISSION REV 1 |
| 1 | 03/17/26 | PD SUBMISSION |

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PRINCIPAL: xx
QC BY: xx
P.M.: xx
DRAWN BY: xx

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611

Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com

PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

# 1696 MCGOVERN AVENUE & 793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

SITE PLAN

NORTH

A0-02A

# ITE Trip Generation Sheets

# Multifamily Housing (Mid-Rise)
# Not Close to Rail Transit (221)

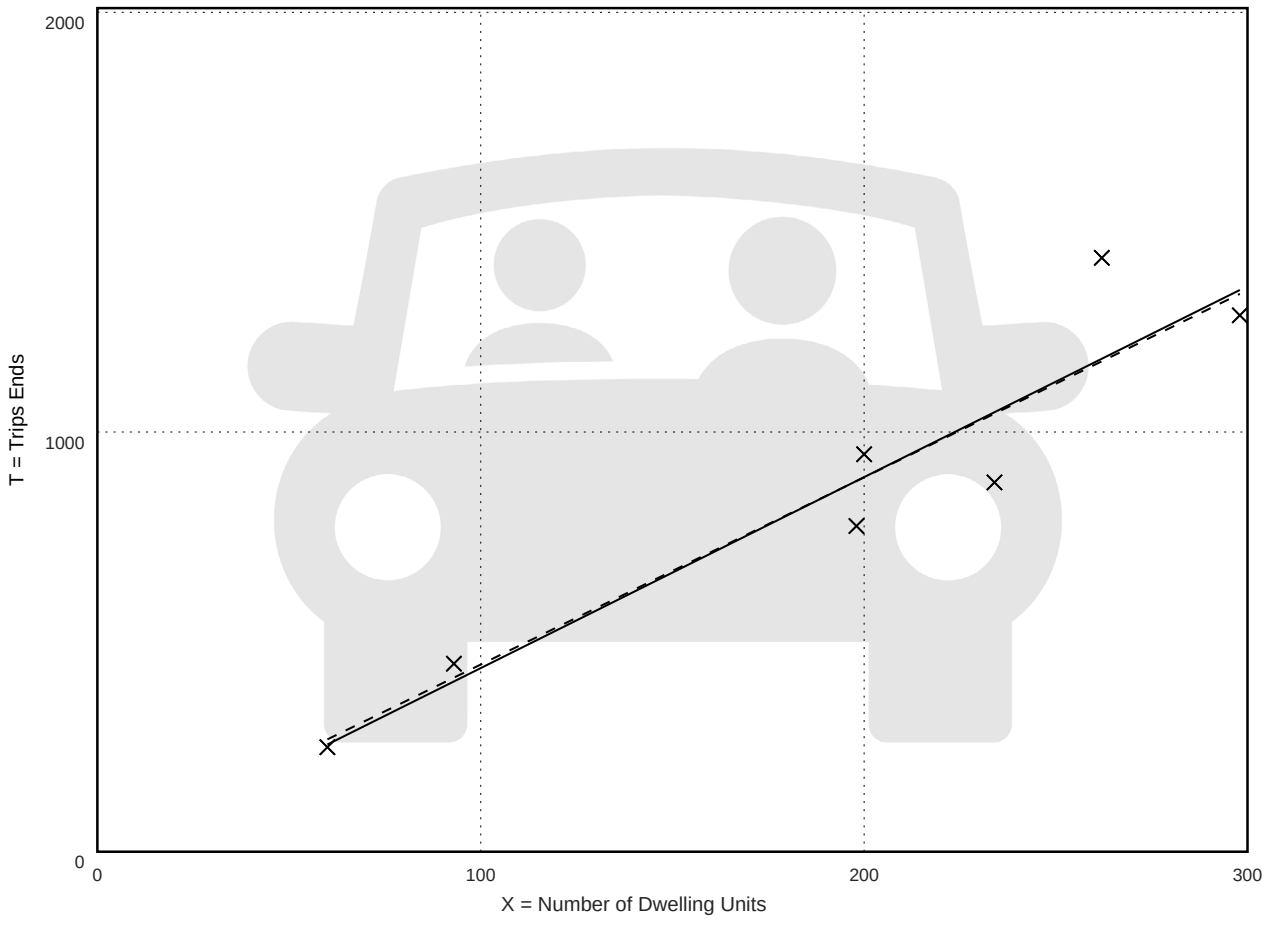
**Vehicle Trip Ends vs: Dwelling Units**
**On a: Weekday**

**Setting/Location: General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.46 | 3.76 - 5.40 | 0.62 |

## Data Plot and Equation




**Fitted Curve Equation: T = 4.55(X) - 17.52**

**$R^2$= 0.90**

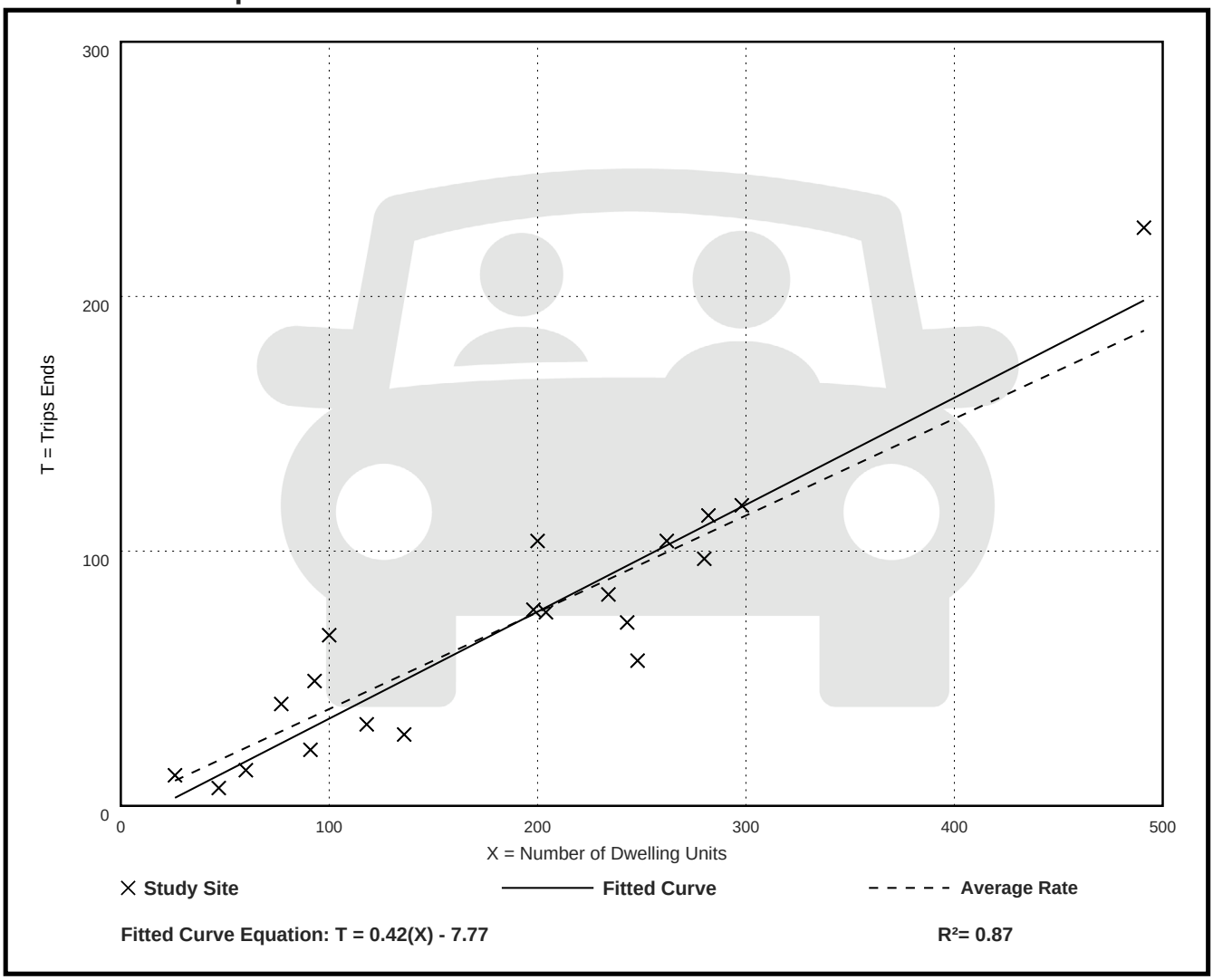
# Multifamily Housing (Mid-Rise)
# Not Close to Rail Transit (221)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 20 |
| Avg. Num. of Dwelling Units: | 184 |
| Directional Distribution: | 23% entering, 77% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.38 | 0.15 - 0.67 | 0.10 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.42(X) - 7.77**

**$R^2$= 0.87**

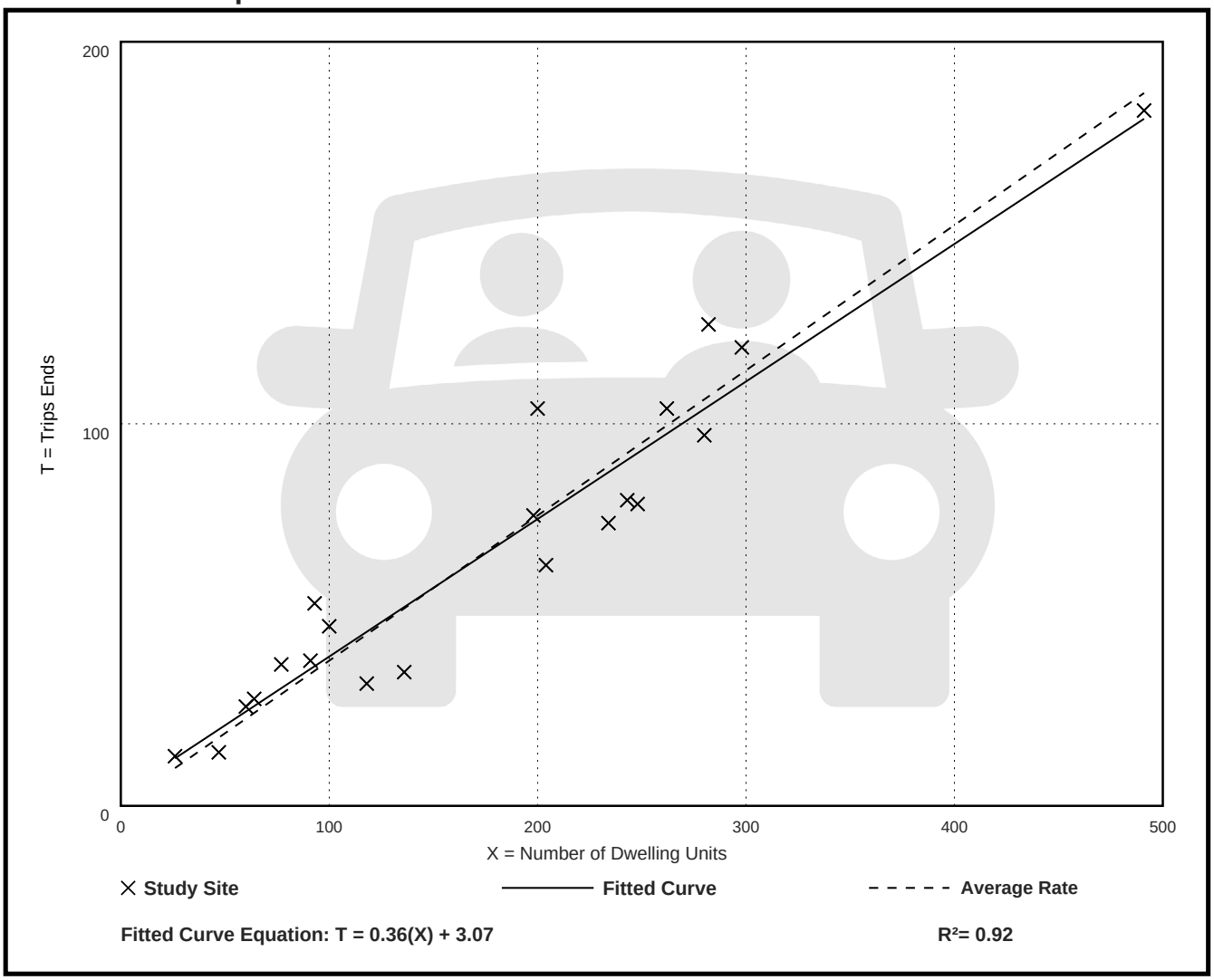
# Multifamily Housing (Mid-Rise)
# Not Close to Rail Transit (221)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 21 |
| Avg. Num. of Dwelling Units: | 179 |
| Directional Distribution: | 64% entering, 36% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.38 | 0.26 - 0.57 | 0.07 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.36(X) + 3.07**

**$R^2$= 0.92**

# CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

February 18, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

***Subject: Central Avenue - Laurel Avenue - Deerfield Road***
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 16, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT (2023) | Year 2050 ADT |
|---|---|---|
| Central Ave between Hickory St and McGovern Ave | 15,300 | 15,900 |
| Laurel Ave between Hickory St and McGovern Ave | 27,300 | 28,400 |
| Deerfield Rd between Hickory St and McGovern Ave | 4,300 | 4,470 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 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)
2026_TrafficForecasts\HighlandPark\la-04-26\la-04-26.docx

# TRAFFIC FORECAST RECORD

**Record Number**: la-04-26
**Type of Report**: Projection
**Year Sought**: 2050
**Analyst**: JAR
**Organization Requestion Forecast**: KLOA
**Contact**: Ryan May
**Email or Phone:** rmay@kloainc.com
**Sponsor**: IDOT
**Date request was received**: February 16, 2026
**Date that response was emailed**: 12:00:00 AM
**Facility Location**: Central Avenue - Laurel Avenue - Deerfield Road
**Municipality**: Highland Park

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

February 16th, 2026

Mr. Jose Rodriguez
Senior Planner, Research & Analysis
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Year 2050 Traffic Projections; Highland Park, Illinois

Dear Mr. Rodriguez:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) respectfully requests Year 2050 traffic projections for roadway segments of Central Avenue, Laurel Avenue and Deerfield Road in Highland Park, Illinois. Based on information provided on IDOT's website, the AADTs for the roadway segment are as follows:

- Central Avenue between Hickory Street & McGovern Avenue – 15,300 Vehicles (IDOT AADT 2023)
- Laurel Avenue between Hickory Street & McGovern Avenue – 27,300 Vehicles (IDOT AADT 2023)
- Deerfield Road between Hickory Street & McGovern Avenue – 4,300 Vehicles (IDOT AADT 2023)

This information is for a traffic study we are conducting for the proposed residential development that consists of two parcels to be located on the north side of Laurel Avenue on both sides of the north-south alley. If you have any questions about this request, please do not hesitate to e-mail me at rmay@kloainc.com. Thank you!

Sincerely,

Ryan May
Project Coordinator

# 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: *Highway Capacity Manual*, 7th Edition.

# Capacity Analysis Summary Sheets

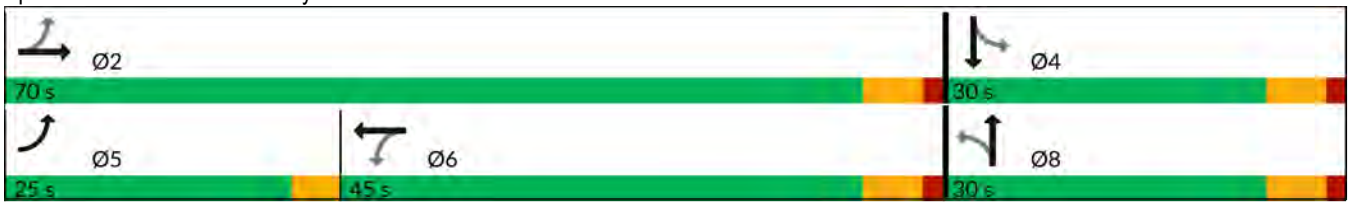
## Existing Weekday Morning Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 698 | 23 | 10 | 497 | 12 | 25 | 2 | 15 | 8 | 1 | 14 |
| Future Volume (vph) | 14 | 698 | 23 | 10 | 497 | 12 | 25 | 2 | 15 | 8 | 1 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Frt | | 0.995 | | | 0.997 | | | 0.952 | | | 0.919 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.971 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 3487 | 0 | 0 | 3409 | 0 | 0 | 1516 | 0 | 0 | 1700 | 0 |
| Flt Permitted | | 0.942 | | | 0.939 | | | 0.802 | | | 0.862 | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 0 | 3204 | 0 | 0 | 1250 | 0 | 0 | 1490 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 3 | | | 16 | | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 1 | | 1 | 1 | | 1 | 2 | | 4 | 4 | | 2 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 3% | 0% | 33% | 5% | 0% | 17% | 0% | 14% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 799 | 0 | 0 | 564 | 0 | 0 | 45 | 0 | 0 | 25 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 61.7 | | | 61.7 | | | 9.5 | | | 9.5 | |
| Actuated g/C Ratio | | 0.85 | | | 0.85 | | | 0.13 | | | 0.13 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.29 | | | 0.21 | | | 0.25 | | | 0.12 | |
| Control Delay (s/veh) | | 3.0 | | | 2.7 | | | 29.0 | | | 23.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 3.0 | | | 2.7 | | | 29.0 | | | 23.3 | |
| LOS | | A | | | A | | | C | | | C | |
| Approach Delay (s/veh) | | 3.0 | | | 2.7 | | | 29.0 | | | 23.3 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | | 56 | | | 37 | | | 15 | | | 5 | |
| Queue Length 95th (ft) | | 92 | | | 63 | | | 46 | | | 28 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2791 | | | 2719 | | | 452 | | | 536 | |
| 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 | | 0.29 | | | 0.21 | | | 0.10 | | | 0.05 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 72.7 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 4.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 46.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

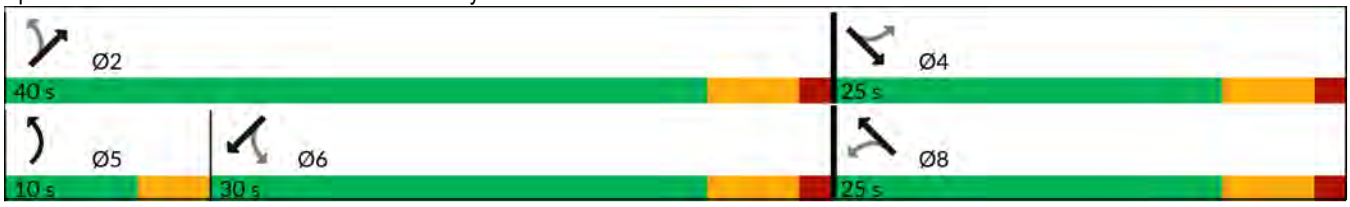


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 8 | 15 | 124 | 12 | 0 | 17 | 282 | 213 | 2 | 125 | 2 |
| Future Volume (vph) | 1 | 8 | 15 | 124 | 12 | 0 | 17 | 282 | 213 | 2 | 125 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | 0.99 | | | 1.00 | |
| Frt | | 0.915 | | | | | | 0.935 | | | 0.998 | |
| Flt Protected | | 0.998 | | | 0.956 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1541 | 0 | 0 | 1718 | 0 | 1703 | 1691 | 0 | 0 | 1661 | 0 |
| Flt Permitted | | 0.986 | | | 0.726 | | 0.655 | | | | 0.994 | |
| Satd. Flow (perm) | 0 | 1522 | 0 | 0 | 1305 | 0 | 1174 | 1691 | 0 | 0 | 1653 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | | | | 88 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | 3 | 3 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 20% | 3% | 33% | 0% | 6% | 4% | 4% | 100% | 13% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 27 | 0 | 0 | 155 | 0 | 19 | 562 | 0 | 0 | 146 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 12.9 | | | 12.9 | | 35.1 | 34.3 | | | 32.6 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | 0.65 | 0.64 | | | 0.61 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.07 | | | 0.50 | | 0.02 | 0.51 | | | 0.15 | |
| Control Delay (s/veh) | | 11.6 | | | 25.3 | | 5.8 | 9.2 | | | 9.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 11.6 | | | 25.3 | | 5.8 | 9.2 | | | 9.9 | |
| LOS | | B | | | C | | A | A | | | A | |
| Approach Delay (s/veh) | | 11.6 | | | 25.3 | | | 9.1 | | | 9.9 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 3 | | | 62 | | 2 | 91 | | | 23 | |
| Queue Length 95th (ft) | | 18 | | | 120 | | 11 | 207 | | | 82 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 573 | | | 482 | | 833 | 1148 | | | 1002 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.05 | | | 0.32 | | 0.02 | 0.49 | | | 0.15 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 53.8 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.51 | | | |
| Intersection Signal Delay (s/veh): 12.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 52.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 688 | 2 | 3 | 509 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Future Vol, veh/h | 31 | 688 | 2 | 3 | 509 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 33 | 724 | 2 | 3 | 536 | 4 | 0 | 0 | 0 | 4 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 540 | 0 | 0 | 726 | 0 | 0 | | | 972 | - | 270 |
| Stage 1 | - | - | - | - | - | - | | | 544 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 427 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 1039 | - | - | 886 | - | - | | | 254 | 0 | 734 |
| Stage 1 | - | - | - | - | - | - | | | 551 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 631 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 1039 | - | - | 886 | - | - | | | 245 | 0 | 734 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 245 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 534 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 629 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.37 | 0.05 | 12.83 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1039 | - | - | 886 | - | - | 245 | 734 |
| HCM Lane V/C Ratio | 0.031 | - | - | 0.004 | - | - | 0.017 | 0.014 |
| HCM Ctrl Dly (s/v) | 8.6 | - | - | 9.1 | - | - | 20 | 10 |
| HCM Lane LOS | A | - | - | A | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.1 | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 656 | 8 | 4 | 482 | 8 | 6 | 1 | 4 | 2 | 0 | 28 |
| Future Vol, veh/h | 28 | 656 | 8 | 4 | 482 | 8 | 6 | 1 | 4 | 2 | 0 | 28 |
| Conflicting Peds, #/hr | 5 | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 31 | 729 | 9 | 4 | 536 | 9 | 7 | 1 | 4 | 2 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 549 | 0 | 0 | 740 | 0 | 0 | 1075 | 1356 | 371 | 981 | 1356 | 278 |
| Stage 1 | - | - | - | - | - | - | 798 | 798 | - | 554 | 554 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 558 | - | 427 | 802 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 982 | - | - | 876 | - | - | 155 | 151 | 632 | 207 | 151 | 693 |
| Stage 1 | - | - | - | - | - | - | 315 | 401 | - | 489 | 517 | - |
| Stage 2 | - | - | - | - | - | - | 665 | 515 | - | 581 | 399 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 978 | - | - | 874 | - | - | 142 | 144 | 631 | 195 | 144 | 689 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 142 | 144 | - | 195 | 144 | - |
| Stage 1 | - | - | - | - | - | - | 304 | 388 | - | 485 | 512 | - |
| Stage 2 | - | - | - | - | - | - | 631 | 510 | - | 557 | 386 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.36 | 0.07 | 24.31 | 11.35 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 199 | 978 | - | - | 874 | - | - | 195 | 689 |
| HCM Lane V/C Ratio | 0.062 | 0.032 | - | - | 0.005 | - | - | 0.011 | 0.045 |
| HCM Ctrl Dly (s/v) | 24.3 | 8.8 | - | - | 9.1 | - | - | 23.6 | 10.5 |
| HCM Lane LOS | C | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 12 | 0 | 24 | 7 | 16 | 18 | 0 |
| Future Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 12 | 0 | 24 | 7 | 16 | 18 | 0 |
| Conflicting Peds, #/hr | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 25 | 0 | 100 | 0 | 0 | 26 | 0 | 0 | 19 | 0 |
| Mvmt Flow | 7 | 0 | 4 | 2 | 1 | 13 | 0 | 26 | 8 | 18 | 20 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 84 | 90 | 22 | 86 | 86 | 31 | 21 | 0 | 0 | 34 | 0 | 0 |
| Stage 1 | 56 | 56 | - | 30 | 30 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 34 | - | 56 | 56 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.45 | 7.1 | 7.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.525 | 3.5 | 4.9 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 908 | 804 | 993 | 905 | 651 | 1049 | 1608 | - | - | 1591 | - | - |
| Stage 1 | 961 | 852 | - | 992 | 710 | - | - | - | - | - | - | - |
| Stage 2 | 994 | 871 | - | 961 | 690 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 883 | 794 | 991 | 890 | 643 | 1048 | 1607 | - | - | 1591 | - | - |
| Mov Cap-2 Maneuver | 883 | 794 | - | 890 | 643 | - | - | - | - | - | - | - |
| Stage 1 | 950 | 842 | - | 992 | 710 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 871 | - | 945 | 681 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.95 | 8.72 | 0 | 3.43 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1607 | - | - | 924 | 983 | 847 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.012 | 0.017 | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 8.9 | 8.7 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 2 |
| Future Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 3 | 10 | 5 | 3 | 0 | 5 | 0 | 5 | 0 | 8 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 26 | 11 | 23 | 26 | - | 13 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | - | 10 | - | 13 | 13 | - | - | - | - | - | - | - |
| Stage 2 | - | 15 | - | 10 | 13 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 7.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4.9 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 872 | 1075 | 994 | 709 | 0 | 1619 | - | - | 1629 | - | - |
| Stage 1 | 0 | 891 | - | 1013 | 724 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 887 | - | 1016 | 724 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 869 | 1075 | 978 | 706 | - | 1619 | - | - | 1629 | - | - |
| Mov Cap-2 Maneuver | - | 869 | - | 978 | 706 | - | - | - | - | - | - | - |
| Stage 1 | - | 891 | - | 1010 | 722 | - | - | - | - | - | - | - |
| Stage 2 | - | 884 | - | 1003 | 724 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.55 | 9.19 | 3.62 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 750 | - | - | 1026 | 867 | 1629 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.009 | - | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 2 | 281 | 0 | 1 | 123 | 4 | 2 | 0 | 2 | 3 | 0 | 4 |
| Future Vol, veh/h | 2 | 281 | 0 | 1 | 123 | 4 | 2 | 0 | 2 | 3 | 0 | 4 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 339 | 0 | 1 | 148 | 5 | 2 | 0 | 2 | 4 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 155 | 0 | 0 | 339 | 0 | 0 | 495 | 501 | 340 | 499 | 498 | 154 |
| Stage 1 | - | - | - | - | - | - | 343 | 343 | - | 155 | 155 | - |
| Stage 2 | - | - | - | - | - | - | 152 | 157 | - | 344 | 343 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1438 | - | - | 1232 | - | - | 488 | 475 | 707 | 485 | 477 | 898 |
| Stage 1 | - | - | - | - | - | - | 676 | 641 | - | 852 | 773 | - |
| Stage 2 | - | - | - | - | - | - | 856 | 771 | - | 675 | 641 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1435 | - | - | 1232 | - | - | 484 | 473 | 707 | 481 | 474 | 895 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 484 | 473 | - | 481 | 474 | - |
| Stage 1 | - | - | - | - | - | - | 675 | 639 | - | 850 | 771 | - |
| Stage 2 | - | - | - | - | - | - | 849 | 769 | - | 671 | 639 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.06 | 11.32 | 10.58 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | 13 | - | - | 14 | - | - | 654 |
| HCM Lane V/C Ratio | 0.008 | 0.002 | - | - | 0.001 | - | - | 0.013 |
| HCM Ctrl Dly (s/v) | 11.3 | 7.5 | 0 | - | 7.9 | 0 | - | 10.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 281 | 1 | 2 | 122 | 3 | 2 | 5 | 0 | 0 | 2 | 4 |
| Future Vol, veh/h | 4 | 281 | 1 | 2 | 122 | 3 | 2 | 5 | 0 | 0 | 2 | 4 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 13 | 0 | 100 | 20 | 0 | 0 | 50 | 25 |
| Mvmt Flow | 5 | 356 | 1 | 3 | 154 | 4 | 3 | 6 | 0 | 0 | 3 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 160 | 0 | 0 | 357 | 0 | 0 | 527 | 532 | 356 | 532 | 530 | 158 |
| Stage 1 | - | - | - | - | - | - | 366 | 366 | - | 163 | 163 | - |
| Stage 2 | - | - | - | - | - | - | 161 | 165 | - | 369 | 367 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 8.1 | 6.7 | 6.2 | 7.1 | 7 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 4.4 | 4.18 | 3.3 | 3.5 | 4.45 | 3.525 |
| Pot Cap-1 Maneuver | 1431 | - | - | 1213 | - | - | 339 | 429 | 692 | 461 | 393 | 830 |
| Stage 1 | - | - | - | - | - | - | 493 | 592 | - | 843 | 680 | - |
| Stage 2 | - | - | - | - | - | - | 656 | 729 | - | 655 | 546 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1429 | - | - | 1213 | - | - | 332 | 425 | 692 | 450 | 390 | 829 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 332 | 425 | - | 450 | 390 | - |
| Stage 1 | - | - | - | - | - | - | 491 | 589 | - | 840 | 678 | - |
| Stage 2 | - | - | - | - | - | - | 648 | 726 | - | 645 | 543 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.13 | 14.35 | 11.05 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 394 | 25 | - | - | 28 | - | - | 603 |
| HCM Lane V/C Ratio | 0.022 | 0.004 | - | - | 0.002 | - | - | 0.013 |
| HCM Ctrl Dly (s/v) | 14.3 | 7.5 | 0 | - | 8 | 0 | - | 11 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

# Capacity Analysis Summary Sheets

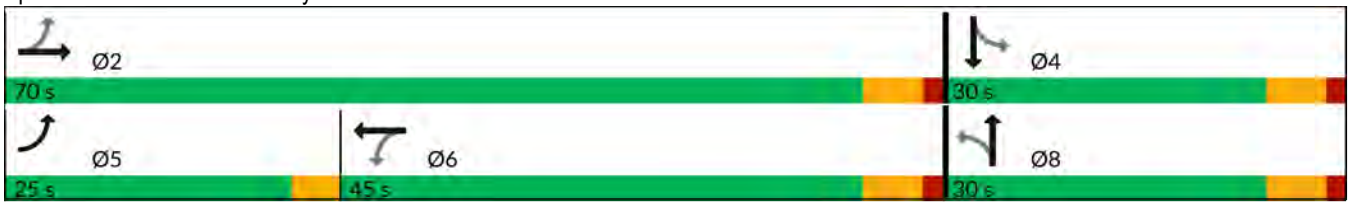
## Existing Weekday Evening Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 514 | 16 | 10 | 696 | 26 | 35 | 11 | 10 | 12 | 9 | 36 |
| Future Volume (vph) | 14 | 514 | 16 | 10 | 696 | 26 | 35 | 11 | 10 | 12 | 9 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.995 | | | 0.995 | | | 0.976 | | | 0.914 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.970 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 3552 | 0 | 0 | 3550 | 0 | 0 | 1760 | 0 | 0 | 1719 | 0 |
| Flt Permitted | | 0.932 | | | 0.947 | | | 0.773 | | | 0.912 | |
| Satd. Flow (perm) | 0 | 3314 | 0 | 0 | 3366 | 0 | 0 | 1403 | 0 | 0 | 1582 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 4 | | | 10 | | | 40 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 10 | | 2 | 2 | | 10 | | | 4 | 4 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 598 | 0 | 0 | 805 | 0 | 0 | 61 | 0 | 0 | 63 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 47.9 | | | 47.9 | | | 9.2 | | | 9.2 | |
| Actuated g/C Ratio | | 0.80 | | | 0.80 | | | 0.15 | | | 0.15 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.23 | | | 0.30 | | | 0.27 | | | 0.23 | |
| Control Delay (s/veh) | | 3.6 | | | 3.9 | | | 25.2 | | | 15.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 3.6 | | | 3.9 | | | 25.2 | | | 15.5 | |
| LOS | | A | | | A | | | C | | | B | |
| Approach Delay (s/veh) | | 3.6 | | | 3.9 | | | 25.2 | | | 15.5 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (ft) | | 38 | | | 55 | | | 17 | | | 7 | |
| Queue Length 95th (ft) | | 68 | | | 96 | | | 54 | | | 42 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 3218 | | | 2680 | | | 577 | | | 668 | |
| 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 | | 0.19 | | | 0.30 | | | 0.11 | | | 0.09 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 60.2 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.30 | | | |
| Intersection Signal Delay (s/veh): 5.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 45.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

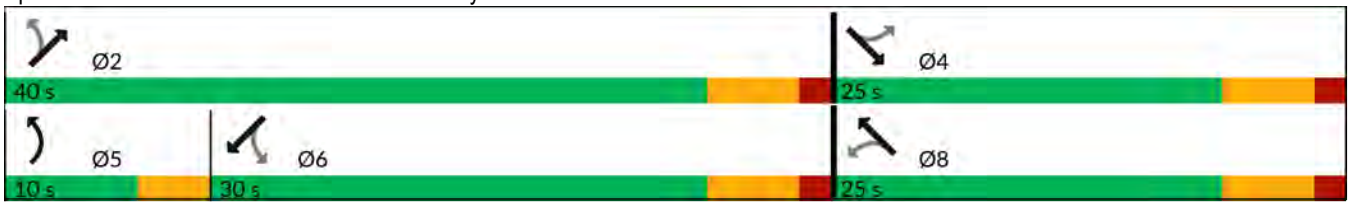


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 7 | 17 | 14 | 108 | 12 | 0 | 14 | 146 | 187 | 0 | 259 | 7 |
| Future Volume (vph) | 7 | 17 | 14 | 108 | 12 | 0 | 14 | 146 | 187 | 0 | 259 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | | | | | |
| Frt | | 0.951 | | | | | | 0.916 | | | 0.997 | |
| Flt Protected | | 0.991 | | | 0.957 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1791 | 0 | 0 | 1802 | 0 | 1805 | 1740 | 0 | 0 | 1887 | 0 |
| Flt Permitted | | 0.919 | | | 0.716 | | 0.498 | | | | | |
| Satd. Flow (perm) | 0 | 1659 | 0 | 0 | 1348 | 0 | 946 | 1740 | 0 | 0 | 1887 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | | | | 148 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 44 | 0 | 0 | 140 | 0 | 16 | 387 | 0 | 0 | 309 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 11.4 | | | 11.4 | | 27.5 | 26.4 | | | 25.0 | |
| Actuated g/C Ratio | | 0.25 | | | 0.25 | | 0.61 | 0.58 | | | 0.55 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.10 | | | 0.41 | | 0.02 | 0.36 | | | 0.30 | |
| Control Delay (s/veh) | | 12.1 | | | 20.0 | | 5.6 | 5.9 | | | 10.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 12.1 | | | 20.0 | | 5.6 | 5.9 | | | 10.5 | |
| LOS | | B | | | C | | A | A | | | B | |
| Approach Delay (s/veh) | | 12.1 | | | 20.0 | | | 5.9 | | | 10.5 | |
| Approach LOS | | B | | | C | | | A | | | B | |
| Queue Length 50th (ft) | | 5 | | | 27 | | 2 | 32 | | | 42 | |
| Queue Length 95th (ft) | | 27 | | | 84 | | 9 | 85 | | | 137 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 735 | | | 590 | | 702 | 1396 | | | 1176 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.06 | | | 0.24 | | 0.02 | 0.28 | | | 0.26 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 45.4 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.41 | | | |
| Intersection Signal Delay (s/veh): 10.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 42.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 521 | 2 | 2 | 698 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Future Vol, veh/h | 13 | 521 | 2 | 2 | 698 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Conflicting Peds, #/hr | 6 | 0 | 2 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 15 | 592 | 2 | 2 | 793 | 18 | 0 | 0 | 0 | 11 | 0 | 39 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 817 | 0 | 0 | 596 | 0 | 0 | | | 1138 | - | 412 |
| Stage 1 | - | - | - | - | - | - | | | 813 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 326 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 820 | - | - | 990 | - | - | | | 198 | 0 | 595 |
| Stage 1 | - | - | - | - | - | - | | | 402 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 710 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 815 | - | - | 990 | - | - | | | 193 | 0 | 592 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 193 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 392 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 709 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0.02 | 14.53 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 815 | - | - | 990 | - | - | 193 | 592 |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.002 | - | - | 0.059 | 0.065 |
| HCM Ctrl Dly (s/v) | 9.5 | - | - | 8.6 | - | - | 24.8 | 11.5 |
| HCM Lane LOS | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.2 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 53 | 477 | 1 | 1 | 672 | 21 | 3 | 2 | 5 | 16 | 5 | 41 |
| Future Vol, veh/h | 53 | 477 | 1 | 1 | 672 | 21 | 3 | 2 | 5 | 16 | 5 | 41 |
| Conflicting Peds, #/hr | 4 | 0 | 8 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 61 | 548 | 1 | 1 | 772 | 24 | 3 | 2 | 6 | 18 | 6 | 47 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 801 | 0 | 0 | 557 | 0 | 0 | 1071 | 1482 | 283 | 1188 | 1470 | 403 |
| Stage 1 | - | - | - | - | - | - | 679 | 679 | - | 791 | 791 | - |
| Stage 2 | - | - | - | - | - | - | 392 | 803 | - | 397 | 679 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 787 | - | - | 1023 | - | - | 156 | 126 | 720 | 146 | 129 | 572 |
| Stage 1 | - | - | - | - | - | - | 374 | 454 | - | 354 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 565 | 399 | - | 605 | 454 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 784 | - | - | 1017 | - | - | 125 | 115 | 716 | 131 | 117 | 570 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 125 | 115 | - | 131 | 117 | - |
| Stage 1 | - | - | - | - | - | - | 343 | 416 | - | 352 | 402 | - |
| Stage 2 | - | - | - | - | - | - | 510 | 397 | - | 551 | 416 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1 | 0.01 | 23.4 | 20.93 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 207 | 784 | - | - | 1017 | - | - | 131 | 401 |
| HCM Lane V/C Ratio | 0.055 | 0.078 | - | - | 0.001 | - | - | 0.141 | 0.132 |
| HCM Ctrl Dly (s/v) | 23.4 | 10 | - | - | 8.5 | - | - | 37.1 | 15.3 |
| HCM Lane LOS | C | A | - | - | A | - | - | E | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.5 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 27 | 1 | 6 | 28 | 1 |
| Future Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 27 | 1 | 6 | 28 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 0 | 8 | 3 | 0 | 27 | 5 | 29 | 1 | 7 | 30 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 84 | 89 | 31 | 88 | 89 | 34 | 32 | 0 | 0 | 34 | 0 | 0 |
| Stage 1 | 44 | 44 | - | 45 | 45 | - | - | - | - | - | - | - |
| Stage 2 | 40 | 45 | - | 43 | 45 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 907 | 805 | 1049 | 902 | 805 | 1045 | 1594 | - | - | 1590 | - | - |
| Stage 1 | 975 | 862 | - | 974 | 862 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 861 | - | 976 | 862 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 877 | 796 | 1049 | 886 | 796 | 1042 | 1594 | - | - | 1585 | - | - |
| Mov Cap-2 Maneuver | 877 | 796 | - | 886 | 796 | - | - | - | - | - | - | - |
| Stage 1 | 971 | 859 | - | 968 | 856 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 855 | - | 965 | 858 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.72 | 8.63 | 1.1 | 1.25 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 271 | - | - | 979 | 1022 | 306 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.03 | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.7 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 2 | 0 | 5 | 1 | 3 | 1 |
| Future Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 2 | 0 | 5 | 1 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 10 | 7 | 5 | 0 | 5 | 0 | 12 | 2 | 7 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 38 | 13 | 31 | 33 | - | 13 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | - | 16 | - | 15 | 15 | - | - | - | - | - | - | - |
| Stage 2 | - | 21 | - | 15 | 17 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 6.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 859 | 1073 | 983 | 864 | 0 | 1619 | - | - | 1620 | - | - |
| Stage 1 | 0 | 886 | - | 1010 | 887 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 881 | - | 1010 | 885 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 853 | 1068 | 965 | 858 | - | 1615 | - | - | 1620 | - | - |
| Mov Cap-2 Maneuver | - | 853 | - | 965 | 858 | - | - | - | - | - | - | - |
| Stage 1 | - | 882 | - | 1007 | 884 | - | - | - | - | - | - | - |
| Stage 2 | - | 879 | - | 995 | 881 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.58 | 8.97 | 2.07 | 1.45 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 429 | - | - | 1017 | 919 | 343 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.013 | 0.001 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 8.6 | 9 | 7.2 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 3 | 151 | 1 | 3 | 267 | 5 | 0 | 0 | 2 | 10 | 0 | 7 |
| Future Vol, veh/h | 3 | 151 | 1 | 3 | 267 | 5 | 0 | 0 | 2 | 10 | 0 | 7 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 189 | 1 | 4 | 334 | 6 | 0 | 0 | 3 | 13 | 0 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 342 | 0 | 0 | 190 | 0 | 0 | 538 | 546 | 189 | 543 | 544 | 339 |
| Stage 1 | - | - | - | - | - | - | 197 | 197 | - | 346 | 346 | - |
| Stage 2 | - | - | - | - | - | - | 341 | 350 | - | 196 | 198 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1228 | - | - | 1396 | - | - | 457 | 448 | 858 | 454 | 449 | 708 |
| Stage 1 | - | - | - | - | - | - | 810 | 742 | - | 674 | 639 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 637 | - | 810 | 741 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1226 | - | - | 1396 | - | - | 448 | 444 | 858 | 449 | 445 | 707 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 448 | 444 | - | 449 | 445 | - |
| Stage 1 | - | - | - | - | - | - | 807 | 739 | - | 670 | 636 | - |
| Stage 2 | - | - | - | - | - | - | 667 | 634 | - | 805 | 739 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.15 | 0.08 | 9.21 | 12.1 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 858 | 35 | - | - | 20 | - | - | 528 |
| HCM Lane V/C Ratio | 0.003 | 0.003 | - | - | 0.003 | - | - | 0.04 |
| HCM Ctrl Dly (s/v) | 9.2 | 7.9 | 0 | - | 7.6 | 0 | - | 12.1 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 156 | 2 | 1 | 263 | 1 | 1 | 0 | 1 | 1 | 2 | 2 |
| Future Vol, veh/h | 4 | 156 | 2 | 1 | 263 | 1 | 1 | 0 | 1 | 1 | 2 | 2 |
| Conflicting Peds, #/hr | 1 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 200 | 3 | 1 | 337 | 1 | 1 | 0 | 1 | 1 | 3 | 3 |

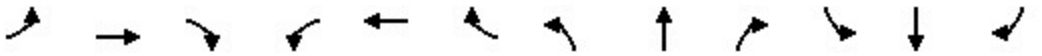
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 339 | 0 | 0 | 205 | 0 | 0 | 558 | 556 | 203 | 552 | 556 | 342 |
| Stage 1 | - | - | - | - | - | - | 214 | 214 | - | 341 | 341 | - |
| Stage 2 | - | - | - | - | - | - | 344 | 342 | - | 210 | 215 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1231 | - | - | 1379 | - | - | 444 | 442 | 843 | 448 | 442 | 705 |
| Stage 1 | - | - | - | - | - | - | 793 | 730 | - | 678 | 642 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 642 | - | 796 | 729 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1230 | - | - | 1377 | - | - | 435 | 439 | 841 | 444 | 438 | 703 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 435 | 439 | - | 444 | 438 | - |
| Stage 1 | - | - | - | - | - | - | 788 | 725 | - | 676 | 641 | - |
| Stage 2 | - | - | - | - | - | - | 668 | 640 | - | 791 | 724 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0.03 | 11.31 | 12.04 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | 44 | - | - | 7 | - | - | 518 |
| HCM Lane V/C Ratio | 0.004 | 0.004 | - | - | 0.001 | - | - | 0.012 |
| HCM Ctrl Dly (s/v) | 11.3 | 7.9 | 0 | - | 7.6 | 0 | - | 12 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0 |

# Capacity Analysis Summary Sheets

## Year 2032 No-Build Weekday Morning Peak Hour

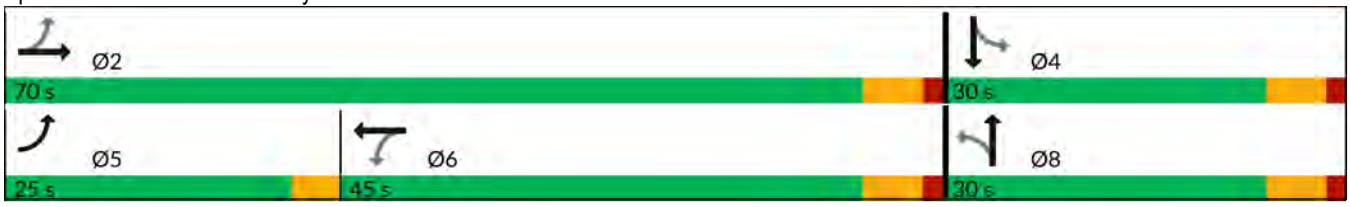


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 707 | 25 | 10 | 506 | 12 | 30 | 2 | 15 | 8 | 1 | 14 |
| Future Volume (vph) | 14 | 707 | 25 | 10 | 506 | 12 | 30 | 2 | 15 | 8 | 1 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Frt | | 0.995 | | | 0.997 | | | 0.958 | | | 0.919 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.969 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 3487 | 0 | 0 | 3409 | 0 | 0 | 1520 | 0 | 0 | 1700 | 0 |
| Flt Permitted | | 0.942 | | | 0.939 | | | 0.789 | | | 0.860 | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 0 | 3204 | 0 | 0 | 1236 | 0 | 0 | 1486 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 3 | | | 16 | | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 1 | | 1 | 1 | | 1 | 2 | | 4 | 4 | | 2 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 3% | 0% | 33% | 5% | 0% | 17% | 0% | 14% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 810 | 0 | 0 | 574 | 0 | 0 | 51 | 0 | 0 | 25 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 61.6 | | | 61.6 | | | 9.8 | | | 9.8 | |
| Actuated g/C Ratio | | 0.84 | | | 0.84 | | | 0.13 | | | 0.13 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.29 | | | 0.21 | | | 0.28 | | | 0.12 | |
| Control Delay (s/veh) | | 3.1 | | | 2.9 | | | 30.1 | | | 23.0 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 3.1 | | | 2.9 | | | 30.1 | | | 23.0 | |
| LOS | | A | | | A | | | C | | | C | |
| Approach Delay (s/veh) | | 3.1 | | | 2.9 | | | 30.1 | | | 23.0 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | | 58 | | | 38 | | | 18 | | | 5 | |
| Queue Length 95th (ft) | | 97 | | | 67 | | | 51 | | | 27 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2778 | | | 2707 | | | 445 | | | 533 | |
| 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 | | 0.29 | | | 0.21 | | | 0.11 | | | 0.05 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 72.9 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.29 | | | |
| Intersection Signal Delay (s/veh): 4.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 47.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

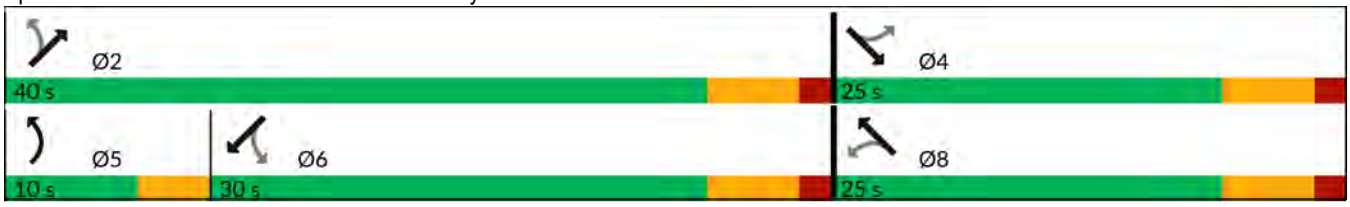


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 8 | 15 | 128 | 14 | 0 | 17 | 288 | 217 | 2 | 130 | 5 |
| Future Volume (vph) | 3 | 8 | 15 | 128 | 14 | 0 | 17 | 288 | 217 | 2 | 130 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | 0.99 | | | 1.00 | |
| Frt | | 0.921 | | | | | | 0.935 | | | 0.995 | |
| Flt Protected | | 0.995 | | | 0.957 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1558 | 0 | 0 | 1716 | 0 | 1703 | 1691 | 0 | 0 | 1662 | 0 |
| Flt Permitted | | 0.958 | | | 0.726 | | 0.650 | | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1500 | 0 | 0 | 1302 | 0 | 1165 | 1691 | 0 | 0 | 1656 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | | | | 88 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | 3 | 3 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 20% | 3% | 33% | 0% | 6% | 4% | 4% | 100% | 13% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 0 | 0 | 161 | 0 | 19 | 574 | 0 | 0 | 156 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 13.1 | | | 13.1 | | 35.2 | 34.4 | | | 32.8 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | 0.65 | 0.64 | | | 0.61 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.08 | | | 0.51 | | 0.02 | 0.52 | | | 0.16 | |
| Control Delay (s/veh) | | 11.8 | | | 25.7 | | 5.8 | 9.4 | | | 9.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 11.8 | | | 25.7 | | 5.8 | 9.4 | | | 9.9 | |
| LOS | | B | | | C | | A | A | | | A | |
| Approach Delay (s/veh) | | 11.8 | | | 25.7 | | | 9.3 | | | 9.9 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 3 | | | 65 | | 2 | 97 | | | 25 | |
| Queue Length 95th (ft) | | 20 | | | 124 | | 11 | 214 | | | 86 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 562 | | | 478 | | 826 | 1142 | | | 1004 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.05 | | | 0.34 | | 0.02 | 0.50 | | | 0.16 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 54.1 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 12.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 53.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 697 | 2 | 3 | 518 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Future Vol, veh/h | 31 | 697 | 2 | 3 | 518 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 33 | 734 | 2 | 3 | 545 | 4 | 0 | 0 | 0 | 4 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 549 | 0 | 0 | 736 | 0 | 0 | | | 986 | - | 275 |
| Stage 1 | - | - | - | - | - | - | | | 554 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 432 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 1030 | - | - | 879 | - | - | | | 248 | 0 | 729 |
| Stage 1 | - | - | - | - | - | - | | | 545 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 628 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 1030 | - | - | 879 | - | - | | | 240 | 0 | 729 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 240 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 528 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 626 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.37 | 0.05 | 12.95 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1030 | - | - | 879 | - | - | 240 | 729 |
| HCM Lane V/C Ratio | 0.032 | - | - | 0.004 | - | - | 0.018 | 0.014 |
| HCM Ctrl Dly (s/v) | 8.6 | - | - | 9.1 | - | - | 20.3 | 10 |
| HCM Lane LOS | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.1 | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 664 | 9 | 4 | 490 | 8 | 7 | 1 | 8 | 2 | 0 | 28 |
| Future Vol, veh/h | 28 | 664 | 9 | 4 | 490 | 8 | 7 | 1 | 8 | 2 | 0 | 28 |
| Conflicting Peds, #/hr | 5 | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 31 | 738 | 10 | 4 | 544 | 9 | 8 | 1 | 9 | 2 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 558 | 0 | 0 | 750 | 0 | 0 | 1089 | 1374 | 376 | 994 | 1375 | 283 |
| Stage 1 | - | - | - | - | - | - | 807 | 807 | - | 563 | 563 | - |
| Stage 2 | - | - | - | - | - | - | 282 | 567 | - | 432 | 812 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 975 | - | - | 868 | - | - | 152 | 147 | 627 | 202 | 147 | 688 |
| Stage 1 | - | - | - | - | - | - | 311 | 397 | - | 483 | 512 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 510 | - | 578 | 395 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 971 | - | - | 867 | - | - | 139 | 141 | 626 | 190 | 140 | 685 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 139 | 141 | - | 190 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 300 | 384 | - | 479 | 508 | - |
| Stage 2 | - | - | - | - | - | - | 627 | 505 | - | 550 | 382 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.35 | 0.07 | 22.14 | 11.42 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 228 | 971 | - | - | 867 | - | - | 190 | 685 |
| HCM Lane V/C Ratio | 0.078 | 0.032 | - | - | 0.005 | - | - | 0.012 | 0.045 |
| HCM Ctrl Dly (s/v) | 22.1 | 8.8 | - | - | 9.2 | - | - | 24.2 | 10.5 |
| HCM Lane LOS | C | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 0 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 12 | 0 | 29 | 7 | 16 | 20 | 0 |
| Future Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 12 | 0 | 29 | 7 | 16 | 20 | 0 |
| Conflicting Peds, #/hr | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 25 | 0 | 100 | 0 | 0 | 26 | 0 | 0 | 19 | 0 |
| Mvmt Flow | 7 | 0 | 4 | 2 | 1 | 13 | 0 | 32 | 8 | 18 | 22 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 92 | 98 | 24 | 94 | 94 | 37 | 23 | 0 | 0 | 40 | 0 | 0 |
| Stage 1 | 58 | 58 | - | 36 | 36 | - | - | - | - | - | - | - |
| Stage 2 | 33 | 40 | - | 58 | 58 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.45 | 7.1 | 7.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.525 | 3.5 | 4.9 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 897 | 796 | 990 | 894 | 644 | 1041 | 1605 | - | - | 1583 | - | - |
| Stage 1 | 959 | 850 | - | 985 | 706 | - | - | - | - | - | - | - |
| Stage 2 | 988 | 866 | - | 959 | 688 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 873 | 787 | 988 | 880 | 636 | 1041 | 1604 | - | - | 1583 | - | - |
| Mov Cap-2 Maneuver | 873 | 787 | - | 880 | 636 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 840 | - | 985 | 706 | - | - | - | - | - | - | - |
| Stage 2 | 973 | 866 | - | 943 | 680 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.98 | 8.75 | 0 | 3.24 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1604 | - | - | 916 | 975 | 800 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.012 | 0.017 | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 9 | 8.8 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 2 |
| Future Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 3 | 10 | 5 | 3 | 0 | 5 | 0 | 5 | 0 | 8 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 26 | 11 | 23 | 26 | - | 13 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | - | 10 | - | 13 | 13 | - | - | - | - | - | - | - |
| Stage 2 | - | 15 | - | 10 | 13 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 7.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4.9 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 872 | 1075 | 994 | 709 | 0 | 1619 | - | - | 1629 | - | - |
| Stage 1 | 0 | 891 | - | 1013 | 724 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 887 | - | 1016 | 724 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 869 | 1075 | 978 | 706 | - | 1619 | - | - | 1629 | - | - |
| Mov Cap-2 Maneuver | - | 869 | - | 978 | 706 | - | - | - | - | - | - | - |
| Stage 1 | - | 891 | - | 1010 | 722 | - | - | - | - | - | - | - |
| Stage 2 | - | 884 | - | 1003 | 724 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.55 | 9.19 | 3.62 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 750 | - | - | 1026 | 867 | 1629 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.009 | - | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 8.6 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 289 | 1 | 2 | 126 | 4 | 4 | 0 | 5 | 3 | 0 | 4 |
| Future Vol, veh/h | 2 | 289 | 1 | 2 | 126 | 4 | 4 | 0 | 5 | 3 | 0 | 4 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 348 | 1 | 2 | 152 | 5 | 5 | 0 | 6 | 4 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 159 | 0 | 0 | 349 | 0 | 0 | 511 | 517 | 350 | 515 | 515 | 157 |
| Stage 1 | - | - | - | - | - | - | 354 | 354 | - | 161 | 161 | - |
| Stage 2 | - | - | - | - | - | - | 158 | 163 | - | 354 | 354 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1433 | - | - | 1221 | - | - | 476 | 465 | 698 | 473 | 466 | 894 |
| Stage 1 | - | - | - | - | - | - | 668 | 634 | - | 846 | 769 | - |
| Stage 2 | - | - | - | - | - | - | 849 | 767 | - | 667 | 634 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1431 | - | - | 1221 | - | - | 471 | 462 | 698 | 466 | 463 | 891 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 471 | 462 | - | 466 | 463 | - |
| Stage 1 | - | - | - | - | - | - | 666 | 633 | - | 843 | 766 | - |
| Stage 2 | - | - | - | - | - | - | 842 | 764 | - | 660 | 632 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.12 | 11.38 | 10.69 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 575 | 12 | - | - | 27 | - | - | 641 |
| HCM Lane V/C Ratio | 0.019 | 0.002 | - | - | 0.002 | - | - | 0.013 |
| HCM Ctrl Dly (s/v) | 11.4 | 7.5 | 0 | - | 8 | 0 | - | 10.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 7 | 289 | 1 | 2 | 125 | 3 | 2 | 5 | 0 | 0 | 2 | 5 |
| Future Vol, veh/h | 7 | 289 | 1 | 2 | 125 | 3 | 2 | 5 | 0 | 0 | 2 | 5 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 13 | 0 | 100 | 20 | 0 | 0 | 50 | 25 |
| Mvmt Flow | 9 | 366 | 1 | 3 | 158 | 4 | 3 | 6 | 0 | 0 | 3 | 6 |

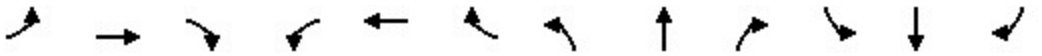
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 164 | 0 | 0 | 367 | 0 | 0 | 549 | 553 | 366 | 554 | 552 | 162 |
| Stage 1 | - | - | - | - | - | - | 384 | 384 | - | 167 | 167 | - |
| Stage 2 | - | - | - | - | - | - | 165 | 169 | - | 387 | 385 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 8.1 | 6.7 | 6.2 | 7.1 | 7 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 4.4 | 4.18 | 3.3 | 3.5 | 4.45 | 3.525 |
| Pot Cap-1 Maneuver | 1427 | - | - | 1203 | - | - | 327 | 417 | 683 | 446 | 382 | 826 |
| Stage 1 | - | - | - | - | - | - | 481 | 581 | - | 839 | 678 | - |
| Stage 2 | - | - | - | - | - | - | 653 | 726 | - | 641 | 535 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1424 | - | - | 1203 | - | - | 319 | 412 | 683 | 434 | 377 | 825 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 319 | 412 | - | 434 | 377 | - |
| Stage 1 | - | - | - | - | - | - | 477 | 577 | - | 836 | 675 | - |
| Stage 2 | - | - | - | - | - | - | 644 | 723 | - | 629 | 531 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.18 | 0.12 | 14.69 | 10.93 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 380 | 42 | - | - | 28 | - | - | 616 |
| HCM Lane V/C Ratio | 0.023 | 0.006 | - | - | 0.002 | - | - | 0.014 |
| HCM Ctrl Dly (s/v) | 14.7 | 7.5 | 0 | - | 8 | 0 | - | 10.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

# Capacity Analysis Summary Sheets

## Year 2032 No-Build Weekday Evening Peak Hour

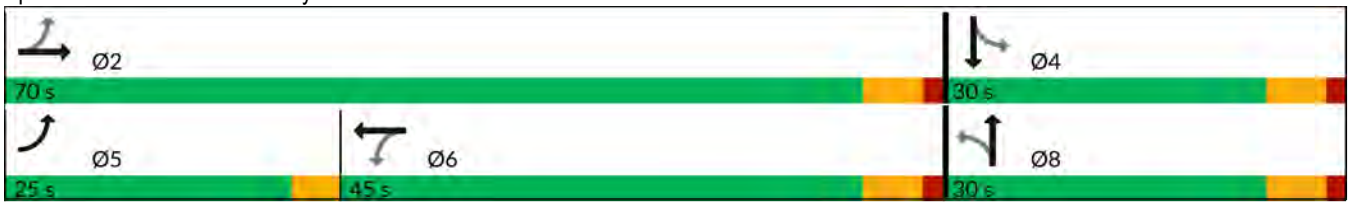


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 522 | 19 | 10 | 705 | 26 | 38 | 11 | 10 | 12 | 9 | 36 |
| Future Volume (vph) | 14 | 522 | 19 | 10 | 705 | 26 | 38 | 11 | 10 | 12 | 9 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.995 | | | 0.995 | | | 0.977 | | | 0.914 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.969 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 3552 | 0 | 0 | 3550 | 0 | 0 | 1760 | 0 | 0 | 1719 | 0 |
| Flt Permitted | | 0.932 | | | 0.947 | | | 0.767 | | | 0.911 | |
| Satd. Flow (perm) | 0 | 3314 | 0 | 0 | 3366 | 0 | 0 | 1393 | 0 | 0 | 1581 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 4 | | | 10 | | | 40 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 10 | | 2 | 2 | | 10 | | | 4 | 4 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 610 | 0 | 0 | 815 | 0 | 0 | 65 | 0 | 0 | 63 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 48.6 | | | 48.6 | | | 9.4 | | | 9.4 | |
| Actuated g/C Ratio | | 0.80 | | | 0.80 | | | 0.15 | | | 0.15 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.23 | | | 0.30 | | | 0.29 | | | 0.23 | |
| Control Delay (s/veh) | | 3.7 | | | 4.0 | | | 26.1 | | | 15.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 3.7 | | | 4.0 | | | 26.1 | | | 15.6 | |
| LOS | | A | | | A | | | C | | | B | |
| Approach Delay (s/veh) | | 3.7 | | | 4.0 | | | 26.1 | | | 15.6 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (ft) | | 39 | | | 57 | | | 18 | | | 7 | |
| Queue Length 95th (ft) | | 71 | | | 100 | | | 59 | | | 42 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 3197 | | | 2679 | | | 566 | | | 660 | |
| 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 | | 0.19 | | | 0.30 | | | 0.11 | | | 0.10 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 61.1 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.30 | | | |
| Intersection Signal Delay (s/veh): 5.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 45.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

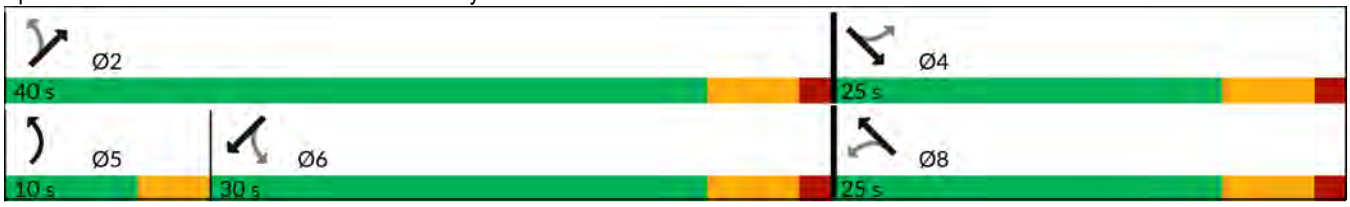


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 17 | 14 | 110 | 13 | 0 | 14 | 152 | 193 | 0 | 266 | 9 |
| Future Volume (vph) | 10 | 17 | 14 | 110 | 13 | 0 | 14 | 152 | 193 | 0 | 266 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | | | | | |
| Frt | | 0.955 | | | | | | 0.916 | | | 0.996 | |
| Flt Protected | | 0.988 | | | 0.957 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1793 | 0 | 0 | 1802 | 0 | 1805 | 1740 | 0 | 0 | 1884 | 0 |
| Flt Permitted | | 0.886 | | | 0.714 | | 0.495 | | | | | |
| Satd. Flow (perm) | 0 | 1605 | 0 | 0 | 1345 | 0 | 940 | 1740 | 0 | 0 | 1884 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | | | | 147 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | 0 | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 48 | 0 | 0 | 143 | 0 | 16 | 401 | 0 | 0 | 319 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 11.6 | | | 11.6 | | 28.0 | 27.0 | | | 25.5 | |
| Actuated g/C Ratio | | 0.25 | | | 0.25 | | 0.61 | 0.59 | | | 0.55 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.12 | | | 0.42 | | 0.02 | 0.37 | | | 0.30 | |
| Control Delay (s/veh) | | 12.5 | | | 20.5 | | 5.6 | 6.1 | | | 10.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 12.5 | | | 20.5 | | 5.6 | 6.1 | | | 10.6 | |
| LOS | | B | | | C | | A | A | | | B | |
| Approach Delay (s/veh) | | 12.5 | | | 20.5 | | | 6.1 | | | 10.6 | |
| Approach LOS | | B | | | C | | | A | | | B | |
| Queue Length 50th (ft) | | 6 | | | 29 | | 2 | 35 | | | 44 | |
| Queue Length 95th (ft) | | 29 | | | 85 | | 9 | 91 | | | 143 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 703 | | | 582 | | 701 | 1380 | | | 1166 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.07 | | | 0.25 | | 0.02 | 0.29 | | | 0.27 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 46 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.42 | | | |
| Intersection Signal Delay (s/veh): 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 43.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 529 | 2 | 2 | 707 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Future Vol, veh/h | 13 | 529 | 2 | 2 | 707 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Conflicting Peds, #/hr | 6 | 0 | 2 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 15 | 601 | 2 | 2 | 803 | 18 | 0 | 0 | 0 | 11 | 0 | 39 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 828 | 0 | 0 | 605 | 0 | 0 | | | 1153 | - | 417 |
| Stage 1 | - | - | - | - | - | - | | | 823 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 330 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 812 | - | - | 982 | - | - | | | 194 | 0 | 590 |
| Stage 1 | - | - | - | - | - | - | | | 397 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 706 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 808 | - | - | 982 | - | - | | | 189 | 0 | 587 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 189 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 388 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 705 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0.02 | 14.68 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 808 | - | - | 982 | - | - | 189 | 587 |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.002 | - | - | 0.06 | 0.066 |
| HCM Ctrl Dly (s/v) | 9.5 | - | - | 8.7 | - | - | 25.3 | 11.6 |
| HCM Lane LOS | A | - | - | A | - | - | D | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.2 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 54 | 483 | 2 | 1 | 680 | 21 | 4 | 2 | 5 | 16 | 5 | 41 |
| Future Vol, veh/h | 54 | 483 | 2 | 1 | 680 | 21 | 4 | 2 | 5 | 16 | 5 | 41 |
| Conflicting Peds, #/hr | 4 | 0 | 8 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 62 | 555 | 2 | 1 | 782 | 24 | 5 | 2 | 6 | 18 | 6 | 47 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 810 | 0 | 0 | 565 | 0 | 0 | 1085 | 1501 | 287 | 1203 | 1490 | 408 |
| Stage 1 | - | - | - | - | - | - | 688 | 688 | - | 800 | 800 | - |
| Stage 2 | - | - | - | - | - | - | 397 | 812 | - | 403 | 690 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 780 | - | - | 1016 | - | - | 153 | 123 | 716 | 142 | 125 | 568 |
| Stage 1 | - | - | - | - | - | - | 369 | 450 | - | 349 | 400 | - |
| Stage 2 | - | - | - | - | - | - | 561 | 395 | - | 601 | 449 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 778 | - | - | 1010 | - | - | 122 | 112 | 711 | 127 | 114 | 566 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 122 | 112 | - | 127 | 114 | - |
| Stage 1 | - | - | - | - | - | - | 337 | 411 | - | 348 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 506 | 393 | - | 545 | 411 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1 | 0.01 | 25.25 | 21.35 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 190 | 778 | - | - | 1010 | - | - | 127 | 395 |
| HCM Lane V/C Ratio | 0.066 | 0.08 | - | - | 0.001 | - | - | 0.145 | 0.134 |
| HCM Ctrl Dly (s/v) | 25.2 | 10 | - | - | 8.6 | - | - | 38.1 | 15.5 |
| HCM Lane LOS | D | B | - | - | A | - | - | E | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.5 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 30 | 1 | 6 | 31 | 1 |
| Future Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 30 | 1 | 6 | 31 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 0 | 8 | 3 | 0 | 27 | 5 | 33 | 1 | 7 | 34 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 91 | 96 | 34 | 95 | 96 | 37 | 35 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 47 | 47 | - | 48 | 48 | - | - | - | - | - | - | - |
| Stage 2 | 43 | 49 | - | 47 | 48 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 898 | 798 | 1045 | 893 | 798 | 1041 | 1590 | - | - | 1586 | - | - |
| Stage 1 | 971 | 859 | - | 970 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 976 | 858 | - | 972 | 859 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 868 | 789 | 1045 | 877 | 789 | 1037 | 1590 | - | - | 1580 | - | - |
| Mov Cap-2 Maneuver | 868 | 789 | - | 877 | 789 | - | - | - | - | - | - | - |
| Stage 1 | 967 | 856 | - | 964 | 853 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 853 | - | 961 | 855 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.75 | 8.65 | 1.01 | 1.15 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 248 | - | - | 973 | 1017 | 282 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.03 | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.7 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 2 | 0 | 5 | 1 | 3 | 1 |
| Future Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 2 | 0 | 5 | 1 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 10 | 7 | 5 | 0 | 5 | 0 | 12 | 2 | 7 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 38 | 13 | 31 | 33 | - | 13 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | - | 16 | - | 15 | 15 | - | - | - | - | - | - | - |
| Stage 2 | - | 21 | - | 15 | 17 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 6.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 859 | 1073 | 983 | 864 | 0 | 1619 | - | - | 1620 | - | - |
| Stage 1 | 0 | 886 | - | 1010 | 887 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 881 | - | 1010 | 885 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 853 | 1068 | 965 | 858 | - | 1615 | - | - | 1620 | - | - |
| Mov Cap-2 Maneuver | - | 853 | - | 965 | 858 | - | - | - | - | - | - | - |
| Stage 1 | - | 882 | - | 1007 | 884 | - | - | - | - | - | - | - |
| Stage 2 | - | 879 | - | 995 | 881 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.58 | 8.97 | 2.07 | 1.45 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 429 | - | - | 1017 | 919 | 343 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.013 | 0.001 | - | - |
| HCM Ctrl Dly (s/v) | 7.2 | 0 | - | 8.6 | 9 | 7.2 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 154 | 3 | 6 | 267 | 5 | 1 | 0 | 4 | 10 | 0 | 7 |
| Future Vol, veh/h | 3 | 154 | 3 | 6 | 267 | 5 | 1 | 0 | 4 | 10 | 0 | 7 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 193 | 4 | 8 | 334 | 6 | 1 | 0 | 5 | 13 | 0 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 342 | 0 | 0 | 196 | 0 | 0 | 551 | 559 | 194 | 554 | 558 | 339 |
| Stage 1 | - | - | - | - | - | - | 202 | 202 | - | 354 | 354 | - |
| Stage 2 | - | - | - | - | - | - | 349 | 357 | - | 200 | 204 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1228 | - | - | 1389 | - | - | 448 | 440 | 852 | 446 | 441 | 708 |
| Stage 1 | - | - | - | - | - | - | 805 | 738 | - | 667 | 634 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 632 | - | 806 | 737 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1226 | - | - | 1389 | - | - | 438 | 435 | 852 | 438 | 436 | 707 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 438 | 435 | - | 438 | 436 | - |
| Stage 1 | - | - | - | - | - | - | 802 | 736 | - | 662 | 629 | - |
| Stage 2 | - | - | - | - | - | - | 659 | 627 | - | 799 | 734 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.15 | 0.16 | 10.07 | 12.22 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 717 | 34 | - | - | 39 | - | - | 520 |
| HCM Lane V/C Ratio | 0.009 | 0.003 | - | - | 0.005 | - | - | 0.041 |
| HCM Ctrl Dly (s/v) | 10.1 | 7.9 | 0 | - | 7.6 | 0 | - | 12.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 160 | 2 | 1 | 272 | 1 | 1 | 0 | 1 | 1 | 2 | 5 |
| Future Vol, veh/h | 6 | 160 | 2 | 1 | 272 | 1 | 1 | 0 | 1 | 1 | 2 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 205 | 3 | 1 | 349 | 1 | 1 | 0 | 1 | 1 | 3 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 351 | 0 | 0 | 210 | 0 | 0 | 579 | 577 | 208 | 573 | 578 | 353 |
| Stage 1 | - | - | - | - | - | - | 224 | 224 | - | 353 | 353 | - |
| Stage 2 | - | - | - | - | - | - | 356 | 354 | - | 221 | 225 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1219 | - | - | 1373 | - | - | 429 | 430 | 837 | 433 | 430 | 695 |
| Stage 1 | - | - | - | - | - | - | 783 | 722 | - | 668 | 635 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 634 | - | 786 | 721 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1218 | - | - | 1371 | - | - | 417 | 425 | 836 | 428 | 425 | 693 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 417 | 425 | - | 428 | 425 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 716 | - | 667 | 633 | - |
| Stage 2 | - | - | - | - | - | - | 655 | 633 | - | 780 | 715 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.28 | 0.03 | 11.5 | 11.54 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 557 | 64 | - | - | 7 | - | - | 561 |
| HCM Lane V/C Ratio | 0.005 | 0.006 | - | - | 0.001 | - | - | 0.018 |
| HCM Ctrl Dly (s/v) | 11.5 | 8 | 0 | - | 7.6 | 0 | - | 11.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

# Capacity Analysis Summary Sheets

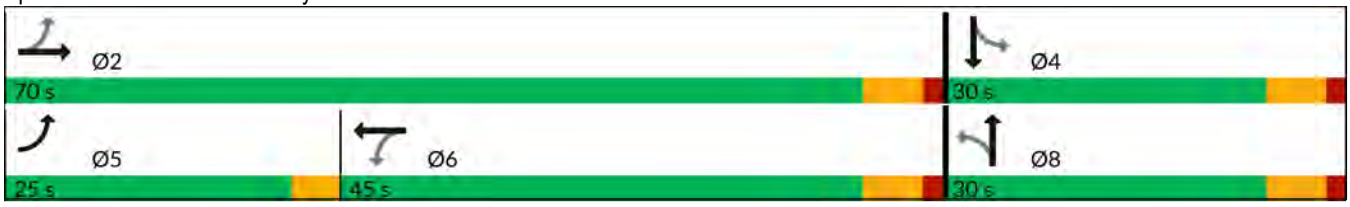
## Year 2032 Total Projected Weekday Morning Peak Hour

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 709 | 25 | 10 | 506 | 12 | 34 | 2 | 16 | 8 | 1 | 14 |
| Future Volume (vph) | 14 | 709 | 25 | 10 | 506 | 12 | 34 | 2 | 16 | 8 | 1 | 14 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 0.99 | | | 0.99 | |
| Frt | | 0.995 | | | 0.997 | | | 0.959 | | | 0.919 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.968 | | | 0.982 | |
| Satd. Flow (prot) | 0 | 3487 | 0 | 0 | 3409 | 0 | 0 | 1519 | 0 | 0 | 1700 | 0 |
| Flt Permitted | | 0.942 | | | 0.939 | | | 0.786 | | | 0.858 | |
| Satd. Flow (perm) | 0 | 3288 | 0 | 0 | 3204 | 0 | 0 | 1232 | 0 | 0 | 1483 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 3 | | | 17 | | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 1 | | 1 | 1 | | 1 | 2 | | 4 | 4 | | 2 |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| 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 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 3% | 0% | 33% | 5% | 0% | 17% | 0% | 14% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 813 | 0 | 0 | 574 | 0 | 0 | 56 | 0 | 0 | 25 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 61.5 | | | 61.5 | | | 9.9 | | | 9.9 | |
| Actuated g/C Ratio | | 0.84 | | | 0.84 | | | 0.14 | | | 0.14 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.29 | | | 0.21 | | | 0.31 | | | 0.12 | |
| Control Delay (s/veh) | | 3.2 | | | 3.0 | | | 30.6 | | | 22.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 3.2 | | | 3.0 | | | 30.6 | | | 22.6 | |
| LOS | | A | | | A | | | C | | | C | |
| Approach Delay (s/veh) | | 3.2 | | | 3.0 | | | 30.6 | | | 22.6 | |
| Approach LOS | | A | | | A | | | C | | | C | |
| Queue Length 50th (ft) | | 60 | | | 39 | | | 19 | | | 5 | |
| Queue Length 95th (ft) | | 101 | | | 68 | | | 55 | | | 27 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 2779 | | | 2697 | | | 441 | | | 527 | |
| 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 | | 0.29 | | | 0.21 | | | 0.13 | | | 0.05 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 73.1 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.31 | | | |
| Intersection Signal Delay (s/veh): 4.5 | | Intersection LOS: A | |
| Intersection Capacity Utilization 47.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

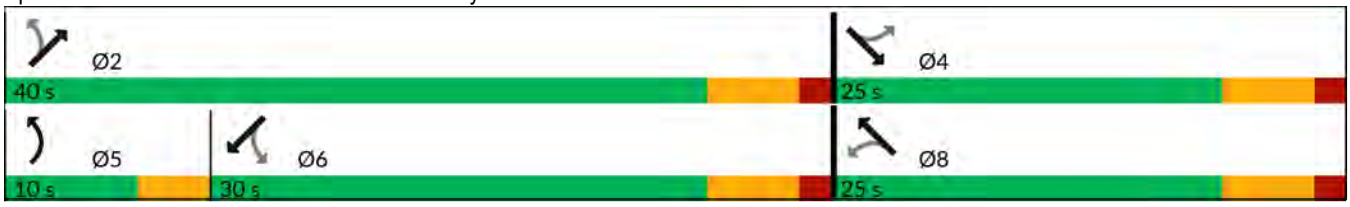


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 3 | 8 | 15 | 128 | 14 | 0 | 17 | 288 | 217 | 2 | 131 | 5 |
| Future Volume (vph) | 3 | 8 | 15 | 128 | 14 | 0 | 17 | 288 | 217 | 2 | 131 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | 0.99 | | | 1.00 | |
| Frt | | 0.921 | | | | | | 0.935 | | | 0.995 | |
| Flt Protected | | 0.995 | | | 0.957 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1706 | 0 | 0 | 1716 | 0 | 1703 | 1691 | 0 | 0 | 1662 | 0 |
| Flt Permitted | | 0.958 | | | 0.726 | | 0.649 | | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1642 | 0 | 0 | 1302 | 0 | 1163 | 1691 | 0 | 0 | 1656 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | | | | 88 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | 3 | 3 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 20% | 0% | 0% | 3% | 33% | 0% | 6% | 4% | 4% | 100% | 13% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 29 | 0 | 0 | 161 | 0 | 19 | 574 | 0 | 0 | 157 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 13.1 | | | 13.1 | | 35.2 | 34.4 | | | 32.8 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | 0.65 | 0.64 | | | 0.61 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.07 | | | 0.51 | | 0.02 | 0.52 | | | 0.16 | |
| Control Delay (s/veh) | | 11.7 | | | 25.7 | | 5.8 | 9.4 | | | 9.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 11.7 | | | 25.7 | | 5.8 | 9.4 | | | 9.9 | |
| LOS | | B | | | C | | A | A | | | A | |
| Approach Delay (s/veh) | | 11.7 | | | 25.7 | | | 9.3 | | | 9.9 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 3 | | | 65 | | 2 | 97 | | | 25 | |
| Queue Length 95th (ft) | | 19 | | | 124 | | 11 | 214 | | | 87 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 614 | | | 478 | | 825 | 1142 | | | 1003 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.05 | | | 0.34 | | 0.02 | 0.50 | | | 0.16 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 54.1 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay (s/veh): 12.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 53.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 698 | 4 | 3 | 518 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Future Vol, veh/h | 31 | 698 | 4 | 3 | 518 | 4 | 0 | 0 | 0 | 4 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 33 | 735 | 4 | 3 | 545 | 4 | 0 | 0 | 0 | 4 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 549 | 0 | 0 | 739 | 0 | 0 | | | 986 | - | 275 |
| Stage 1 | - | - | - | - | - | - | | | 554 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 433 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 1030 | - | - | 877 | - | - | | | 248 | 0 | 729 |
| Stage 1 | - | - | - | - | - | - | | | 545 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 628 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 1030 | - | - | 877 | - | - | | | 239 | 0 | 729 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 239 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 528 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 625 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.36 | 0.05 | 12.95 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1030 | - | - | 877 | - | - | 239 | 729 |
| HCM Lane V/C Ratio | 0.032 | - | - | 0.004 | - | - | 0.018 | 0.014 |
| HCM Ctrl Dly (s/v) | 8.6 | - | - | 9.1 | - | - | 20.3 | 10 |
| HCM Lane LOS | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.1 | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 665 | 9 | 4 | 490 | 8 | 7 | 1 | 8 | 2 | 0 | 28 |
| Future Vol, veh/h | 28 | 665 | 9 | 4 | 490 | 8 | 7 | 1 | 8 | 2 | 0 | 28 |
| Conflicting Peds, #/hr | 5 | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 31 | 739 | 10 | 4 | 544 | 9 | 8 | 1 | 9 | 2 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 558 | 0 | 0 | 751 | 0 | 0 | 1090 | 1375 | 376 | 995 | 1376 | 283 |
| Stage 1 | - | - | - | - | - | - | 808 | 808 | - | 563 | 563 | - |
| Stage 2 | - | - | - | - | - | - | 282 | 567 | - | 432 | 813 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 975 | - | - | 868 | - | - | 151 | 147 | 627 | 202 | 146 | 688 |
| Stage 1 | - | - | - | - | - | - | 310 | 397 | - | 483 | 512 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 510 | - | 577 | 395 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 971 | - | - | 866 | - | - | 139 | 140 | 626 | 189 | 140 | 685 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 139 | 140 | - | 189 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 300 | 383 | - | 479 | 508 | - |
| Stage 2 | - | - | - | - | - | - | 627 | 505 | - | 549 | 381 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.35 | 0.07 | 22.17 | 11.42 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 227 | 971 | - | - | 866 | - | - | 189 | 685 |
| HCM Lane V/C Ratio | 0.078 | 0.032 | - | - | 0.005 | - | - | 0.012 | 0.045 |
| HCM Ctrl Dly (s/v) | 22.2 | 8.8 | - | - | 9.2 | - | - | 24.2 | 10.5 |
| HCM Lane LOS | C | A | - | - | A | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 0 | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 17 | 0 | 29 | 7 | 16 | 20 | 0 |
| Future Vol, veh/h | 6 | 0 | 4 | 2 | 1 | 17 | 0 | 29 | 7 | 16 | 20 | 0 |
| Conflicting Peds, #/hr | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 25 | 0 | 100 | 0 | 0 | 26 | 0 | 0 | 19 | 0 |
| Mvmt Flow | 7 | 0 | 4 | 2 | 1 | 19 | 0 | 32 | 8 | 18 | 22 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 92 | 98 | 24 | 94 | 94 | 37 | 23 | 0 | 0 | 40 | 0 | 0 |
| Stage 1 | 58 | 58 | - | 36 | 36 | - | - | - | - | - | - | - |
| Stage 2 | 33 | 40 | - | 58 | 58 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.45 | 7.1 | 7.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.525 | 3.5 | 4.9 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 897 | 796 | 990 | 894 | 644 | 1041 | 1605 | - | - | 1583 | - | - |
| Stage 1 | 959 | 850 | - | 985 | 706 | - | - | - | - | - | - | - |
| Stage 2 | 988 | 866 | - | 959 | 688 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 868 | 787 | 988 | 880 | 636 | 1041 | 1604 | - | - | 1583 | - | - |
| Mov Cap-2 Maneuver | 868 | 787 | - | 880 | 636 | - | - | - | - | - | - | - |
| Stage 1 | 947 | 840 | - | 985 | 706 | - | - | - | - | - | - | - |
| Stage 2 | 968 | 866 | - | 943 | 680 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.99 | 8.72 | 0 | 3.24 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1604 | - | - | 913 | 991 | 800 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.012 | 0.022 | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 9 | 8.7 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 7 | 0 | 2 | 0 | 5 | 2 |
| Future Vol, veh/h | 0 | 1 | 4 | 2 | 1 | 0 | 7 | 0 | 2 | 0 | 5 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 | 39 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 3 | 10 | 5 | 3 | 0 | 18 | 0 | 5 | 0 | 13 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 56 | 16 | 54 | 56 | - | 18 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | - | 15 | - | 38 | 38 | - | - | - | - | - | - | - |
| Stage 2 | - | 41 | - | 15 | 18 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 7.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 6.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4.9 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 839 | 1069 | 950 | 679 | 0 | 1612 | - | - | 1629 | - | - |
| Stage 1 | 0 | 887 | - | 982 | 704 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 865 | - | 1010 | 720 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 829 | 1068 | 927 | 671 | - | 1612 | - | - | 1629 | - | - |
| Mov Cap-2 Maneuver | - | 829 | - | 927 | 671 | - | - | - | - | - | - | - |
| Stage 1 | - | 887 | - | 971 | 696 | - | - | - | - | - | - | - |
| Stage 2 | - | 855 | - | 997 | 720 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.61 | 9.42 | 5.65 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1167 | - | - | 1010 | 822 | 1629 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.013 | 0.009 | - | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.6 | 9.4 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 2 | 289 | 1 | 2 | 126 | 5 | 4 | 0 | 5 | 7 | 0 | 5 |
| Future Vol, veh/h | 2 | 289 | 1 | 2 | 126 | 5 | 4 | 0 | 5 | 7 | 0 | 5 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 348 | 1 | 2 | 152 | 6 | 5 | 0 | 6 | 8 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 160 | 0 | 0 | 349 | 0 | 0 | 511 | 518 | 350 | 516 | 516 | 158 |
| Stage 1 | - | - | - | - | - | - | 354 | 354 | - | 162 | 162 | - |
| Stage 2 | - | - | - | - | - | - | 158 | 165 | - | 354 | 354 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1432 | - | - | 1221 | - | - | 476 | 464 | 698 | 473 | 466 | 893 |
| Stage 1 | - | - | - | - | - | - | 668 | 634 | - | 845 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 849 | 766 | - | 667 | 634 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1429 | - | - | 1221 | - | - | 471 | 462 | 698 | 466 | 463 | 891 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 471 | 462 | - | 466 | 463 | - |
| Stage 1 | - | - | - | - | - | - | 666 | 633 | - | 842 | 765 | - |
| Stage 2 | - | - | - | - | - | - | 841 | 763 | - | 660 | 632 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.05 | 0.12 | 11.39 | 11.35 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 574 | 12 | - | - | 27 | - | - | 581 |
| HCM Lane V/C Ratio | 0.019 | 0.002 | - | - | 0.002 | - | - | 0.025 |
| HCM Ctrl Dly (s/v) | 11.4 | 7.5 | 0 | - | 8 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 7 | 293 | 1 | 2 | 126 | 3 | 2 | 5 | 0 | 0 | 2 | 5 |
| Future Vol, veh/h | 7 | 293 | 1 | 2 | 126 | 3 | 2 | 5 | 0 | 0 | 2 | 5 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 13 | 0 | 100 | 20 | 0 | 0 | 50 | 25 |
| Mvmt Flow | 9 | 371 | 1 | 3 | 159 | 4 | 3 | 6 | 0 | 0 | 3 | 6 |

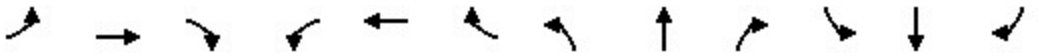
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 165 | 0 | 0 | 372 | 0 | 0 | 555 | 560 | 372 | 560 | 558 | 163 |
| Stage 1 | - | - | - | - | - | - | 389 | 389 | - | 168 | 168 | - |
| Stage 2 | - | - | - | - | - | - | 166 | 170 | - | 392 | 390 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 8.1 | 6.7 | 6.2 | 7.1 | 7 | 6.45 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 7.1 | 5.7 | - | 6.1 | 6 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 4.4 | 4.18 | 3.3 | 3.5 | 4.45 | 3.525 |
| Pot Cap-1 Maneuver | 1425 | - | - | 1197 | - | - | 323 | 413 | 679 | 442 | 378 | 825 |
| Stage 1 | - | - | - | - | - | - | 477 | 578 | - | 838 | 677 | - |
| Stage 2 | - | - | - | - | - | - | 652 | 725 | - | 637 | 532 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1423 | - | - | 1197 | - | - | 315 | 408 | 679 | 430 | 374 | 823 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 315 | 408 | - | 430 | 374 | - |
| Stage 1 | - | - | - | - | - | - | 473 | 573 | - | 835 | 674 | - |
| Stage 2 | - | - | - | - | - | - | 643 | 722 | - | 625 | 528 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.18 | 0.12 | 14.79 | 10.96 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 377 | 42 | - | - | 27 | - | - | 613 |
| HCM Lane V/C Ratio | 0.024 | 0.006 | - | - | 0.002 | - | - | 0.014 |
| HCM Ctrl Dly (s/v) | 14.8 | 7.5 | 0 | - | 8 | 0 | - | 11 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

# Capacity Analysis Summary Sheets

## Year 2032 Total Projected Weekday Evening Peak Hour

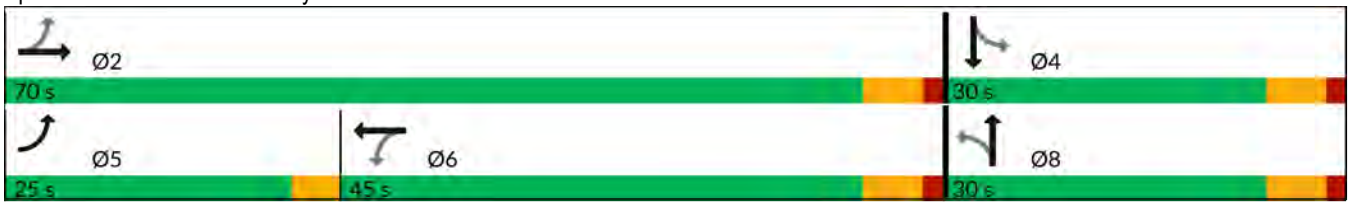


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 526 | 19 | 10 | 705 | 26 | 39 | 11 | 11 | 12 | 9 | 36 |
| Future Volume (vph) | 14 | 526 | 19 | 10 | 705 | 26 | 39 | 11 | 11 | 12 | 9 | 36 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| Frt | | 0.995 | | | 0.995 | | | 0.976 | | | 0.914 | |
| Flt Protected | | 0.999 | | | 0.999 | | | 0.969 | | | 0.990 | |
| Satd. Flow (prot) | 0 | 3552 | 0 | 0 | 3550 | 0 | 0 | 1758 | 0 | 0 | 1719 | 0 |
| Flt Permitted | | 0.932 | | | 0.946 | | | 0.768 | | | 0.910 | |
| Satd. Flow (perm) | 0 | 3314 | 0 | 0 | 3362 | 0 | 0 | 1393 | 0 | 0 | 1579 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 4 | | | 10 | | | 40 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 745 | | | 548 | | | 229 | | | 154 | |
| Travel Time (s) | | 20.3 | | | 14.9 | | | 6.2 | | | 4.2 | |
| Confl. Peds. (#/hr) | 10 | | 2 | 2 | | 10 | | | 4 | 4 | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 1% | 0% | 0% | 1% | 0% | 3% | 0% | 0% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 614 | 0 | 0 | 815 | 0 | 0 | 67 | 0 | 0 | 63 | 0 |
| Turn Type | pm+pt | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | 5 | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 5 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 3.0 | 15.0 | | 15.0 | 15.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 6.5 | 21.0 | | 21.0 | 21.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | |
| Total Split (s) | 25.0 | 70.0 | | 45.0 | 45.0 | | 30.0 | 30.0 | | 30.0 | 30.0 | |
| Total Split (%) | 25.0% | 70.0% | | 45.0% | 45.0% | | 30.0% | 30.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 3.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 0.0 | 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 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | | 46.5 | | | 46.5 | | | 9.6 | | | 9.6 | |
| Actuated g/C Ratio | | 0.74 | | | 0.74 | | | 0.15 | | | 0.15 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.25 | | | 0.33 | | | 0.31 | | | 0.23 | |
| Control Delay (s/veh) | | 4.3 | | | 4.7 | | | 26.9 | | | 15.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 4.3 | | | 4.7 | | | 26.9 | | | 15.7 | |
| LOS | | A | | | A | | | C | | | B | |
| Approach Delay (s/veh) | | 4.3 | | | 4.7 | | | 26.9 | | | 15.7 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (ft) | | 40 | | | 57 | | | 19 | | | 7 | |
| Queue Length 95th (ft) | | 73 | | | 102 | | | 61 | | | 43 | |
| Internal Link Dist (ft) | | 665 | | | 468 | | | 149 | | | 74 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 3144 | | | 2479 | | | 550 | | | 641 | |
| 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 | | 0.20 | | | 0.33 | | | 0.12 | | | 0.10 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 63.1 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.33 | | | |
| Intersection Signal Delay (s/veh): 6.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 46.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 1: Hickory Street & Central Avenue

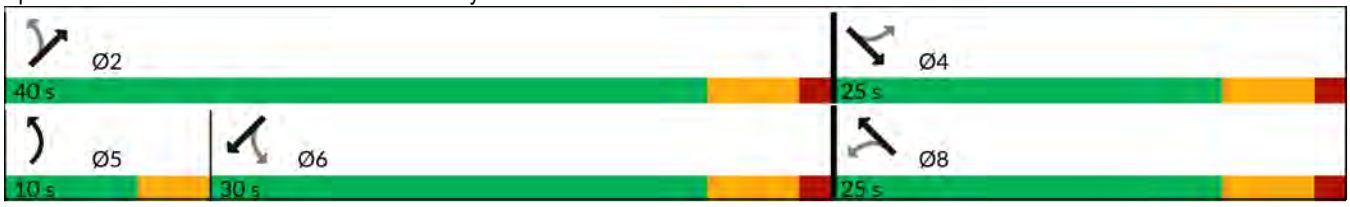


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 17 | 14 | 110 | 13 | 0 | 14 | 153 | 193 | 0 | 267 | 9 |
| Future Volume (vph) | 10 | 17 | 14 | 110 | 13 | 0 | 14 | 153 | 193 | 0 | 267 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Grade (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 50 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 50 | | | 25 | | |
| 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 | | 1.00 | | | | | | | | | | |
| Frt | | 0.955 | | | | | | 0.916 | | | 0.996 | |
| Flt Protected | | 0.988 | | | 0.957 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1793 | 0 | 0 | 1802 | 0 | 1805 | 1740 | 0 | 0 | 1884 | 0 |
| Flt Permitted | | 0.886 | | | 0.714 | | 0.495 | | | | | |
| Satd. Flow (perm) | 0 | 1605 | 0 | 0 | 1345 | 0 | 940 | 1740 | 0 | 0 | 1884 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | | | | 146 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 363 | | | 293 | | | 380 | | | 548 | |
| Travel Time (s) | | 9.9 | | | 8.0 | | | 10.4 | | | 14.9 | |
| Confl. Peds. (#/hr) | 4 | | | | | 4 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 14% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 48 | 0 | 0 | 143 | 0 | 16 | 402 | 0 | 0 | 320 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 3.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 14.0 | 14.0 | | 14.0 | 14.0 | | 6.5 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 10.0 | 40.0 | | 30.0 | 30.0 | |
| Total Split (%) | 38.5% | 38.5% | | 38.5% | 38.5% | | 15.4% | 61.5% | | 46.2% | 46.2% | |
| Yellow Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 3.5 | 4.5 | | 4.5 | 4.5 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 0.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 6.0 | | | 6.0 | | 3.5 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Recall Mode | None | None | | None | None | | None | Min | | Min | Min | |
| Act Effct Green (s) | | 11.6 | | | 11.6 | | 28.1 | 27.0 | | | 25.6 | |
| Actuated g/C Ratio | | 0.25 | | | 0.25 | | 0.61 | 0.59 | | | 0.56 | |

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| v/c Ratio | | 0.12 | | | 0.42 | | 0.02 | 0.37 | | | 0.31 | |
| Control Delay (s/veh) | | 12.5 | | | 20.5 | | 5.6 | 6.1 | | | 10.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 12.5 | | | 20.5 | | 5.6 | 6.1 | | | 10.6 | |
| LOS | | B | | | C | | A | A | | | B | |
| Approach Delay (s/veh) | | 12.5 | | | 20.5 | | | 6.1 | | | 10.6 | |
| Approach LOS | | B | | | C | | | A | | | B | |
| Queue Length 50th (ft) | | 6 | | | 30 | | 2 | 35 | | | 45 | |
| Queue Length 95th (ft) | | 29 | | | 85 | | 9 | 92 | | | 144 | |
| Internal Link Dist (ft) | | 283 | | | 213 | | | 300 | | | 468 | |
| Turn Bay Length (ft) | | | | | | | 50 | | | | | |
| Base Capacity (vph) | | 702 | | | 581 | | 701 | 1378 | | | 1164 | |
| Starvation Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.07 | | | 0.25 | | 0.02 | 0.29 | | | 0.27 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 46 | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.42 | | | |
| Intersection Signal Delay (s/veh): 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 43.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 6: Laurel Avenue & Hickory Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 530 | 6 | 3 | 707 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Future Vol, veh/h | 13 | 530 | 6 | 3 | 707 | 16 | 0 | 0 | 0 | 10 | 0 | 34 |
| Conflicting Peds, #/hr | 6 | 0 | 2 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 15 | 602 | 7 | 3 | 803 | 18 | 0 | 0 | 0 | 11 | 0 | 39 |

| Major/Minor | Major1 | | | Major2 | | | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 828 | 0 | 0 | 611 | 0 | 0 | | | 1156 | - | 417 |
| Stage 1 | - | - | - | - | - | - | | | 825 | - | - |
| Stage 2 | - | - | - | - | - | - | | | 331 | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | | | 6.8 | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | | | 5.8 | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | | | 5.8 | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | | | 3.5 | - | 3.3 |
| Pot Cap-1 Maneuver | 812 | - | - | 978 | - | - | | | 193 | 0 | 590 |
| Stage 1 | - | - | - | - | - | - | | | 396 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 706 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | |
| Mov Cap-1 Maneuver | 808 | - | - | 978 | - | - | | | 188 | 0 | 587 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | | | 188 | 0 | - |
| Stage 1 | - | - | - | - | - | - | | | 387 | 0 | - |
| Stage 2 | - | - | - | - | - | - | | | 704 | 0 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0.04 | 14.71 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 808 | - | - | 978 | - | - | 188 | 587 |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.003 | - | - | 0.061 | 0.066 |
| HCM Ctrl Dly (s/v) | 9.5 | - | - | 8.7 | - | - | 25.4 | 11.6 |
| HCM Lane LOS | A | - | - | A | - | - | D | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - | - | 0.2 | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 54 | 484 | 2 | 4 | 681 | 21 | 4 | 2 | 6 | 16 | 5 | 41 |
| Future Vol, veh/h | 54 | 484 | 2 | 4 | 681 | 21 | 4 | 2 | 6 | 16 | 5 | 41 |
| Conflicting Peds, #/hr | 4 | 0 | 8 | 8 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 50 | - | - | - | - | - | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 7 | 3 | 25 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 11 |
| Mvmt Flow | 62 | 556 | 2 | 5 | 783 | 24 | 5 | 2 | 7 | 18 | 6 | 47 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 811 | 0 | 0 | 567 | 0 | 0 | 1094 | 1510 | 287 | 1211 | 1499 | 408 |
| Stage 1 | - | - | - | - | - | - | 690 | 690 | - | 808 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 404 | 820 | - | 403 | 691 | - |
| Critical Hdwy | 4.24 | - | - | 4.1 | - | - | 7.84 | 6.5 | 6.9 | 7.5 | 6.5 | 7.12 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.84 | 5.5 | - | 6.5 | 5.5 | - |
| Follow-up Hdwy | 2.27 | - | - | 2.2 | - | - | 3.67 | 4 | 3.3 | 3.5 | 4 | 3.41 |
| Pot Cap-1 Maneuver | 779 | - | - | 1015 | - | - | 150 | 122 | 715 | 140 | 123 | 568 |
| Stage 1 | - | - | - | - | - | - | 368 | 449 | - | 345 | 397 | - |
| Stage 2 | - | - | - | - | - | - | 555 | 392 | - | 600 | 449 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 777 | - | - | 1009 | - | - | 119 | 110 | 711 | 124 | 112 | 565 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 119 | 110 | - | 124 | 112 | - |
| Stage 1 | - | - | - | - | - | - | 337 | 411 | - | 343 | 394 | - |
| Stage 2 | - | - | - | - | - | - | 499 | 389 | - | 544 | 410 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1 | 0.05 | 24.37 | 21.61 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 200 | 777 | - | - | 1009 | - | - | 124 | 392 |
| HCM Lane V/C Ratio | 0.069 | 0.08 | - | - | 0.005 | - | - | 0.148 | 0.135 |
| HCM Ctrl Dly (s/v) | 24.4 | 10 | - | - | 8.6 | - | - | 38.9 | 15.6 |
| HCM Lane LOS | C | B | - | - | A | - | - | E | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.3 | - | - | 0 | - | - | 0.5 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 30 | 1 | 6 | 31 | 1 |
| Future Vol, veh/h | 4 | 0 | 7 | 3 | 0 | 25 | 5 | 30 | 1 | 6 | 31 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 0 | 8 | 3 | 0 | 27 | 5 | 33 | 1 | 7 | 34 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 91 | 96 | 34 | 95 | 96 | 37 | 35 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 47 | 47 | - | 48 | 48 | - | - | - | - | - | - | - |
| Stage 2 | 43 | 49 | - | 47 | 48 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 898 | 798 | 1045 | 893 | 798 | 1041 | 1590 | - | - | 1586 | - | - |
| Stage 1 | 971 | 859 | - | 970 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 976 | 858 | - | 972 | 859 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 868 | 789 | 1045 | 877 | 789 | 1037 | 1590 | - | - | 1580 | - | - |
| Mov Cap-2 Maneuver | 868 | 789 | - | 877 | 789 | - | - | - | - | - | - | - |
| Stage 1 | 967 | 856 | - | 964 | 853 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 853 | - | 961 | 855 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.75 | 8.65 | 1.01 | 1.15 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 248 | - | - | 973 | 1017 | 282 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.012 | 0.03 | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.7 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 4 | 0 | 5 | 1 | 8 | 1 |
| Future Vol, veh/h | 0 | 1 | 4 | 3 | 2 | 0 | 4 | 0 | 5 | 1 | 8 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 10 | 7 | 5 | 0 | 10 | 0 | 12 | 2 | 19 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 59 | 25 | 52 | 54 | - | 24 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | - | 28 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | - | 31 | - | 27 | 29 | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.5 | 6.2 | 7.1 | 6.5 | - | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4 | 3.3 | 3.5 | 4 | - | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 0 | 836 | 1057 | 952 | 841 | 0 | 1603 | - | - | 1620 | - | - |
| Stage 1 | 0 | 876 | - | 998 | 878 | 0 | - | - | - | - | - | - |
| Stage 2 | 0 | 873 | - | 996 | 875 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | 828 | 1052 | 932 | 833 | - | 1599 | - | - | 1620 | - | - |
| Mov Cap-2 Maneuver | - | 828 | - | 932 | 833 | - | - | - | - | - | - | - |
| Stage 1 | - | 872 | - | 992 | 873 | - | - | - | - | - | - | - |
| Stage 2 | - | 868 | - | 981 | 871 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.65 | 9.1 | 3.23 | 0.72 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 667 | - | - | 998 | 890 | 176 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.012 | 0.013 | 0.001 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.7 | 9.1 | 7.2 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 154 | 3 | 6 | 267 | 9 | 1 | 0 | 4 | 12 | 0 | 8 |
| Future Vol, veh/h | 4 | 154 | 3 | 6 | 267 | 9 | 1 | 0 | 4 | 12 | 0 | 8 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 193 | 4 | 8 | 334 | 11 | 1 | 0 | 5 | 15 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 347 | 0 | 0 | 196 | 0 | 0 | 553 | 566 | 194 | 559 | 563 | 341 |
| Stage 1 | - | - | - | - | - | - | 204 | 204 | - | 356 | 356 | - |
| Stage 2 | - | - | - | - | - | - | 349 | 362 | - | 203 | 206 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1223 | - | - | 1389 | - | - | 447 | 436 | 852 | 443 | 438 | 706 |
| Stage 1 | - | - | - | - | - | - | 802 | 736 | - | 665 | 632 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 629 | - | 804 | 735 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1221 | - | - | 1389 | - | - | 435 | 431 | 852 | 435 | 433 | 705 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 435 | 431 | - | 435 | 433 | - |
| Stage 1 | - | - | - | - | - | - | 798 | 733 | - | 660 | 627 | - |
| Stage 2 | - | - | - | - | - | - | 658 | 623 | - | 796 | 731 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0.16 | 10.08 | 12.37 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 715 | 45 | - | - | 38 | - | - | 513 |
| HCM Lane V/C Ratio | 0.009 | 0.004 | - | - | 0.005 | - | - | 0.049 |
| HCM Ctrl Dly (s/v) | 10.1 | 8 | 0 | - | 7.6 | 0 | - | 12.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

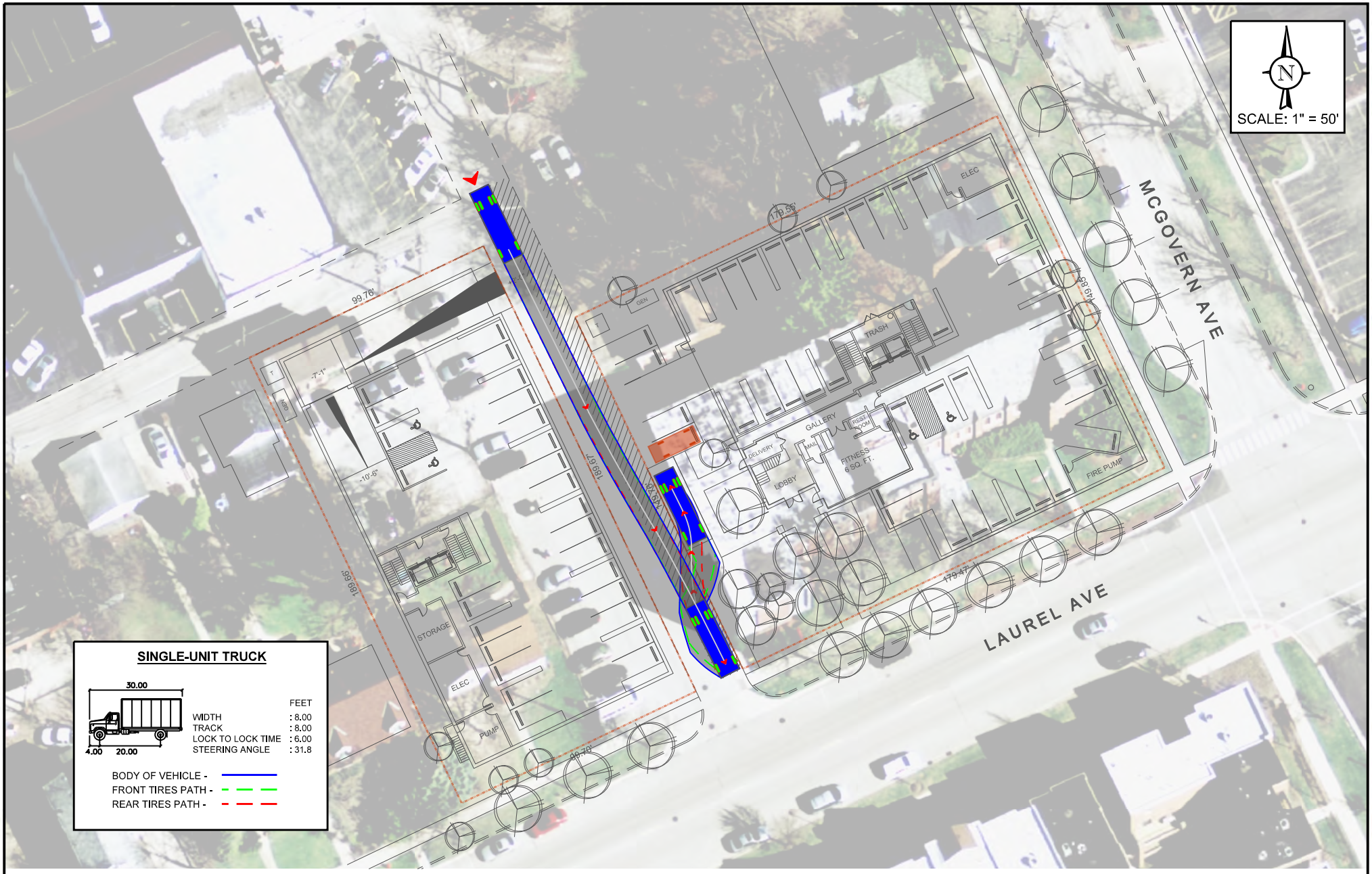
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 162 | 2 | 1 | 276 | 1 | 1 | 0 | 1 | 1 | 2 | 5 |
| Future Vol, veh/h | 6 | 162 | 2 | 1 | 276 | 1 | 1 | 0 | 1 | 1 | 2 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 208 | 3 | 1 | 354 | 1 | 1 | 0 | 1 | 1 | 3 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 356 | 0 | 0 | 212 | 0 | 0 | 587 | 585 | 211 | 581 | 586 | 358 |
| Stage 1 | - | - | - | - | - | - | 226 | 226 | - | 358 | 358 | - |
| Stage 2 | - | - | - | - | - | - | 361 | 359 | - | 223 | 228 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1214 | - | - | 1370 | - | - | 424 | 426 | 834 | 428 | 425 | 690 |
| Stage 1 | - | - | - | - | - | - | 781 | 720 | - | 664 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 662 | 631 | - | 784 | 719 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1213 | - | - | 1368 | - | - | 412 | 421 | 833 | 423 | 421 | 688 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 412 | 421 | - | 423 | 421 | - |
| Stage 1 | - | - | - | - | - | - | 774 | 714 | - | 663 | 630 | - |
| Stage 2 | - | - | - | - | - | - | 651 | 630 | - | 777 | 713 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.28 | 0.03 | 11.56 | 11.59 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 552 | 63 | - | - | 6 | - | - | 556 |
| HCM Lane V/C Ratio | 0.005 | 0.006 | - | - | 0.001 | - | - | 0.018 |
| HCM Ctrl Dly (s/v) | 11.6 | 8 | 0 | - | 7.6 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

# AutoTurn Exhibits




LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

**SINGLE-UNIT TRUCK INBOUND MANEUVER**

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: A1

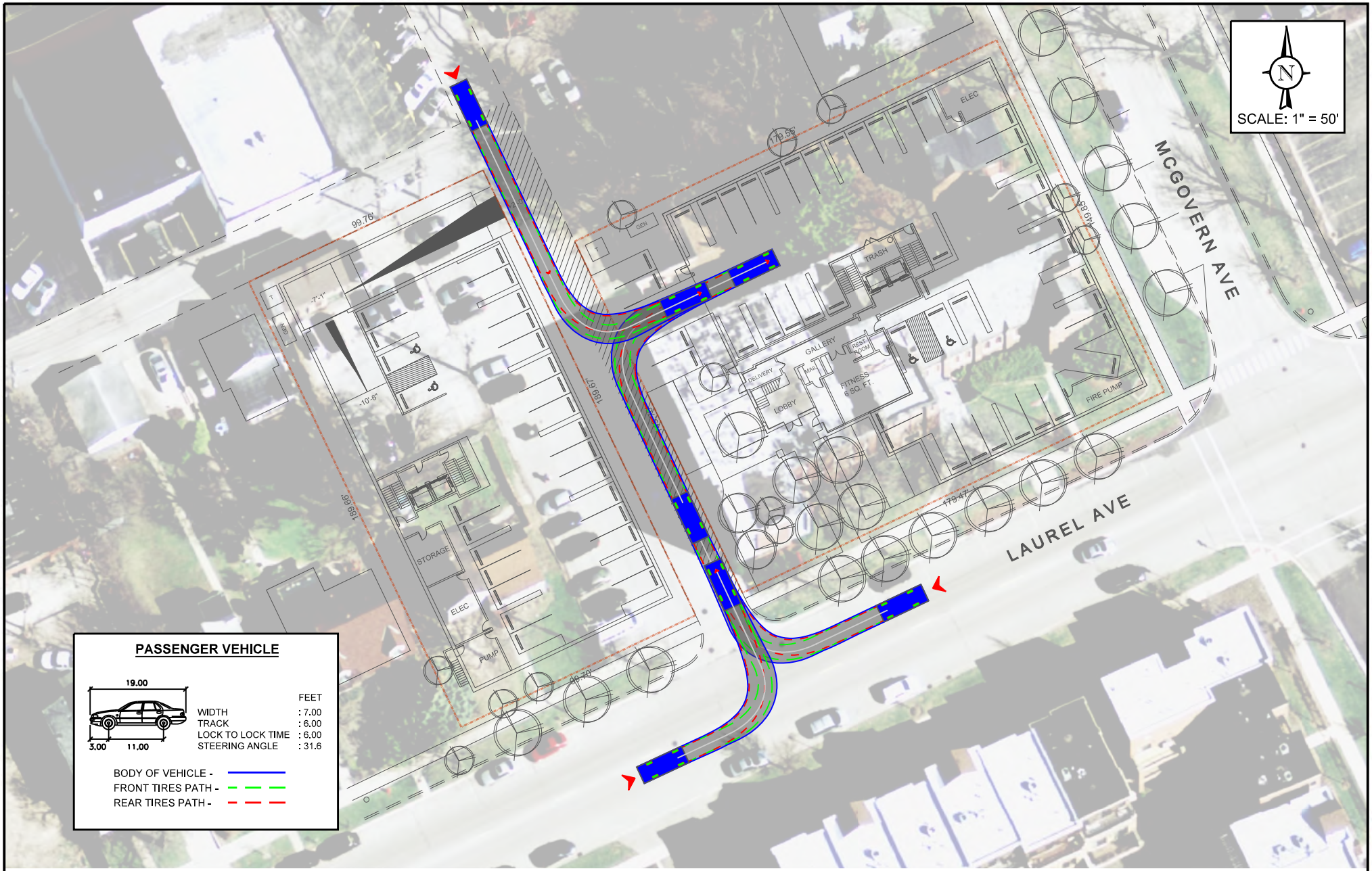
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

## SINGLE-UNIT TRUCK OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: A2

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.




LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

# PASSENGER VEHICLE MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: B1

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

**PASSENGER VEHICLE INBOUND MANEUVERS**

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: B2

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

## PASSENGER VEHICLE OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: B3

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

**FIRE TRUCK MANEUVERS**

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 06-04-26
PROJECT #: 26-025
EXHIBIT: C

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

May 8, 2026

Dear Members of the Zoning & Planning Commission,

I am writing as a resident of the apartment building (McGovern House) adjacent to the proposed condominium development to express my concern regarding the requested variance by the developer and its broader impacts. I fully support the project and believe it will be a beautiful addition to Highland Park. That said, I have concerns and appreciate the opportunity to express them. I hope they will be given serious consideration.

I understand that the effective distance between the two buildings will be 20 feet if the applicant is granted the requested 10 ft. variance versus the 25 ft. standard variance. The current scenario is very different from when McGovern House was constructed and granted a 10 ft. variance.

At the time our building received its variance, the neighboring structure was, and is currently set significantly farther back from the property line. The close proximity of the two buildings was not a problem for either property with the open yard space and playground between the buildings. That open space has long provided light, air, and a sense of separation for residents.

The current proposal replaces that openness with a dense six-story structure in very close proximity, creating a dramatically different and far more restrictive environment. The impact of granting this proposed variance of 10 ft. is very significant. With two six-story buildings only 20 feet apart, residents will experience a substantial reduction in daylight and sky visibility, particularly those with bedrooms, living rooms and decks facing the new construction. Residents of both buildings will effectively face a large wall at close range, creating a confined, canyon-like effect in addition to a loss of privacy. There is a significant difference between a 10 ft. and a 25 ft. variance. It seems plausible that somewhere in the middle would be reasonable and provide additional critical space between the two buildings.

Another concern involves increased traffic in the alley. It appears that the two new buildings will access their respective parking garages from the alley. If there are drop off and pick up spaces directly on the alley, as well as guest parking, backing out of those spaces becomes a serious safety

concern.  McGovern House currently has parking directly on the alley in addition to its actual driveway into the garage.  Half of the alley is one-way, southbound, which prohibits all vehicles from exiting onto Central Avenue, and forcing everyone to exit east or west via Laurel Avenue. The increase in traffic will be substantial and raises concerns about congestion, safety for pedestrians and residents. When exiting the alley onto Laurel, the east sight view from the alley is often limited due to cars parked on the west side of Laurel.

Additionally, the applicant is requesting lot coverage of 50% when the maximum, non-planned development lot coverage is 33%. While it may appear that a reduction of 9% from 59% is very significant, the density of the building on the lot is overwhelming.  I appreciate the setbacks to help with the aesthetics of the building views from Laurel and McGovern Avenues; but why aren't there similar concerns for the view from McGovern House, where people live and are subject to the view 24/7?

Taken together, these factors represent a significant intensification of use in a constrained space, with direct and lasting consequences for existing residents as well as potential residents. The original setback requirements exist to ensure adequate light, air, safety, and compatibility between neighboring structures. Granting the 10 ft. variance under current conditions would undermine those goals.

I respectfully urge the Commission to carefully consider not only the technical compliance of the proposal, but also the impact on the surrounding community. At a minimum, maintaining a greater separation between the buildings and addressing the alley access concerns are critical to preserving safety and a reasonable quality of life for current residents.

Thank you for your time and consideration.
Sincerely,
Rhonda T. Biller

**From:** JOAN S CHASE
**To:** Hoffmann, Patrick
**Subject:** New proposed Construction
**Date:** Saturday, May 9, 2026 2:21:20 PM

---

[EXTERNAL EMAIL]

I live in the 760 apartment building on Central. I can access the parking garage in my building through a narrow alley which one way off of Central. There are often trucks in this narrow alley: landscaping, maintenance, dry cleaning and other various impediments to entering the alley. The other entrance and exit from the 760 Central building, is a narrow alley to Hickory which has many cars and trucks parked there and often has a large truck, garbage truck, delivery truck blocking the alley. If there were ever a fire truck in that alley we would be stuck. The only real exit and entrance to the parking garage for 760 Central is off of Laurel. My understanding is that this alley will be made a 20 ft alley. I can only imagine that this will be a challenge for all the cars and pedestrians who will use this alley. It will be dangerous for all. I can't image how a fire truck will be able to access this space. Please look at the plan and consider the safety of the residents who will need to walk and drive through this alley. Thank you, Joan Chase

**Civiltech Engineering, Inc.**
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602

330 E Kilbourn Avenue
Suite 1215, Tower 1
Milwaukee, WI 53202

**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

**Landscape Architecture**

**Nature-based Solutions**

# Memorandum

**Date:** April 22, 2026

**To:** Anna Ford
City of Highland Park

**From:** Steve Pautsch, P.E., PTOE

**Re:** 1696 McGovern and 793 Laurel Traffic Reviews

Civiltech Engineering, Inc. has been retained by the City of Highland Park to conduct a third-party review of the traffic impact studies dated March 17, 2026 prepared for the proposed 1696 McGovern Street and 793 Laurel Avenue residential developments. We have the following comments on the traffic impact studies:

1. 793 Laurel - The trip generation table (Table 1) assumes 20 housing units when 14 are proposed. Furthermore, the site traffic generation appears to be incorrectly duplicated (pages 10 and 12). Correct this error and update the trip generation accordingly.

2. 793 Laurel and 1696 McGovern – For the signalized capacity analyses at Hickory & Central, the split for phase 2 should equal the split for phase 5 + phase 6. Check and correct as needed for all scenarios.

3. Civiltech concurs with the parking analyses, which state that adequate parking is included with the proposed developments.

4. Civiltech concurs with the traffic analyses which show that there will be minimal traffic impacts to the street system from the proposed developments.

# REPORT – PLAN & DESIGN COMMISSION

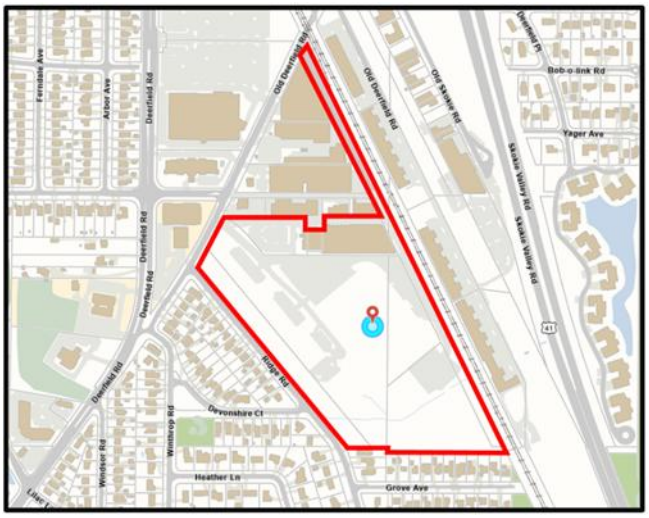
**TO:** Plan and Design Commission ("***Commission***")

**FROM:** Community Development Department

**DATE:** for the June 16, 2026 Commission meeting

**RE:** **Public Hearing #PUD-2026-00087 to amend the following: (1) O11-2026, an ordinance approving a Special Use Permit for a Planned Development for 227 residential units (townhomes) with garages, parking, clubhouse amenity, landscaping, other related improvements, and a Special Use Permit for an Off-Street Parking Lot; including modifications from City Code; (2) a plat of re-subdivision approved by resolution R22-2026, with variations; and (3) Design Review, with variations (1660 and 1700 Old Deerfield Rd.)**

**Recommendation.**
Staff recommend the Commission open the public hearing, hear presentations from staff and the applicant, consider the application, take public testimony; and if appropriate, adopt draft Findings of Fact that recommend approval, or to continue the public hearing for additional information and consideration, as appropriate.




**Project Summary.**
The HDP M/I HP Venture, LLC c/o M/I Homes (the "***Applicant***") proposes to amend approvals for redevelopment at the 28.61 acre site at 1700 Old Deerfield Rd. (the "***Property***"). UPDATE: The Property has been conveyed from the prior owner Red Cup Land Company, LLC, to HDP M/I H Venture, LLC. The Applicant is now also the property owner. The Applicant proposes the following summary changes:

1. Plat of Re-subdivision:
    a. Amend the plat of consolidation to re-subdivide the property to reflect "for-sale" units.
    b. Rename the plat and remove a portion of a public use easement at the Ridge Rd. / Devonshire Ct. intersection.
2. Floor Plans:
    a. Update Site Plan – Building Key to reflect changing **all** units to 3 Bedrooms (from 2 bedrooms).
3. Elevations:
    a. Increase the number of bedrooms for 63 "A-Units" from two to three.
    b. Reduce the height of the townhomes by two feet (2').
4. Marketing Plan and Signage:
    a. Seek variances for proposed temporary on-site marketing signs.
5. Inclusionary Affordable Housing Plan:
    a. Amend the inclusionary housing plan to increase the number of bedrooms within affordable units from two to three and to indicate that they will be for-sale units.
    b. See the Housing Commission update later in the report; the Housing Commission has recommended approval.
6. Construction Logistics Plan & Phasing:
    a. Reduce the number of development phases from three to two.
7. NEW: Landscaping Plan (**Attachment 3**):
    a. The Applicant indicates fewer onsite trees will need to be removed (83 trees will remain and not be removed), reducing their Chapter 94 Tree Code replacement amount. That reduces their

overall tree count; but, they are still meeting the Zoning Code requirement and still providing extra plantings in a similar amount to the Feb. 9, 2026 approvals.

b. Six new plantings are proposed along the north property line abutting the Bluegrass Restaurant property, approximately located to screen the outdoor restaurant seating from the development.

c. Onsite, interior signage is proposed stating, "Environmentally Sensitive Areas", to protect the open space periphery along the west and south parts of the property.

8. NEW: Exterior Lighting (**Attachments 8 and 9**):

a. The number of fixture types is being reduced from seven types to four.

b. All fixture heights and foot-candle requirements comply with the Zoning Code, and 3000 Kelvin Color Correlated Temperature is proposed, complying with the PUD condition of approval.

c. The Applicant needs to submit specifications for the 'S' type fixture.

d. It does not appear the woodland path is being lit, as those fixtures have been struck.

At its May 19[1] meeting, the Commission provided feedback to the applicant, including concern about the number and size of temporary marketing signs. The public also provided comments. At the conclusion of the hearing the Commission continued the project and voted to direct findings of fact recommending approval, per the specific discussion on the signage and other comments, by vote 7-0. Findings of fact recommending approval are included as **Attachment 12**.

**Background.**
On Feb. 9, 2026[2], the City Council approved a project for 227-townhome units; as part of that project the City Council approved (1) a rezoning from I to in part RM1 and in part R7; (2) Final Planned Development, (3) Design Review, (4) Inclusionary Housing Plan, (5) plat of re-subdivision, (6), plat of dedication, and (7) a Development Agreement; along with modifications from City Code.

**Public comment.**
See **Attachment 13** for new public comments.

**NEW Comment (June 15, 2026): See new Attachment 14. This includes comments and exhibit by Jim Lederer and photos of the property line between Bluegrass Restaurant and the Property. Also, on the last page is other new public comments (by Doug Snower).**

**Considerations.**

- There are three considerations before the Commission:
  1. Amend the approved Plat of Re-subdivision – see **Attachment 2**, the Applicant's proposed plat.
  2. Amend the approved Special Use Permit ("***SUP***") in the nature of a concurrent Preliminary and Final Planned Development ("***PUD***") for a 227-unit residential townhome development, along with the Development Agreement.
     a. Amend the unit matrix and architectural layout exhibit (Attachments 3a and 3b from the May 19 packet).
     b. Amend the Townhouse Elevations (Attachments 4a and 4b from the May 19 packet).
     c. Amend the Landscaping plan to include the model area plan (for the sales office) and for temporary marketing signage (see updated **Attachment 1**).
     d. Amend the Construction Logistics Plan and Phasing (**Attachment 10**).
  3. Amend the Design Review approval (see #2).

In the attachments the "Feb. 9" reference is to those approved on February 9 and include mark-up by the Applicant as to what changed. The "Proposed" reference are those items as proposed now.

[1] Click on the hyperlink for the meeting packet, minutes, and video.
[2] Click on the hyperlink for the meeting packet, minutes, and video.

**Changes to Relief. (MODIFICATIONS & VARIATIONS)[3]**

- CHANGE / REDUCTION. Modifications from Section 150.704 of the Zoning Code to increase the maximum height limit for: (i) the townhomes in the Development, from 35 feet to 41 feet.
  - **Reduction** of two feet for all townhomes.
- From Article 20, as appropriate, and from Sec. 150.2023 to allow temporary marketing-related signage.
  - Fourteen total signs proposed (which includes the flag).
  - Onsite or Interior in the Development (twelve total signs)
    i. Proposal for one flagpole, one model info center sign, several onsite model placard signs, and one product pricing sign. Same number as proposed May 19.
  - Along streets (two total signs; reduced from six from May 19):
    i. UPDATE: one 16' x 9' (144 sq. ft.), 12' high sign along Old Deerfield Rd., to be located at the southside of the proposed entrance, and one 8' x 8' (64 sq. ft.), 11' high sign located along Ridge Rd.
    ii. OLD – STRUCK: ~~Proposal for three marketing trail signs along Ridge Rd., one 8'x8' marketing sign along Ridge Rd., one 16' x 9' sign along Old Deerfield Rd. and one 16' x 9' sign at the Deerfield Rd. and Ridge Rd. intersection (both are 12' in height).~~
    iii. OLD – STRUCK: ~~One construction sign is allowed per Sec. 150.2023(A). Staff to provide additional review at Commission meeting. Staff would recommend the Applicant use the Feb. 9 sign approval as their temporary signage until the permanent signage is installed. This approved a monument sign at the entrance on Old Deerfield Rd. of 5.1' x 10.7' in area (5.1' high).~~
- The following relief is triggered by the change in the plat to create new for-sale lots and is not caused by any physical site plan changes:
  - From Sec. 150.704 to the RM1 requirement for a min. lot area for multiple-family use of 10,000 sq. ft. New lots are proposed to be as small as 768 sq. ft. (for an accessory structure) to the largest, Outlot A (959,786 sq. ft., for the outlot area). Lots with multiple-family development range from in the ~4k sq. ft. size on up to 8,064 sq. ft.[4]
  - From Sec. 150.704 to the RM1 requirement for max. lot coverage of 33.3% for the newly proposed multiple-family lots.[5]
  - From Sec. 150.704 to the RM1 requirements for min. front, side, and rear yard for the new proposed building lots for the townhomes. The proposal is for 0' setbacks for the townhome units on the multiple-family lots.[6]
  - From Sec. 151.004(A)(2) to allow lots less than 125' in depth.
  - From Sec. 151.004(A)(5) to allow lots not on public streets.
  - From Sec. 150.404, to allow accessory structures on a lot where there is no principal structure, such as to allow the shed, the community building, and other accessory structures on lots that are not occupied by the multiple-family structures.[7]

**Review.**

[3] No change to public benefit is proposed.
[4] This is not a relief to density. The site as a whole complies. Refer to materials for the Feb. 9, 2026 City Council meeting for further review.
[5] The coverage for the site as a whole is not changing, from what was approved related to the Feb. 9, 2026 City Council approvals for this site.
[6] The setbacks proposed for the development site as a whole, to north, east, south, and west site boundaries, is the same.
[7] Though on separate lots due to the changes to the proposed re-subdivision, the shed, community building, tot lots, dog parks, etc., are still accessory to the multiple-family principal use.

Plat of Re-subdivision (**Attachment 2**).

- The NEAs are changing to fee simple lots for a 'for-sale' product.
- The aforementioned relief being requested (see prior section regarding relief).
- The name of the plat is changing.
- A public access easement 'spur' is being removed, that would have connected a Ridge Rd. / Devonshire Ct. pedestrian walkway to the site.

Site Plan Building Key.

- Removing the 2-bedroom unit type and instead making all affordable units the 3-bedroom type and the 2-bedroom market rate units the 3-bedroom type.
    - Of 227 units:
        - 164 were approved to be 3-bedroom and will remain as such.
        - 63 units were approved to be 2-bedroom but are now proposed to be 3-bedroom:
            - 12 affordable units were proposed to be 2-bedroom and are now proposed to be 3-bedroom.
            - 51 market rate units were proposed to be 2-bedroom and are now proposed to be 3-bedroom.
            - The dimensions for these units are essentially the same; the top floor is being re-arranged to go from 2-bedrooms to 3-bedrooms.

Unit Matrix and Floor Plans.

- Again, struck the 2-bedroom unit types and added those to the 3-bedroom types.

Elevations.

- A reduction in two feet in height for all townhome units, because the second floor is proposed to decrease by one foot and the third floor is proposed to decrease by one foot.
- There is a window change for certain units, indicated in the redline in the attachments with mark-up.
- There are also changes to color for some units.

Landscaping and Signage (**Attachment 1**).

- There are no changes to the landscaping plans (except for the model site landscaping proposed, see the last four pages of the landscaping attachment) – however, there are four new pages at the end of the landscaping exhibit focused on the temporary marketing signage and temporary sales office with customer parking and model units.
    - Onsite (twelve total signs, including the flagpole).
    - Along streets (two total signs).
    - Sec. 150.2023(A) review:
        - Code allows for one construction sign per development up to 12 sq. ft. and six feet in height.
        - Code allows for one real estate sign per lot (on the lots) up to six square feet in area and six feet in height.
        - The two total signs proposed along the streets are a total of 208 sq. ft. (old number of 352 sq. ft. for six signs, from May 19).

Phasing Plan and Constructions Logistics Plan (**Attachment 10**).

- Removed the construction trailer location and changed to two phases.
- The language on the Phasing Plan about limitations to use of Ridge Rd. and primary entrance along the spur road have been added to match the Feb. 9 City Council approval.

**Other Review Comments.**

- Planning Div. Zoning.
  - The Applicant met with the Bluegrass restaurant owner, along with City staff, met to discuss additional offsite screening for the restaurant patio.
    i. In the Applicant's landscaping plan (**Attachment 3**), there is a 2.5' buffer with grasses and then a wider 3.3' strip that includes six Taylor junipers.
       1. **NEW Comment (June 15, 2026): The final landscape plans posted on Friday have been revised by the Applicant to reflect: (i) the ornamental grasses requested by Joe Sciarrone north of his new private parking lot; and (ii) six (6) additional Taylor Junipers to enhance the landscape screening north of the public parking lot closest to the Bluegrass patio. The land tenant and landowner are under no obligation to allow a clean sawcut of the south edge of their existing parking lot, but the Applicant has offered to make this improvement at their discretion.**

    ii. Staff recommend that 8" strip of land on 1636 Old Deerfield Rd. (Bluegrass) be incorporated into the buffer strip, by a landscaping easement, as long as the owner of 1636 Old Deerfield Rd. provides their consent.

    **iii. NEW Comment (June 15, 2026): Please see Mr. Lederer's comments in the new Attachment 14. This includes an exhibit Mr. Lederer provided of a proposed off-site screening for the restaurant's patio area. Also, to help illustrate, there are also photos of the property line between the two properties, marked.**
  - The Applicant is still completing their Lake County SMC approval. Comments from Lake County SMC may affect future submissions and generate additional comments from the City.
  - The updated Fiscal Impact Study has been transmitted to D113, D112, and D109 School Districts.
- Public Works Dept., Engineering Div.
  - No changes from Attachment 9 from the May 19 Commission meeting.
    i. The Applicant has not provided responses.
- Planning Div. Inclusionary Zoning (Affordable Housing).
  - UPDATE ON HOUSING COMMISSION ACTION: At its June 3 meeting, the Housing Commission (HC) reviewed and recommended approval for the amendment to the most recent approved Inclusionary Housing Plan for the development at 1700 Old Deerfield Road. The Applicant's proposed changes to remove all 2-bedroom units and to no longer provide rental inclusionary units, were received well by the Commission. The amended changes also removed the Departure from the Inclusionary Ordinance for Sec. 150.2150(E)(1) – 'Unit Proportional Mix'. The Commission acknowledged that the Departure from the code for Sec. 150.2150(A) – 'Location of Units' still applies. The Commission also maintained their recommendation of approval to City Council for payment-in-lieu request of $185,400 for omitting 1 of the required 35.2 inclusionary units on-site. The vote passed 6-0[8].
  - SUMMARY:
    i. Converting all units on-site to three bedroom units will **remove** the HC-approved departure to Sec. 150.2150(E)(1) – 'Unit Proportional Mix'.

[8] Unanimous vote 6-0 for the recommendation stated above. HC Members approval Chair Fernandez-Sykes; Vice Chair Farris; Commissioners Adland, Beasley, Rachman & Shapiro-Kopin present. *Developers present: Zachary Kenitzer, M/A Homes of Chicago, LLC & Zack Zalar of Habitat.*

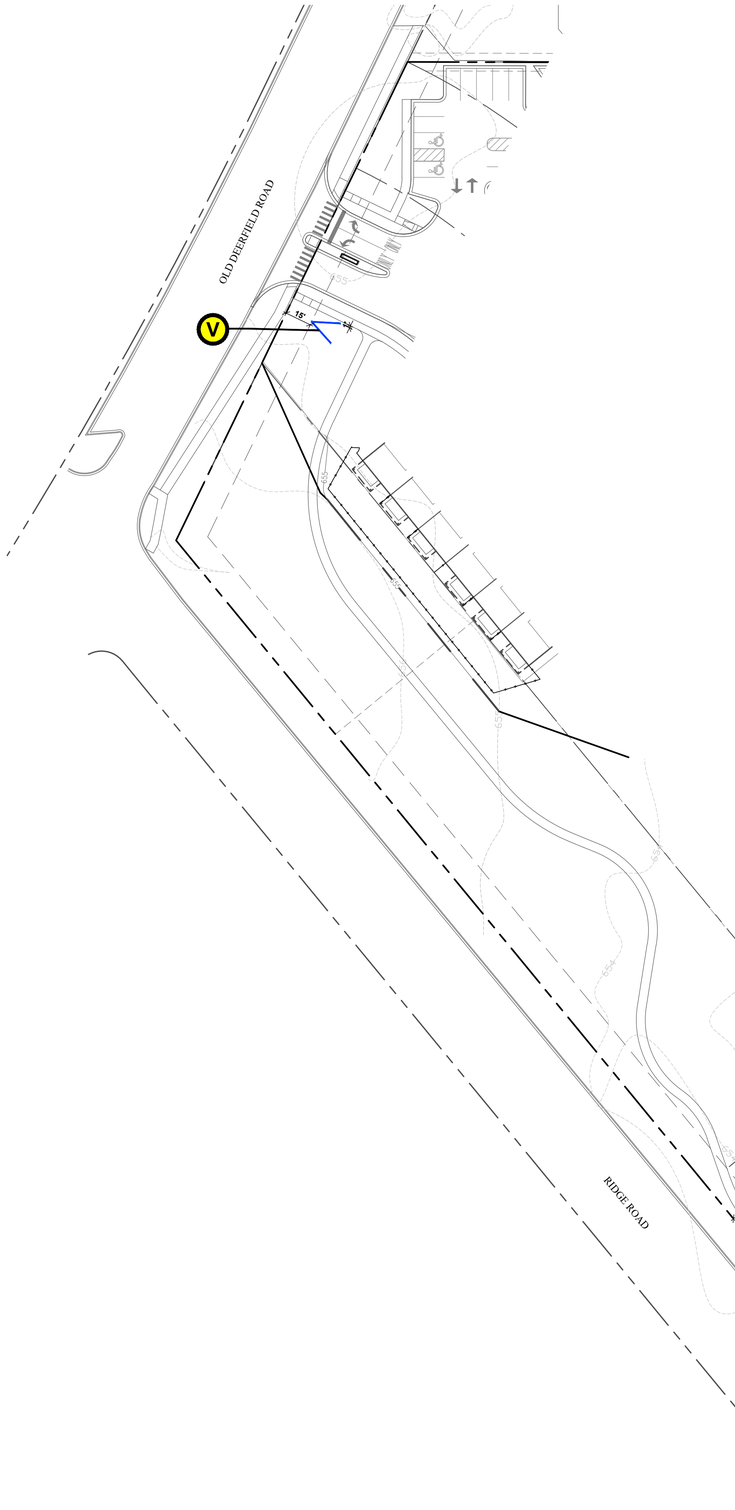
1. The bedroom mix of inclusionary units is equal to the bedroom mix of market-rate units.

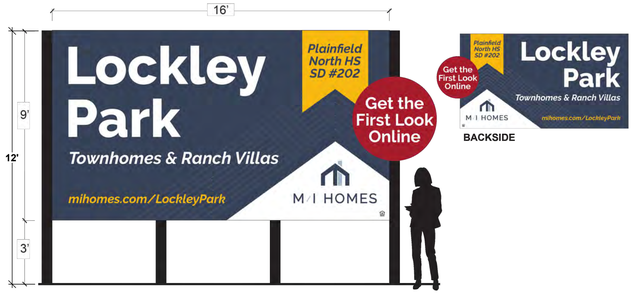
ii. Proposing all units as 'for-sale' **removes** the Council-approved relief of requesting rental inclusionary units to follow a different Area Median Income than what is permitted in Sec. 150.2155(B) – 'Target Income Levels for Affordable Housing Units'.

    1. The Applicant had already proposed that any for-sale units would follow the target income levels set forth in Sec. 150.2155(A), thus not triggering any relief.

iii. The HC-approved departure for the Location of inclusionary units still applies, due to building assemblies not housing inclusionary units, per Sec. 150.2150(A).

iv. The HC-recommended and Council-approved cash payment-in-lieu request to omit 1 of the required 1.2 units not provided on-site, still applies.




**V** **16'X9X DF SIGN**
NOT TO SCALE

**S** **8'X8' DF SIGN NO-ILLUMINATION**
NOT TO SCALE

## EXTERIOR SIGNAGE PLAN

0 20' 40' 80'
SCALE: 1"=40' NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

**CLIENT**

M/I HOMES
2135 CITY GATE LANE
SUITE 620
NAPERVILLE, IL 60563

**CIVIL ENGINEER**

# THE BOWERY AT HIGHLAND PARK

HIGHLAND PARK, ILLINOIS
MODEL PHASE

## EXTERIOR SIGNAGE PLAN

| REVISION | DATE |
|---|---|
| 1 | 2026.05.29 |

| | |
|---|---|
| DATE | 2026.03.26 |
| PROJECT NO. | MI26283 |
| DRAWN | CLE / JK |
| CHECKED | DHS |
| SHEET NO. | L1.1 |

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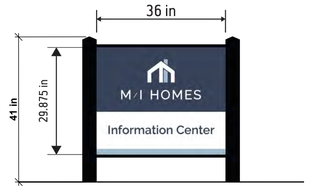


**I** **MODEL INFO CENTER SIGN**
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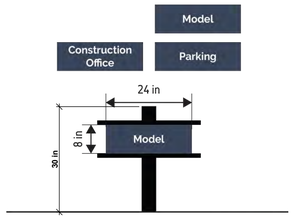


**CP MP PP** **MODEL PLACARD SIGN**
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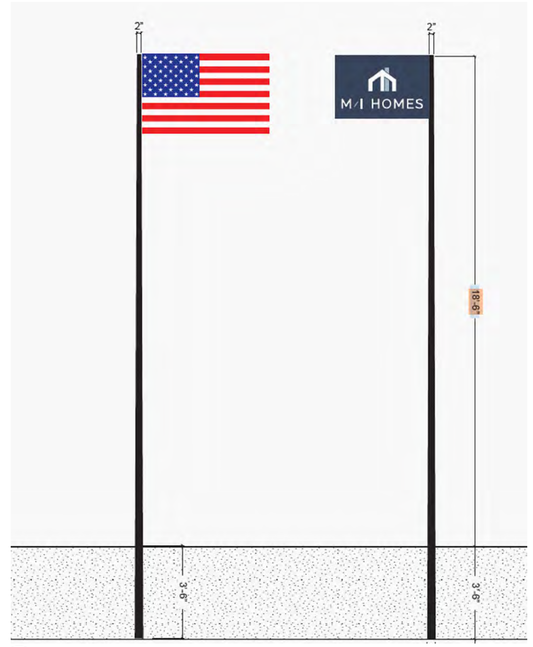


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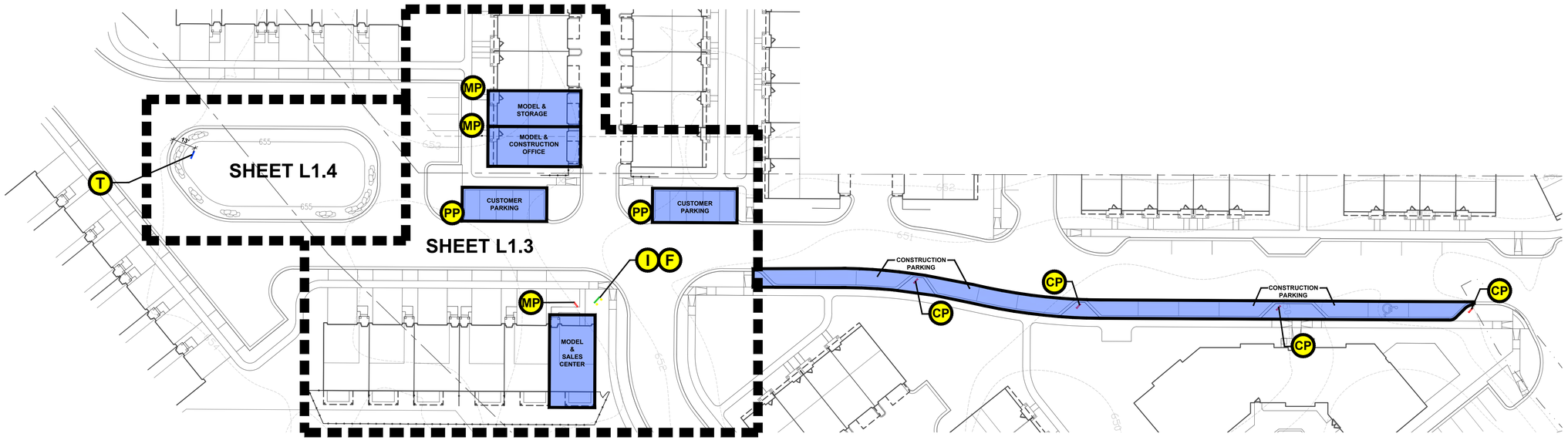


**INTERIOR SIGNAGE PLAN**

0 15' 30' 60'
SCALE: 1"=30'
NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
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**CLIENT**

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2135 CITY GATE LANE
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NAPERVILLE, IL 60563

**CIVIL ENGINEER**

# THE BOWERY AT HIGHLAND PARK
HIGHLAND PARK, ILLINOIS
MODEL PHASE
INTERIOR SIGNAGE PLAN

| REVISION | DATE |
|---|---|
| 1 | 2026.05.29 |

| | |
|---|---|
| DATE | 2026.03.26 |
| PROJECT NO. | MI26283 |
| DRAWN | CLE / JK |
| CHECKED | DHS |
| SHEET NO. | L1.2 |

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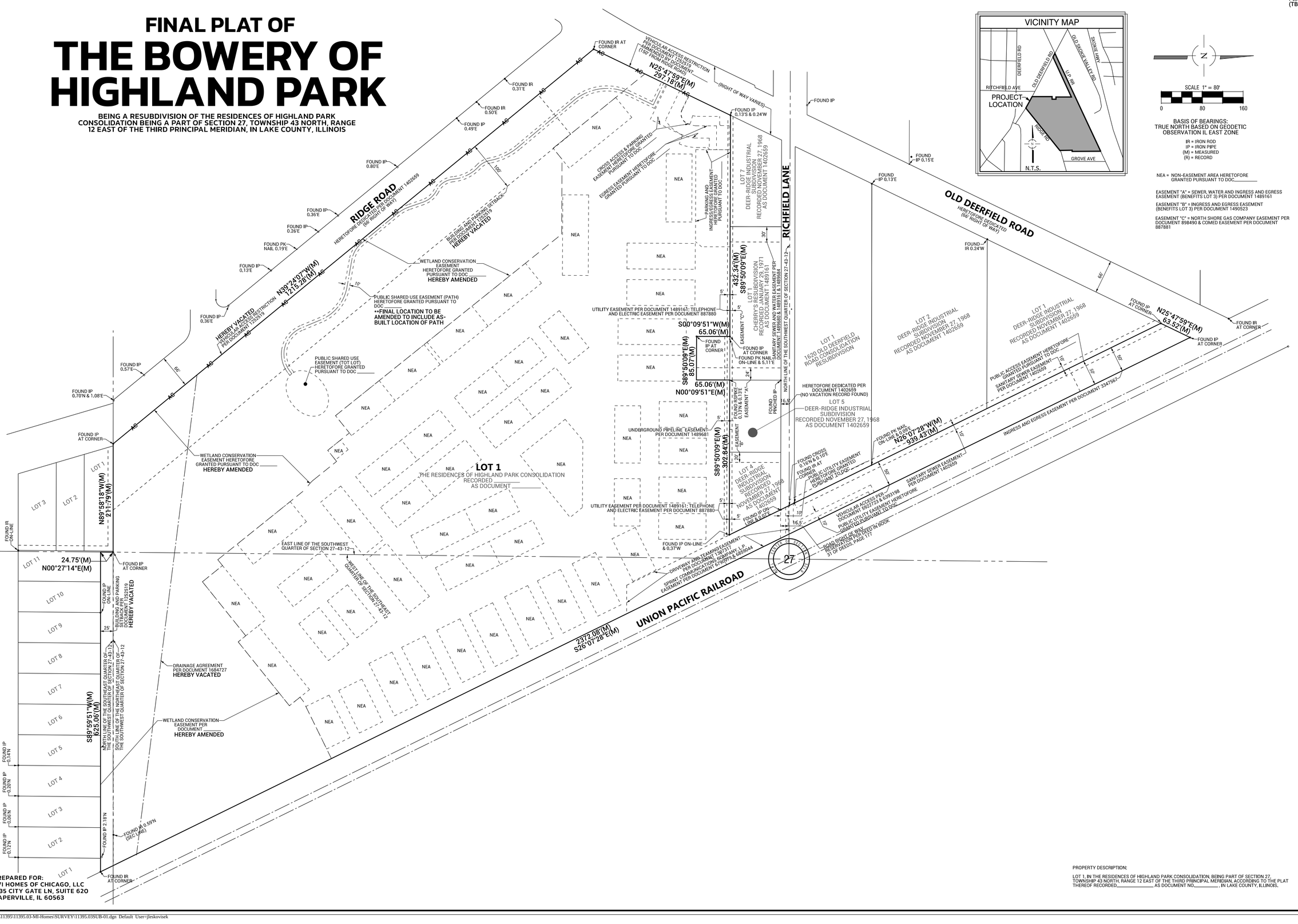
# FINAL PLAT OF
# THE BOWERY OF HIGHLAND PARK

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

P.I.N.: (TBD)










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

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

| NO. | DATE | REMARKS |
|---|---|---|
| 3 | 06/03/26 | COMMENTS |
| 2 | 05/11/26 | ATTORNEY COMMENTS |
| 1 | 04/28/26 | ATTORNEY COMMENTS |

PLAT OF RE-SUBDIVISION

1700 OLD DEERFIELD ROAD
HIGHLAND PARK, ILLINOIS

PREPARED FOR:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LN, SUITE 620
NAPERVILLE, IL 60563


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


FILENAME: 11395.03SUB-01

DATE: 04/10/2026

JOB NO. 11395.03

SHEET 1 OF 3

PROPERTY DESCRIPTION:

LOT 1, IN THE RESIDENCES OF HIGHLAND PARK CONSOLIDATION, BEING PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED_____ AS DOCUMENT NO._____, IN LAKE COUNTY, ILLINOIS.

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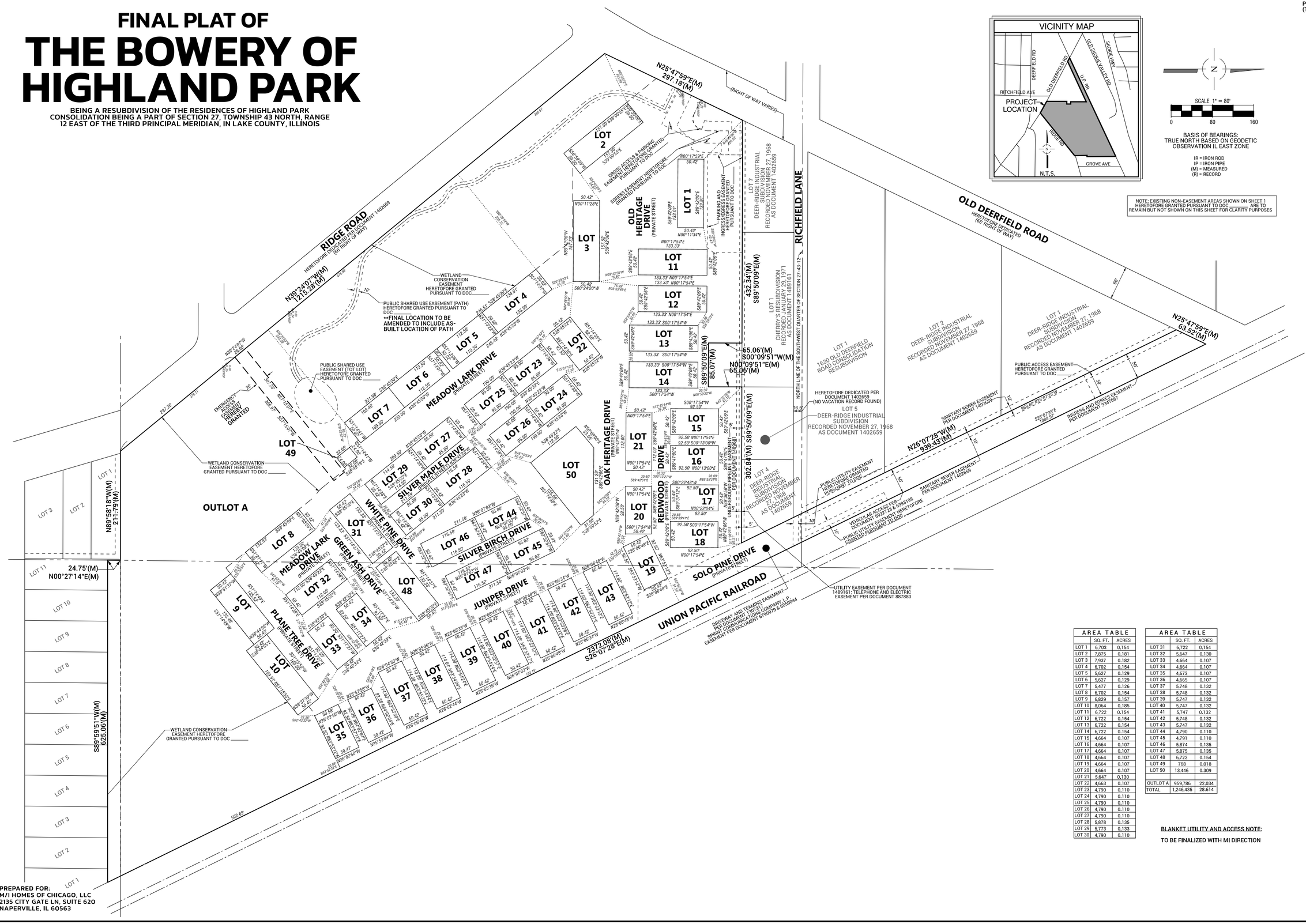
# FINAL PLAT OF
# THE BOWERY OF HIGHLAND PARK

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

P.I.N.: (TBD)










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

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

NOTE: EXISTING NON-EASEMENT AREAS SHOWN ON SHEET 1 HERETOFORE GRANTED PURSUANT TO DOC _____ ARE TO REMAIN BUT NOT SHOWN ON THIS SHEET FOR CLARITY PURPOSES

| AREA TABLE | | |
|---|---|---|
| | SQ. FT. | ACRES |
| LOT 1 | 6,703 | 0.154 |
| LOT 2 | 7,875 | 0.181 |
| LOT 3 | 7,937 | 0.182 |
| LOT 4 | 6,702 | 0.154 |
| LOT 5 | 5,627 | 0.129 |
| LOT 6 | 5,627 | 0.129 |
| LOT 7 | 5,477 | 0.126 |
| LOT 8 | 6,702 | 0.154 |
| LOT 9 | 6,829 | 0.157 |
| LOT 10 | 8,064 | 0.185 |
| LOT 11 | 6,722 | 0.154 |
| LOT 12 | 6,722 | 0.154 |
| LOT 13 | 6,722 | 0.154 |
| LOT 14 | 6,722 | 0.154 |
| LOT 15 | 4,664 | 0.107 |
| LOT 16 | 4,664 | 0.107 |
| LOT 17 | 4,664 | 0.107 |
| LOT 18 | 4,664 | 0.107 |
| LOT 19 | 4,664 | 0.107 |
| LOT 20 | 4,664 | 0.107 |
| LOT 21 | 5,647 | 0.130 |
| LOT 22 | 4,663 | 0.107 |
| LOT 23 | 4,790 | 0.110 |
| LOT 24 | 4,790 | 0.110 |
| LOT 25 | 4,790 | 0.110 |
| LOT 26 | 4,790 | 0.110 |
| LOT 27 | 4,790 | 0.110 |
| LOT 28 | 5,878 | 0.135 |
| LOT 29 | 5,773 | 0.133 |
| LOT 30 | 4,790 | 0.110 |

| AREA TABLE | | |
|---|---|---|
| | SQ. FT. | ACRES |
| LOT 31 | 6,722 | 0.154 |
| LOT 32 | 5,647 | 0.130 |
| LOT 33 | 4,664 | 0.107 |
| LOT 34 | 4,664 | 0.107 |
| LOT 35 | 4,673 | 0.107 |
| LOT 36 | 4,665 | 0.107 |
| LOT 37 | 5,748 | 0.132 |
| LOT 38 | 5,748 | 0.132 |
| LOT 39 | 5,747 | 0.132 |
| LOT 40 | 5,747 | 0.132 |
| LOT 41 | 5,747 | 0.132 |
| LOT 42 | 5,748 | 0.132 |
| LOT 43 | 5,747 | 0.132 |
| LOT 44 | 4,790 | 0.110 |
| LOT 45 | 4,791 | 0.110 |
| LOT 46 | 5,874 | 0.135 |
| LOT 47 | 5,875 | 0.135 |
| LOT 48 | 6,722 | 0.154 |
| LOT 49 | 768 | 0.018 |
| LOT 50 | 13,446 | 0.309 |
| OUTLOT A | 959,786 | 22.034 |
| TOTAL | 1,246,435 | 28.614 |

BLANKET UTILITY AND ACCESS NOTE:

TO BE FINALIZED WITH MI DIRECTION

PREPARED FOR:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LN, SUITE 620
NAPERVILLE, IL 60563

| NO. | DATE | REMARKS |
|---|---|---|
| | | |
| | | |
| | | |

P.I.N.:
(TBD)

# FINAL PLAT OF
# THE BOWERY OF HIGHLAND PARK

**BEING A RESUBDIVISION OF THE RESIDENCES OF HIGHLAND PARK CONSOLIDATION BEING A PART OF SECTION 27, TOWNSHIP 43 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS**

OWNER'S CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF_____)

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

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

_____
SIGNED:

_____
PRINTED NAME AND TITLE

_____
SIGNED:

_____
PRINTED NAME AND TITLE

ADDRESS:

_____
_____
_____
_____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS )
) SS
COUNTY OF _____)

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

_____, TITLE _____

_____, TITLE _____

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

GIVEN UNDER MY HAND AND NOTORIAL SEAL

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

_____
NOTARY PUBLIC

CITY CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

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

THIS _____ DAY OF_____ , A.D. 20 _____

_____
MAYOR, HIGHLAND PARK, IL

_____
PRINTED NAME

ATTEST: _____
CITY CLERK, HIGHLAND PARK, IL

_____
PRINTED NAME

CITY ENGINEERING CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

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

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

THIS _____ DAY OF_____ , A.D. 20 _____

_____
CITY ENGINEER, HIGHLAND PARK, IL

CITY COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

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

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

_____
CITY COLLECTOR, HIGHLAND PARK, IL

PLAN & DESIGN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

RECOMMENDED TO APPROVE BY THE PLAN & DESIGN COMMISSION OF THE CITY OF HIGHLAND PARK,

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

_____
CHAIRMAN

_____
NAME

ATTEST: _____
SECRETARY

_____
NAME

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK )

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

DATED THIS _____ DAY OF_____, 20_____.

_____
REGISTERED PROFESSIONAL ENGINEER

LICENSE NO.:_____

EXPIRES: _____

EMERGENCY ACCESS EASEMENT PROVISIONS:

AN EMERGENCY ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED OVER THAT AREA NOTED AS "EMERGENCY ACCESS EASEMENT" FOR THE CITY OF HIGHLAND PARK, ITS SUCCESSORS AND ASSIGNS, ALONG WITH THOSE EMERGENCY SERVICE PROVIDERS HAVING JURISDICTION OVER THE PROPERTY, FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO PERMIT EMERGENCY VEHICLES, INCLUDING POLICE VEHICLES, FIRE PROTECTION VEHICLES, MEDICAL TRANSPORT AND SUPPORT VEHICLES, ACCESS OVER AND ACROSS THE EMERGENCY ACCESS AREA.

WETLAND CONSERVATION RESTRICTIONS AND EASEMENT PROVISIONS:

THE WETLAND CONSERVATION RESTRICTIONS AND EASEMENT PROVISIONS HERETOFORE ESTABLISHED PURSUANT TO DOCUMENT NUMBER_____ARE HEREBY AMENDED, WITH SECTION 2.VI RESTATED AS FOLLOWS:

LAND SURFACE ALTERATION. ANY ALTERATION OF THE LAND SURFACE IN THE WETLAND AND BUFFER AREAS IS PROHIBITED, INCLUDING, BUT NOT LIMITED TO, DEWATERING, THE PLACEMENT OF DREDGED OR FILL MATERIAL, EXCAVATION, AND GRADING. IN ADDITION, MINING OF ANY SUBSTANCE THAT MUST BE QUARRIED OR REMOVED BY METHODS THAT WILL CONSUME OR DEPLETE THE SURFACE ESTATE, INCLUDING, BUT NOT LIMITED TO, THE REMOVAL OF TOPSOIL, SAND, GRAVEL, ROCK, AND PEAT, AND EXPLORING FOR, DEVELOPING, AND EXTRACTING OIL, GAS, HYDROCARBONS, OR PETROLEUM PRODUCTS ARE ALL PROHIBITED ACTIVITIES IN THE WETLAND AND BUFFER AREAS.

BLANKET UTILITY EASEMENT

THE BLANKET UTILITY EASEMENT HERETOFORE ESTABLISHED PURSUANT TO DOCUMENT NUMBER_____ IS HEREBY AMENDED AND RESTATED AS FOLLOWS:

A BLANKET UTILITY EASEMENT IS HEREBY RESERVED FOR, AND GRANTED TO, THE CITY OF HIGHLAND PARK (HEREINAFTER THE "CITY") AND EVERY CITY-FRANCHISED PUBLIC UTILITY ENTITY (HEREINAFTER A "UTILITY"), IN, ON, UPON, ACROSS, OVER, UNDER, AND THROUGH OUTLOT A. THE CITY AND THE UTILITIES SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT TO INSTALL, CONSTRUCT, MAINTAIN, REPAIR, REPLACE, RELOCATE, OPERATE, OR REMOVE, OR ENGAGE IN THE MAINTENANCE OF ANY STRUCTURE, FACILITY, OR EQUIPMENT OF THE RESPECTIVE ENTITY, OR THE DRAINAGE CONDITIONS OF THE EASEMENT.

NO BUILDINGS SHALL BE CONSTRUCTED WITHIN THE EASEMENT, BUT OTHER IMPROVEMENTS ARE SPECIFICALLY INTENDED AND LEGALLY REQUIRED WITHIN THE EASEMENT, SPECIFICALLY INCLUDING, BUT NOT LIMITED TO, DRIVE AISLES, PARKING AREAS, SIDEWALKS, AND PEDESTRIAN PATHS, ALL AS DEPICTED IN THE APPROVED FINAL ENGINEERING FOR THE PROPOSED DEVELOPMENT, AND ALSO INCLUDING LANDSCAPING AND OTHER RECREATIONAL IMPROVEMENTS AS DEPICTED IN THE APPROVED FINAL LANDSCAPE PLANS FOR THE PROPOSED DEVELOPMENT. THE CITY AND UTILITIES SHALL SPECIFICALLY CONSIDER THE INTENDED USE OF THE EASEMENT AND CONFIGURE INSTALLATION OF INFRASTRUCTURE IN A MANNER THAT REASONABLY MINIMIZES THE DISTURBANCE OF OR CONFLICT WITH IMPROVEMENTS PLANNED WITHIN THE EASEMENT. TO THE EXTENT REASONABLY PRACTICABLE, AND AS ULTIMATELY DETERMINED BY THE CITY, THE CITY AND THE UTILITIES SHALL AVOID THE INSTALLATION OF INFRASTRUCTURE WITHIN THE WETLAND CONSERVATION EASEMENT.

PROVIDED THAT THE UTILITIES MAKE REASONABLE EFFORTS TO MINIMIZE DAMAGE TO PERMITTED IMPROVEMENTS WITHIN THE EASEMENT, NEITHER THE CITY NOR UTILITY SHALL BE LIABLE FOR ANY DAMAGE TO, OR REMOVAL OF, STRUCTURES OR IMPROVEMENTS, INCLUDING, BUT NOT LIMITED TO, DRIVE AISLES, SIDEWALKS, FENCES, TREES, OR LANDSCAPING ON, IN, UNDER, OR OVER THE EASEMENT, BUT SHALL IN ALL CASES BE RESPONSIBLE FOR THE RESTORATION OF GRADE. EXCEPT IN THE CASE OF AN EMERGENCY, THE CITY AND UTILITY SHALL PROVIDE REASONABLE ADVANCE NOTICE TO THE OWNER OF WORK OCCURRING WITHIN THE EASEMENT, TO THE EXTENT THAT WORK WITHIN THE EASEMENT WILL DISTURB A DRIVE AISLE OR PARKING AREA, THE CITY OR UTILITY, AS THE CASE MAY BE, SHALL TAKE REASONABLE EFFORTS TO MINIMIZE DISTURBANCE OF THE REASONABLY EXPECTED USE OF SAID AREAS.

ABROGATION CERTIFICATE

I, NANCY R ROTERING, MAYOR OF THE CITY OF HIGHLAND PARK, ILLINOIS, DO HEREBY CERTIFY THAT, BY ACTION OF THE CITY COUNCIL, THE CITY OF HIGHLAND PARK DOES HEREBY RELEASE, VACATE, AND TERMINATE THE EASEMENTS, AGREEMENTS, OR OTHER DOCUMENTS HERETOFORE RECORDED AS DOCUMENT NUMBERS; 1684727, 1618247, 3223726, 3495229, AND 1252519.

BY: _____ NAME:_____
(SIGNATURE)

TITLE:_____ DATE:_____

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE )

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

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

DATED THIS_____DAY OF_____,20_____.

_____
LAKE COUNTY CLERK

SURVEYOR'S DESIGNATION OF RECORDING

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

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

STATE OF ILLINOIS)
) SS
COUNTY OF COOK )

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

SAID PROPERTY CONTAINS 1,246,435 SQUARE FEET OR 28.614 ACRES, MORE OR LESS.

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

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

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

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

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

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

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

JORDAN A. LESKOVISEK
035-4056
LICENSED LAND SURVEYOR
STATE OF ILLINOIS
ROSEMONT, ILLINOIS

**FOR REVIEW PURPOSES ONLY**

**PREPARED FOR:**
**M/I HOMES OF CHICAGO, LLC**
**2135 CITY GATE LN, SUITE 620**
**NAPERVILLE, IL 60563**

**MAIL TAX BILL TO:**
**M/I HOMES OF CHICAGO, LLC**
**2135 CITY GATE LN, SUITE 620**
**NAPERVILLE, IL 60563**

| NO. | DATE | REMARKS |
|---|---|---|
| | | |

| NO. | DATE | REMARKS |
|---|---|---|
| 3 | 06/03/26 | COMMENTS |
| 2 | 05/11/26 | ATTORNEY COMMENTS |
| 1 | 04/28/26 | ATTORNEY COMMENTS |

**PLAT OF RE-SUBDIVISION**

**1700 OLD DEERFIELD ROAD**
**HIGHLAND PARK, ILLINOIS**


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


**FILENAME:**
11395.03SUB-01

**DATE:**
04/10/2026

**JOB NO.**
11395.03

**SHEET**
3 OF 3

N:\Projects\11395\11395.03-MI-Homes\SURVEY\11395.03SUB-01.dgn SHEET 3 User=jleskovisek

# THE BOWERY of HIGHLAND PARK

## 1700 OLD DEERFIELD ROAD | HIGHLAND PARK, ILLINOIS

### PROJECT TEAM

**OWNER / DEVELOPER ( JOINT VENTURE )**

HDC M/I HP VENTURE, LLC
5 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563
TEL (630) 426-1370
CONTACT: TODD GAWRONSKI

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

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

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

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

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

**ARBORIST OF RECORD:**
GARY R. WEBER ASSOCIATES, INC.
402 W. LIBERTY DRIVE
WHEATON, IL 60187
TEL (630) 668-7197
CONTACT: CARL PETERSON
ELLEN RAIMONDI-SCHWARTZ

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

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

### SHEET INDEX


| | |
|---|---|
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M/I HOMES

HABITAT™


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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - COVER**

SHEET NUMBER

**L0.1**

# SCHEDULE: PLANTS & MATERIALS LIST - OVERALL DEVELOPMENT

## TREES

| CODE | QTY(1) | REPL. QTY(2) | QTY(3) | SIZE | BOTANIC NAME | COMMON NAME |
|---|---|---|---|---|---|---|
| **Shade Trees** | | | | | | |
| AFAB | 3 | - | 2 | 3" caliper | Acer freemanii 'Autumn Blaze' | Autumn Blaze Freeman Maple |
| APCK | 2 | - | - | 3" caliper | Acer platanoides 'Crimson King' | Crimson King Norway Maple |
| ARF | 2 | - | - | 3" caliper | Acer rubrum 'Franksred' | Red Sunset Red Maple |
| AS2.5 | - | - | 2 | 2.5" caliper | Acer saccharum | Sugar Maple |
| AS | 2 | - | - | 3" caliper | Acer saccharum | Sugar Maple |
| CC | 1 | - | - | 3" caliper | Carpinus caroliniana | American Hornbeam |
| CO2.5 | - | - | 4 | 2.5" caliper | Celtis occidentalis | Hackberry |
| CO | 4 | 4 | - | 3" caliper | Celtis occidentalis | Hackberry |
| GB | 3 | - | - | 3" caliper | Gingko biloba | Gingko (male species) |
| GD2.5 | - | - | 2 | 2.5" caliper | Gymnocladus dioica | Kentucky Coffeetree |
| GD | 3 | 3 | - | 3" caliper | Gymnocladus dioica | Kentucky Coffeetree |
| GTI2.5 | - | - | 4 | 2.5" caliper | Gleditsia triancanthos var. inermis | Thornless Common Honeylocust |
| GTI | - | 3 | - | 3" caliper | Gleditsia triancanthos var. inermis | Thornless Common Honeylocust |
| JN2.5 | - | - | 2 | 2.5" caliper | Juglans nigra | Black Walnut |
| LS | 1 | 4 | - | 3" caliper | Liquidambar styraciflua | Sweetgum |
| LT2.5 | - | - | 1 | 2.5" caliper | Liriodendron tulipifera | Tulip Tree |
| LT | - | 3 | - | 3" caliper | Liriodendron tulipifera | Tulip Tree |
| NS2.5 | - | - | 3 | 2.5" caliper | Nyssa sylvatica | Black Tupelo |
| NS | 3 | 1 | - | 3" caliper | Nyssa sylvatica | Black Tupelo |
| PMC2.5 | - | - | 2 | 2.5" caliper | Platanus acerifolia 'Morton Circle' | Exclamation London Planetree |
| PMC | - | 2 | - | 3" caliper | Platanus acerifolia 'Morton Circle' | Exclamation London Planetree |
| QA2.5 | - | - | 2 | 2.5" caliper | Quercus alba | White Oak |
| QA | - | 2 | - | 3" caliper | Quercus alba | White Oak |
| QB2.5 | - | - | 7 | 2.5" caliper | Quercus bicolor | Swamp White Oak |
| QB | 3 | 1 | - | 3" caliper | Quercus bicolor | Swamp White Oak |
| QI | 3 | - | - | 3" caliper | Quercus imbricaria | Shingle Oak |
| QM2.5 | - | - | 5 | 2.5" caliper | Quercus macrocarpa | Bur Oak |
| QM | 1 | 1 | - | 3" caliper | Quercus macrocarpa | Bur Oak |
| TSS2.5 | - | - | 6 | 2.5" caliper | Tilia tometosa 'Sterling Silver' | Sterling Silver Linden |
| TSS | 4 | 7 | - | 3" caliper | Tilia tometosa 'Sterling Silver' | Sterling Silver Linden |
| UA2.5 | - | - | 3 | 2.5" caliper | Ulmus carpinifolia 'Accolade' | Accolade Smoothleaf Elm |
| UA | - | 4 | - | 3" caliper | Ulmus carpinifolia 'Accolade' | Accolade Smoothleaf Elm |
| UM | 1 | 3 | - | 3" caliper | Ulmus x 'Morton' | Morton Accolade Elm |
| UP2.5 | - | - | 4 | 2.5" caliper | Ulmus x 'Patriot' | Patriot Elm |
| UP | - | 2 | - | 3" caliper | Ulmus x 'Patriot' | Patriot Elm |
| **Columnar Shade Trees** | | | | | | |
| AFA | 4 | - | - | 3" caliper | Acer freemanii 'Armstrong' | Armstrong Freeman Maple |
| AMM | 2 | - | - | 3" caliper | Acer miyabei 'Morton' | State Street Miyabe Maple |
| APCS | 4 | - | - | 3" caliper | Acer platanoides 'Crimson Sentry' | Crimson Sentry Norway Maple |
| FSDP | 5 | - | - | 3" caliper | Fagus sylvatica 'Dawyckii Purple' | Dawyck Purple Upright European Beech |
| GBF2.5 | - | - | 3 | 2.5" caliper | Ginkgo biloba 'Fastigiata' | Upright Maidenhair Tree |
| GBF | 4 | - | - | 3" caliper | Ginkgo biloba 'Fastigiata' | Upright Maidenhair Tree |
| GPS | 3 | 5 | - | 3" caliper | Ginkgo biloba 'Princeton Sentry' | Princeton Sentry Ginkgo *(male species)* |
| QRP | 5 | 5 | - | 3" caliper | Quercus robur 'Regal Prince' | Regal Prince English Oak |
| ***Shade Trees:*** | ***63*** | ***50*** | ***52*** | | | |
| **Evergreen Trees** | | | | | | |
| ACF | 3 | - | - | 8' high | Abies concolor | White Fir |
| PA | - | 14 | - | 8' high | Picea abies | Norway Spruce |
| PGD6 | - | - | 10 | 6' high | Picea glauca 'Densata' | Black Hills Spruce |
| PGD | 12 | - | - | 8' high | Picea glauca 'Densata' | Black Hills Spruce |
| PM | 12 | - | - | 8' high | Pseudotsuga menziesii | Douglas Fir |
| PO | 11 | - | - | 8' high | Picea omorika | Serbian Spruce |
| PP | 5 | 8 | - | 8' high | Picea pungens | Colorado Spruce |
| PS6 | - | - | 5 | 6' high | Pinus strobus | White Pine |
| PS | 9 | - | - | 8' high | Pinus strobus | White Pine |
| ***Evergreen Trees:*** | ***52*** | ***22*** | ***15*** | | | |
| **Ornamental Trees** | | | | | | |
| AC6 | - | - | 4 | 6' high | Amelanchier canadensis | Shadblow Serviceberry |
| AC | 9 | - | - | 8' high | Amelanchier canadensis | Shadblow Serviceberry |
| AGAB | 4 | - | - | 8' high | Amelanchier x grandiflora 'Autumn Brilliance' | Autumn Brilliance Serviceberry |
| BN | - | - | 2 | 6' high | Betula nigra | River Birch |
| BN | 6 | - | - | 8' high | Betula nigra | River Birch |
| BFV | 2 | - | - | 8' high | Betula nigra 'Fox Valley' | Fox Valley Dwarf River Birch |
| CCE | 3 | - | - | 8' high | Cercis canadensis | Eastern Redbud |
| CK6 | - | - | 2 | 6' high | Cornus kousa | Kousa Dogwood |
| CK | 4 | - | - | 8' high | Cornus kousa | Kousa Dogwood |
| CM | 2 | - | - | 8' high | Cornus mas | Cornelian Cherry |
| HV | 3 | - | - | 8' high | Hamamelis vernalis | Vernal Witchhazel |
| MAV | - | 3 | - | 8' high | Magnolia virginiana | Sweetbay Magnolia |
| MB | 6 | 3 | - | 8' high | Malus x 'Beverly' | Beverly Flowering Crabapple |
| MRJ | 1 | - | - | 8' high | Malus x 'Red Jewel' | Red Jewel Flowering Crabapple |
| MRR | 3 | 3 | - | 8' high | Malus x 'Royal Raindrops' | Royal Raindrops Crabapple |
| MS | 2 | - | - | 8' high | Malus sargentii | Sargent Flowering Crabapple |
| SRI | 2 | 3 | - | 8' high | Syringa reticulata 'Ivory Silk' | Ivory Silk Japanese Tree Lilac |
| VP | 6 | - | - | 8' high | Viburnum prunifolium | Blackhaw Viburnum |
| ***Ornamental Trees:*** | ***53*** | ***12*** | ***8*** | | | |

## SHRUBS

| CODE | QTY(1) | REPL. QTY | | SIZE | BOTANIC NAME | COMMON NAME |
|---|---|---|---|---|---|---|
| **Fastigiate Evergreen Shrubs** | | | | | | |
| JVT | 6 | - | - | 6' high | Juniperus Virginiana 'Taylor' | Taylor Juniper |
| TON | 16 | - | - | 8' high | Thuja occidentalis 'Ngra' | Dark Green Arborvitae |
| TOT | 4 | - | - | 8' high | Thuja occidentalis 'Techny' | Mission Arborvitae |
| **Evergreen Shrubs** | | | | | | |
| CPGM | 7 | - | - | 24" wide | Chamaecyparis pisifera 'Golden Mop' | Golden Mop Japanese False Cypress |
| JCK | 6 | - | - | 3 Gal./24" | Juniperus chinensis 'Kallay' | Kallay Compact Chinese Juniper |
| TMH | 8 | - | - | 24" wide | Taxus x media 'Hicksii' | Hicks Yew |
| **Large Deciduous Shrubs** | | | | | | |
| AAB | 41 | - | - | 36" high | Aronia arbutifolia 'Brilliantissima' | Brilliant Red Chokeberry |
| AAM | 21 | - | - | 36" high | Aronia melanocarpa 'Autumn Magic' | Autumn Magic Black Chokeberry |
| CIH | 28 | - | - | 42" high | Cornus alba 'Ivory Halo' | Ivory Halo Tatarian Dogwood |
| CR | 20 | - | - | 36" high | Cornus racemosa | Gray Dogwood |
| CSF | 12 | - | - | 36" high | Cornus sericea 'Flaviramea' | Yellowtwig Dogwood |
| CSI | 5 | - | - | 36" high | Cornus sericea 'Isanti Redtwig' | Isanti Redtwig Dogwood |
| FGBS | 3 | - | - | 36" high | Fothergilla gardenii 'Blue Shadow' | Blue Shadow Dwarf Fothergilla |
| FOS | 18 | - | - | 36" high | Forsythia ovata 'Sunrise' | Sunrise Early Forsythia |
| HPL | 13 | - | - | 7 Gal./36" | Hydrangea paniculata 'Limelight' | Limelight Hydrangea |
| POC | 11 | - | - | 36" high | Physocarpus opulifolius | Common Ninebark |
| SMP | 3 | - | - | 36" high | Syringa meyeri 'Palibin' | Dwarf Korean Lilac |
| SMK | 18 | - | - | 36" high | Syringa patula 'Miss Kim' | Miss Kim Lilac |
| SXP | 23 | - | - | 36" high | Syringa x 'Penda' | Bloomerang Lilac |
| VC | 12 | - | - | 36" high | Viburnum carlesii | Koreanspice Viburnum |
| VD | 9 | - | - | 36" high | Viburnum dentatum | Arrowwood Viburnum |
| VJ | 10 | - | - | 36" high | Viburnum x juddii | Judd Viburnum |
| WWR | 5 | - | - | 5 Gal./24" | Weigela florida 'Wine & Roses' | Wine & Roses Weigela |
| **Small Deciduous Shrubs** | | | | | | |
| ALSM | 16 | - | - | 5 Gal./24" | Aronia melanocarpa 'Low Scape Mound' | Low Scape Mound Black Chokeberry |
| RDKO | 14 | - | - | 5 Gal./24" | Rosa 'Double Knock Out' | Double Knock Out Rose |
| RGL | 44 | - | - | 5 Gal./24" | Rhus aromatica 'Gro-Low' | Gro Low Sumac |
| SGF | 25 | - | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |
| ***Overall Shrubs:*** | ***398*** | | | | | |

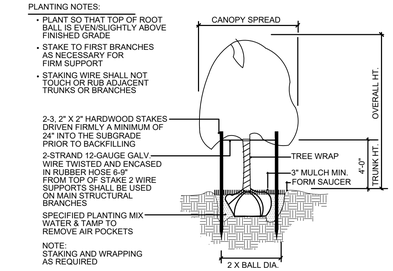
## GRASSES, PERENNIALS & GROUNDCOVERS

| | QTY | | | | |
|---|---|---|---|---|---|
| **Ornamental Grasses** | | | | | |
| CAB3 | 46 | - | 3 Gal. | Calamagrostis arundinacea 'Brachytricha' | Korean Reed Grass |
| CKF3 | 61 | - | 3 Gal. | Calamagrostis acutiflora 'Karl Foerster' | Karl Foerster Feather Reed Grass |
| PAH | 72 | - | 1 Gal. | Pennisetum alopecuroides 'Hameln' | Dwarf Fountain Grass |
| PHM3 | 8 | - | 3 Gal. | Panicum virgatum 'Heavy Metal' | Heavy Metal Switch Grass |
| PVN3 | 65 | - | 3 Gal. | Panicum virgatum 'Northwind' | Northwind Switch Grass |
| SA | 43 | - | 1 Gal. | Seseleria autumnalis | Autumn Moor Grass |
| SH | 46 | - | 1 Gal. | Sporobolus heterolepsis | Prairie Dropseed |
| **Perennials** | | | | | |
| AM | 75 | - | 1 Gal. | Allium x 'Millenium' | Millenium Ornamental Onion |
| GMF | 16 | - | 1 Gal. | Geranium sanguineum 'Max Frei' | Max Frei Cranesbill |
| HHR | 52 | - | 1 Gal. | Hemerocallis 'Happy Returns' | Happy Returns Daylily |
| HVC | 24 | - | 1 Gal. | Heuchera villosa x 'Caramel' | Caramel Coralbells |
| LSA | 12 | - | 1 Gal. | Leucanthemum x superbum 'Alaska' | Shasta Daisy |
| NEW | 100 | - | 1 Gal. | Nepeta faassenii 'Blue Wonder' | Blue Wonder Catmint |
| **Groundcover** | | | | | |
| VDB | 785 | - | 3" Pot | Vinca minor 'Dart's Blue' | Dart's Blue Periwinkle |
| **Materials** | | | | | |
| - | TBD | - | Tons | - | Outcropping Stone |
| - | 37 | - | C.Y. | - | Soil Amendments |
| - | 111 | - | C.Y. | - | Shredded Hardwood Mulch |
| - | 16,430 | - | S.Y. | - | Kentucky Bluegrass Blend Sod |
| - | 122 | - | C.Y. | - | Wood Chip surface *(dog parks)* |
| - | 176 | - | C.Y. | - | Engineered Wood Fiber *(play lot surface)* |
| - | 1,860 | - | L.F. | - | 8 Ft. Board on Board Fence |
| - | 812 | - | L.F. | - | 6 Ft. Board on Board Fence |
| - | 32 | - | L.F. | - | 4 Ft. Board on Board Fence |
| - | 16 | - | L.F. | - | 4-6 Ft. Board on Board Transition Fence |
| - | 1,560 | - | L.F. | - | 6 Ft. Ornamental Fence (incl. 2 gates) |
| - | 684 | - | L.F. | - | 4 Ft. Chain Link Fence (incl. 4 gates) |
| - | 4,980 | - | L.F. | - | Tree Protection Fence |
| **Amenities** | | | | | |
| - | 2 | - | EACH | - | Waste Station |
| - | 5 | - | EACH | - | Seating Bench |
| - | 4 | - | EACH | - | Litter Receptacle |
| - | 6 | - | EACH | - | Bike Racks |
| - | 2 | - | EACH | - | Sign: Dog Park Exercise |
| - | 4 | - | EACH | - | Sign: EV Charging Station |
| - | 4 | - | EACH | - | Sign: Park Hours |
| - | 18 | - | EACH | - | Sign: Environmentally Sensitive Area |

**NOTES:**

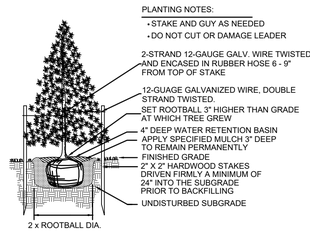
1. Quantities fulfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Quantities fulfill Chapter 94 tree replacement requirements

# DETAILS: PLANTING



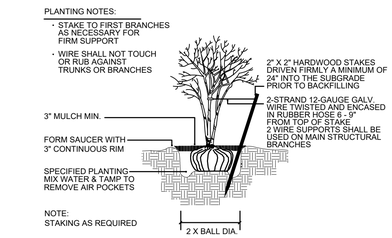

## TREE PLANTING & STAKING

**NOT TO SCALE**



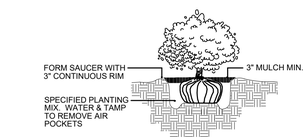

## EVERGREEN TREE PLANTING

**NOT TO SCALE**



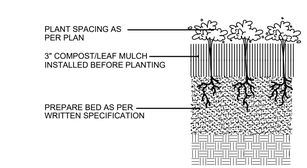

## MULTI-TRUNK TREE STAKING

**NOT TO SCALE**



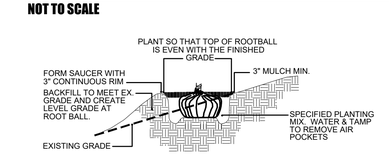

## SHRUB PLANTING

**NOT TO SCALE**




## PERENNIAL PLANTING

**NOT TO SCALE**




## HILLSIDE PLANTING

**NOT TO SCALE**

M/I HOMES

HABITAT™


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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
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| 4. | 6/10/26 FOR PERMIT |
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| 10. | |

PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - SCHEDULE, NOTES & DETAILS**

SHEET NUMBER

**L0.2**

# NOTES: GENERAL LANDSCAPE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# LANDSCAPE PLANTINGS SUMMARY

**Required Plantings**

**Vehicular Use Area (VUA)**
***Per Title XV, Chapter 150 - Zoning Code, Article XXII***

| | Required | Provided |
|---|---|---|
| VUA within 25' of a street | 5 ft. min. depth | >5 ft. min. depth |
| VUA Interior Landscaping (lot w/ 12 or more spaces) | 8% interior landscape | >8% interior landscape |
| Tree Planting Island Spacing | max. 10 spaces between | 13 spaces between* |
| Tree Planting Island Size | Min. width 8.5 ft./ Min. 180 SF | met, except for island at north entry* met, except for island at north entry* |
| Trees Required per Island | 1, 3" caliper tree/180 SF | met, except for islands at north entry* |

* Requirement not met due to existing conditions and/or at the request of the easement holder/owner of connecting lot

**Required Landscape Planting Quantities**

***Per Title XV, Chapter 150 - Zoning Code, Article XXII***

| | Required Trees* | Provided Trees |
|---|---|---|
| Shade or Ornamental Trees (3" / 8' high, 1 per 40 LF) | 119 | - |
| Shade (3" Caliper, Overall Plant List) | - | 63 |
| Shade (3" caliper, Club) | - | 1 |
| Ornamental Trees (8' high, Overall Plant List) | - | 53 |
| Ornamental Trees (8' high, Club) | - | 2 |
| ***Total Shade or Ornamental Trees*** | **119** | **119** |
| Evergreen Trees (8' high, 1 per 60 LF) | 55 | - |
| Evergreen Trees (8' high, Overall Plant List) | - | 52 |
| Evergreen Trees (8' high, Club) | - | 3 |
| ***Total Evergreen Trees*** | **55** | **55** |
| ***Total*** | **174** | **174** |

| | Required Shrubs* | Provided Shrubs |
|---|---|---|
| Shrubs (24" min., 1 per 5 LF)) | 952 | - |
| Shrubs (Overall Plant List) | - | 398 |
| Shrubs (Club) | - | 193 |
| Shrubs (Front Load Townhome Foundations) | - | 751 |
| Shrubs (Rear Load Townhome Foundations) | - | 2,613 |
| ***Total*** | **952** | **3,955** |

* Requirements calculated and provided by City of Highland Park

***Per Title IX, Chapter 94, Article IV - Tree Preservation***

| | Replacements Req'd | Replacements Provided |
|---|---|---|
| Removals: | | |
| Heritage Trees = removals (0), multiplier (x4) | 0 (Category A only) | 0 |
| Key Trees = removals (24), multiplier (x3) | 72 (Category A or B) | 72 |
| Protected Trees = removals (45), multiplier (x2) | 90 (Category A, B or C) | 90 |
| Other Trees (137 removed) | 0 | 0 |
| Dead Trees (26 removed) | 0 | 0 |
| Total Trees | **162** | **162** |
| ***Replacements by Category:*** | | |
| Shade Trees, 3" caliper, Category A (Overall) | | 50 |
| Evergreen Trees, 8' high, Category B (Overall) | | 22 |
| ***Total Replacements, Key, Category A or B*** | | **72** |
| Ornamentals, 8' high; Category C (Overall) | | 12 |
| Ornamentals, 8' high; Category C (Club) | | 2 |
| Ornamentals, 8' high; Category C (TH Foundations) | | 76 |
| ***Total Replacements, Protected, Category A, B or C*** | | **90** |
| ***Total Replacement Trees*** | | **162** |

**Plantings Exceeding Code Requirements**

| | |
|---|---|
| Shade Trees, 2.5" caliper (Overall) | 52 |
| Evergreen Trees (6' high, Overall Plant List) | 15 |
| Ornamental Trees (6' high, Overall Plant List) | 8 |
| Shrubs | 3,003 |

Notes!
1. Final Removals subject to field verification.
2. See Addendum for Existing Tree Inventory.

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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| 10. | |

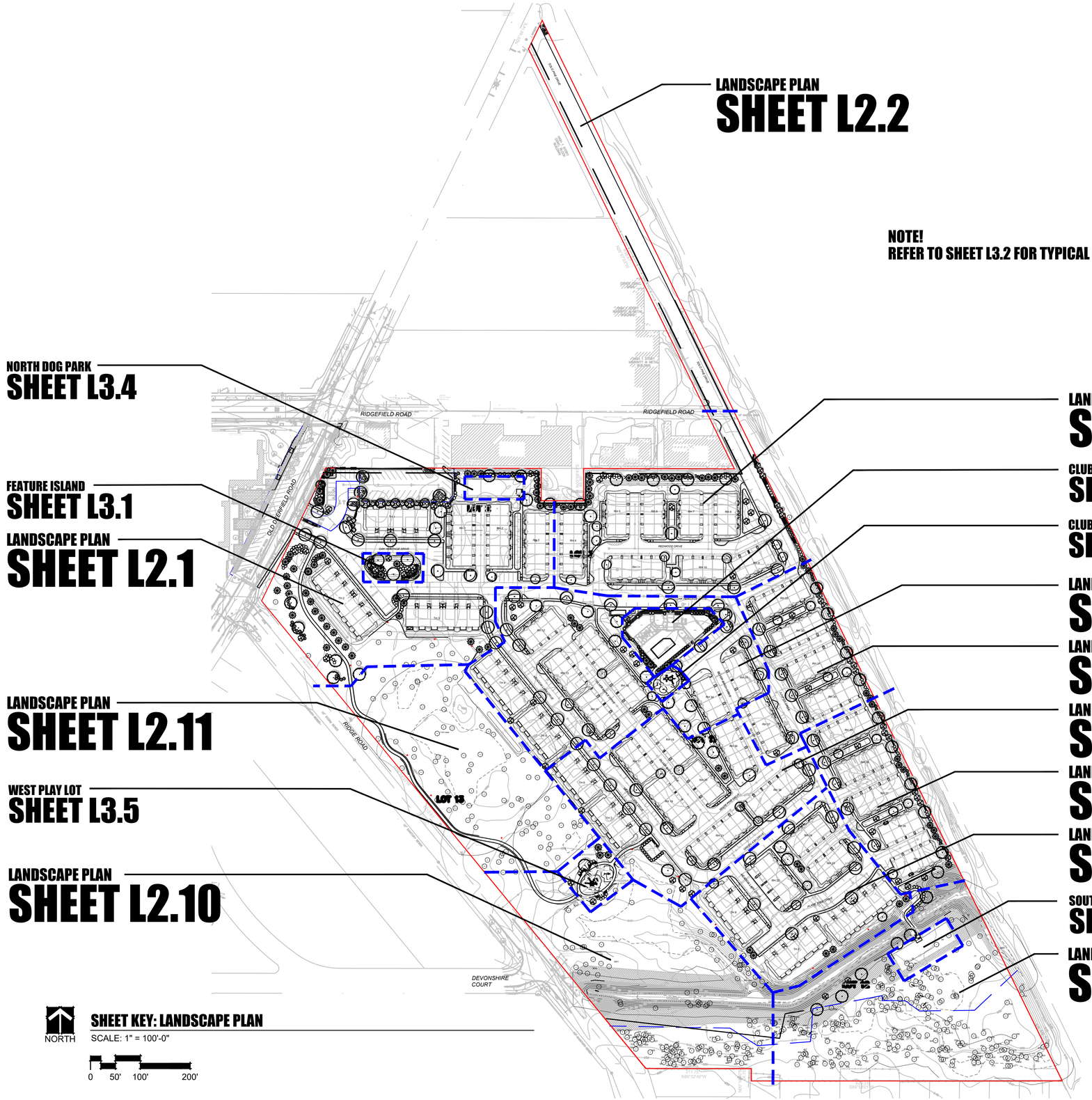
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - TREE PRES / REMOVAL PLAN NOTES & DETAILS**

SHEET NUMBER

**L0.3**




LANDSCAPE PLAN
**SHEET L2.2**

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

NORTH DOG PARK
**SHEET L3.4**

FEATURE ISLAND
**SHEET L3.1**

LANDSCAPE PLAN
**SHEET L2.1**

LANDSCAPE PLAN
**SHEET L2.11**

WEST PLAY LOT
**SHEET L3.5**

LANDSCAPE PLAN
**SHEET L2.10**

LANDSCAPE PLAN
**SHEET L2.3**

CLUBHOUSE / POOL
**SHEET L3.3**

CLUBHOUSE PLAY LOT
**SHEET L3.5**

LANDSCAPE PLAN
**SHEET L2.4**

LANDSCAPE PLAN
**SHEET L2.5**

LANDSCAPE PLAN
**SHEET L2.6**

LANDSCAPE PLAN
**SHEET L2.7**

LANDSCAPE PLAN
**SHEET L2.8**

SOUTH DOG PARK
**SHEET L3.4**

LANDSCAPE PLAN
**SHEET L2.9**

NORTH

**SHEET KEY: LANDSCAPE PLAN**

SCALE: 1" = 100'-0"

0 50' 100' 200'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

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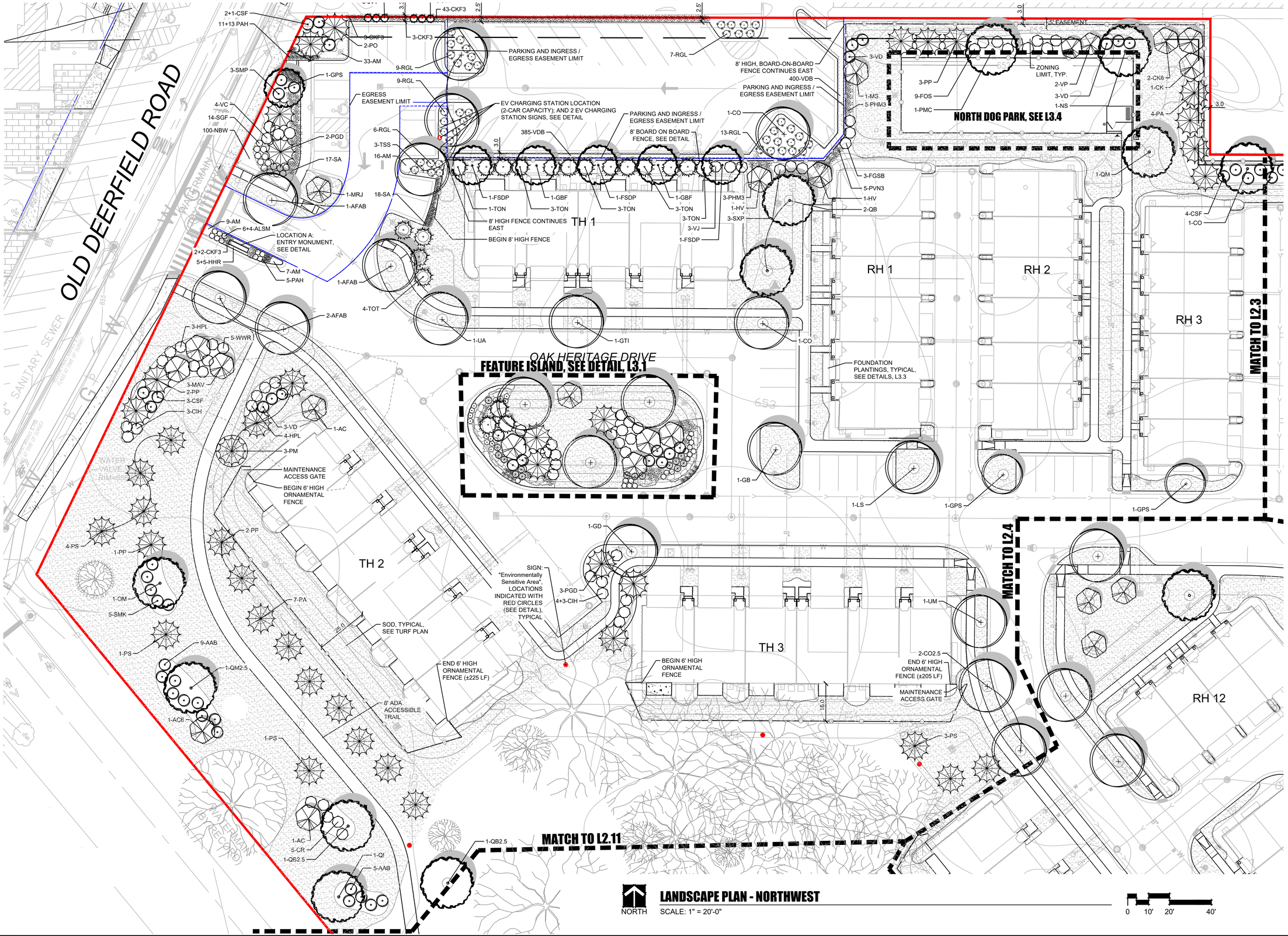
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- SHEET KEY**

SHEET NUMBER

**L2.0**




NORTH

## LANDSCAPE PLAN - NORTHWEST

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™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9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181


CLIENT NAME AND ADDRESS

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**CHICAGO, ILLINOIS**

PLAN DATE

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PROJECT NAME AND SHEET TITLE

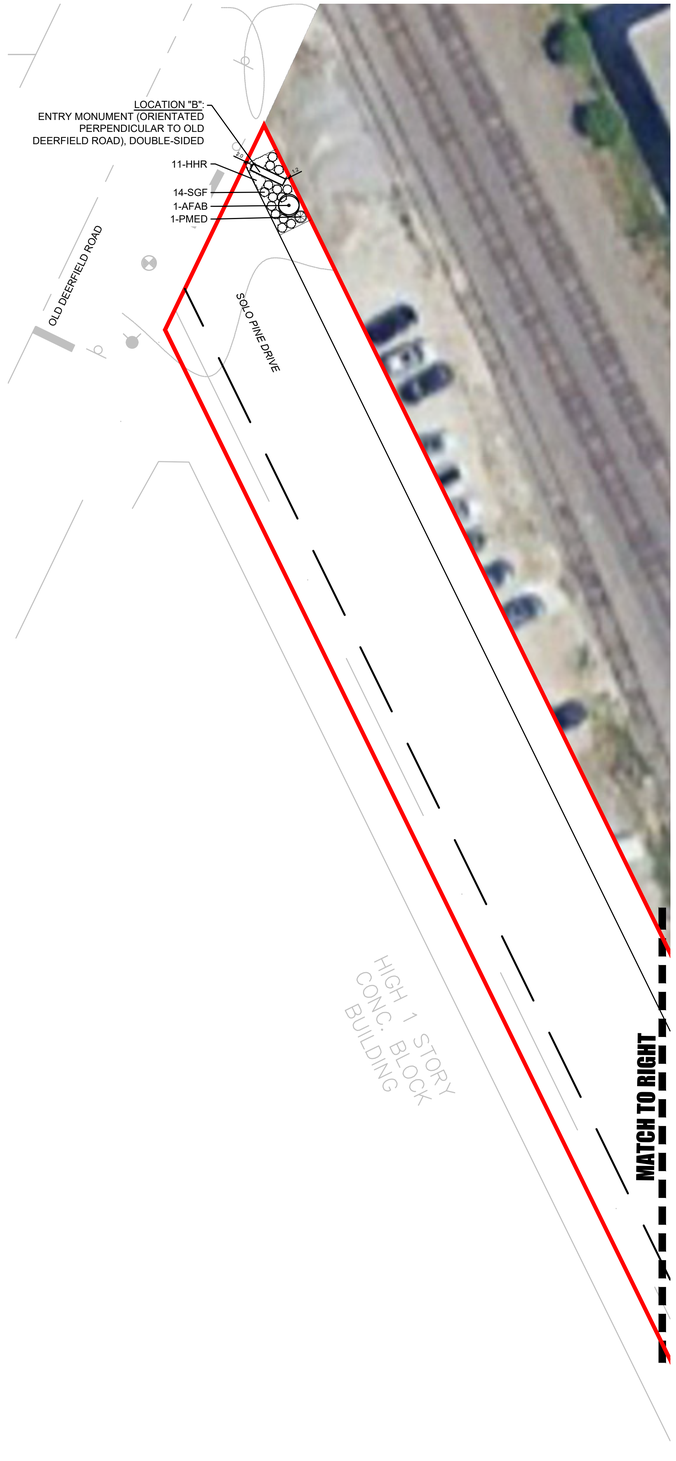
**THE BOWERY of HIGHLAND PARK**

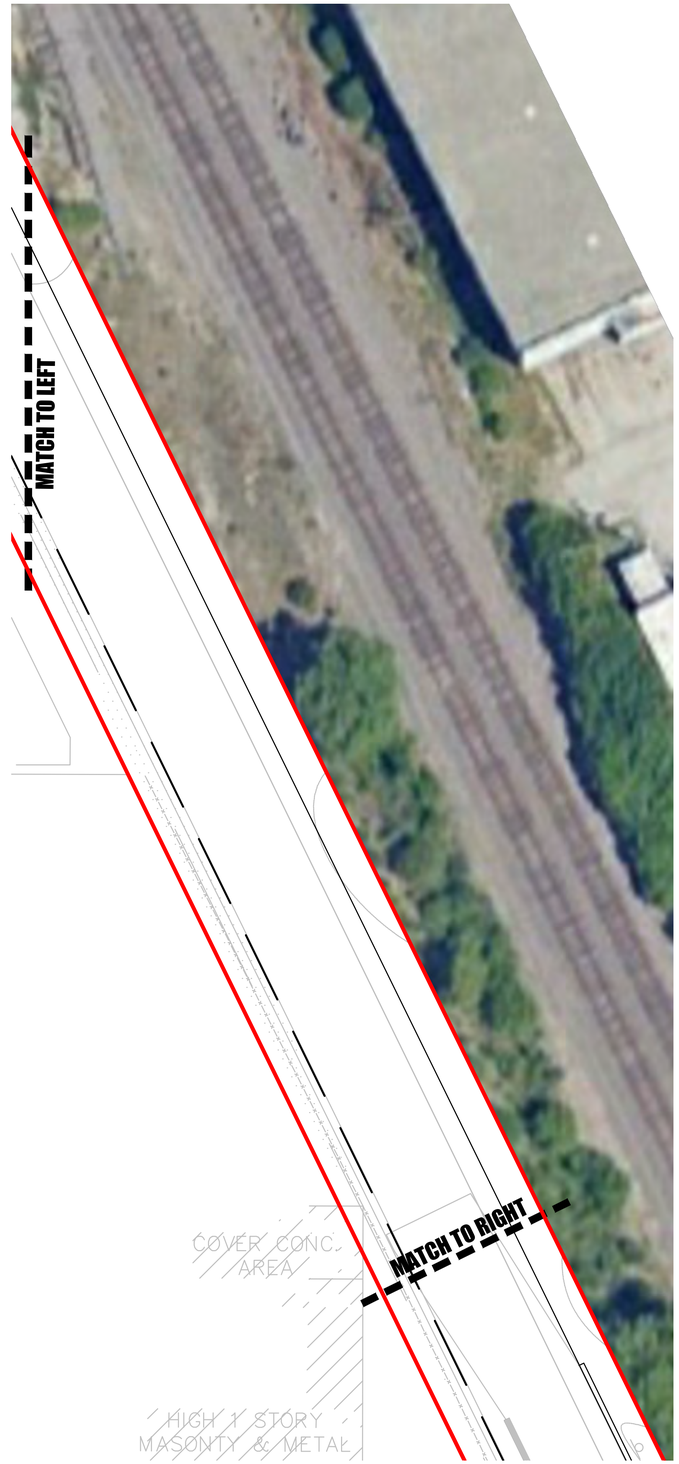
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - NORTHWEST**

SHEET NUMBER

**L2.1**



NORTH

## LANDSCAPE PLAN - NORTH ACCESS ROAD

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
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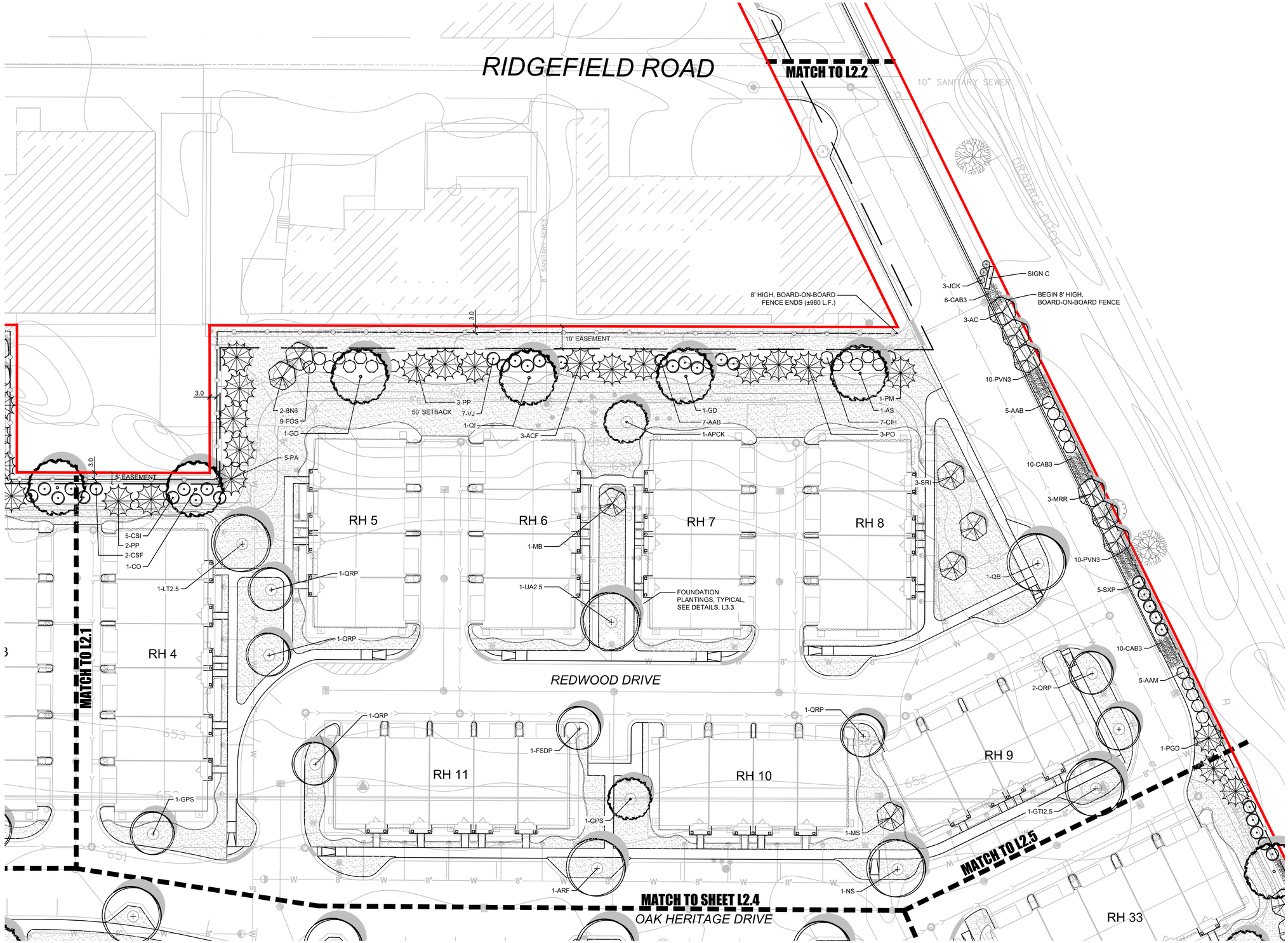
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - NORTH ACCESS ROAD**

SHEET NUMBER

**L2.2**




NORTH

## LANDSCAPE PLAN - NORTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
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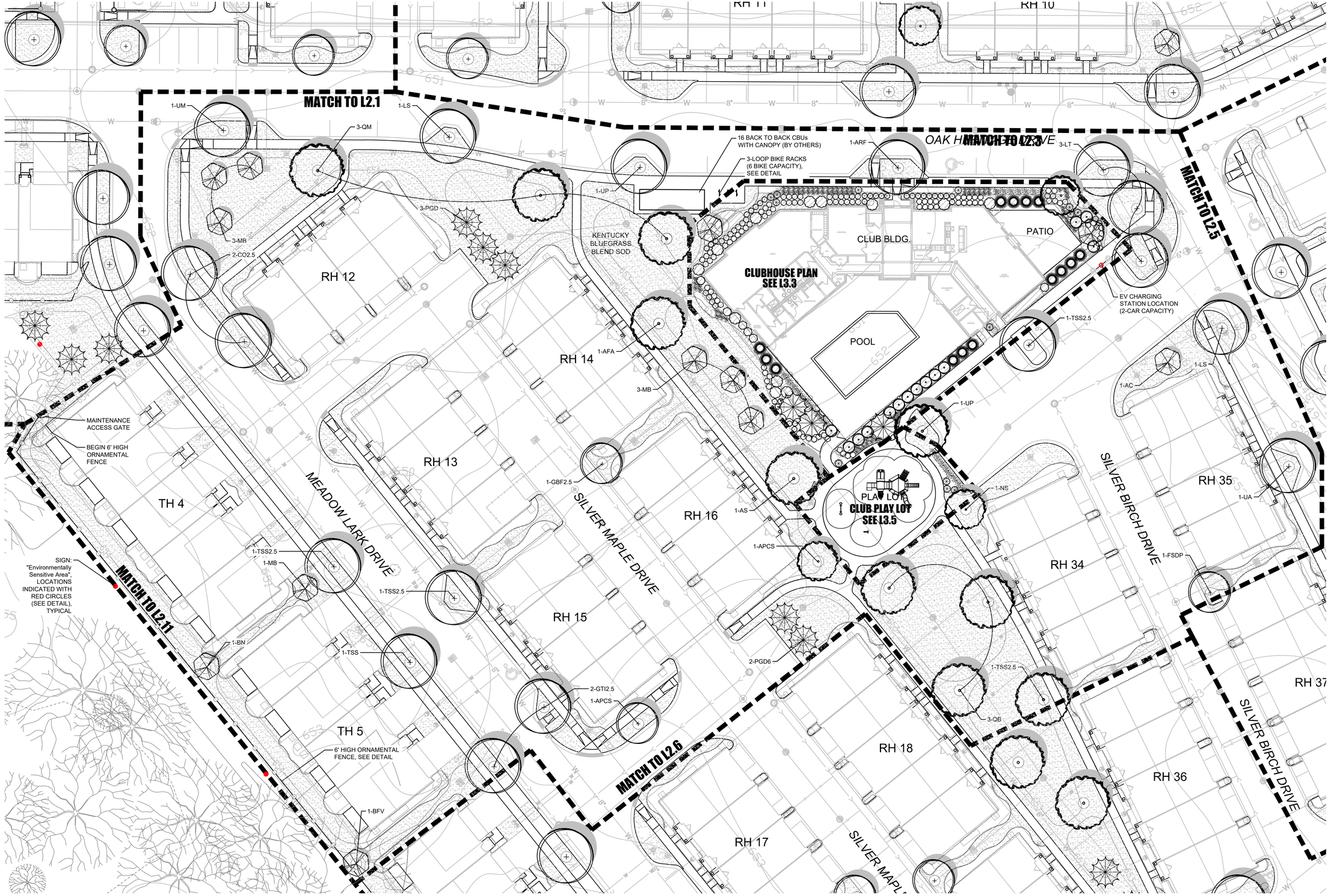
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - NORTHEAST**

SHEET NUMBER

**L2.3**




NORTH

## LANDSCAPE PLAN - NORTH CENTRAL

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

CLIENT NAME AND ADDRESS

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**CHICAGO, ILLINOIS**

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - NORTH CENTRAL**

SHEET NUMBER

**L2.4**

NORTH

## LANDSCAPE PLAN - EAST CENTRAL

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - EAST CENTRAL**

SHEET NUMBER

**L2.5**

NORTH

## LANDSCAPE PLAN - SOUTH CENTRAL

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

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9 CRYSTAL LAKE ROAD
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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - SOUTH CENTRAL**

SHEET NUMBER

**L2.6**

NORTH

## LANDSCAPE PLAN - SOUTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

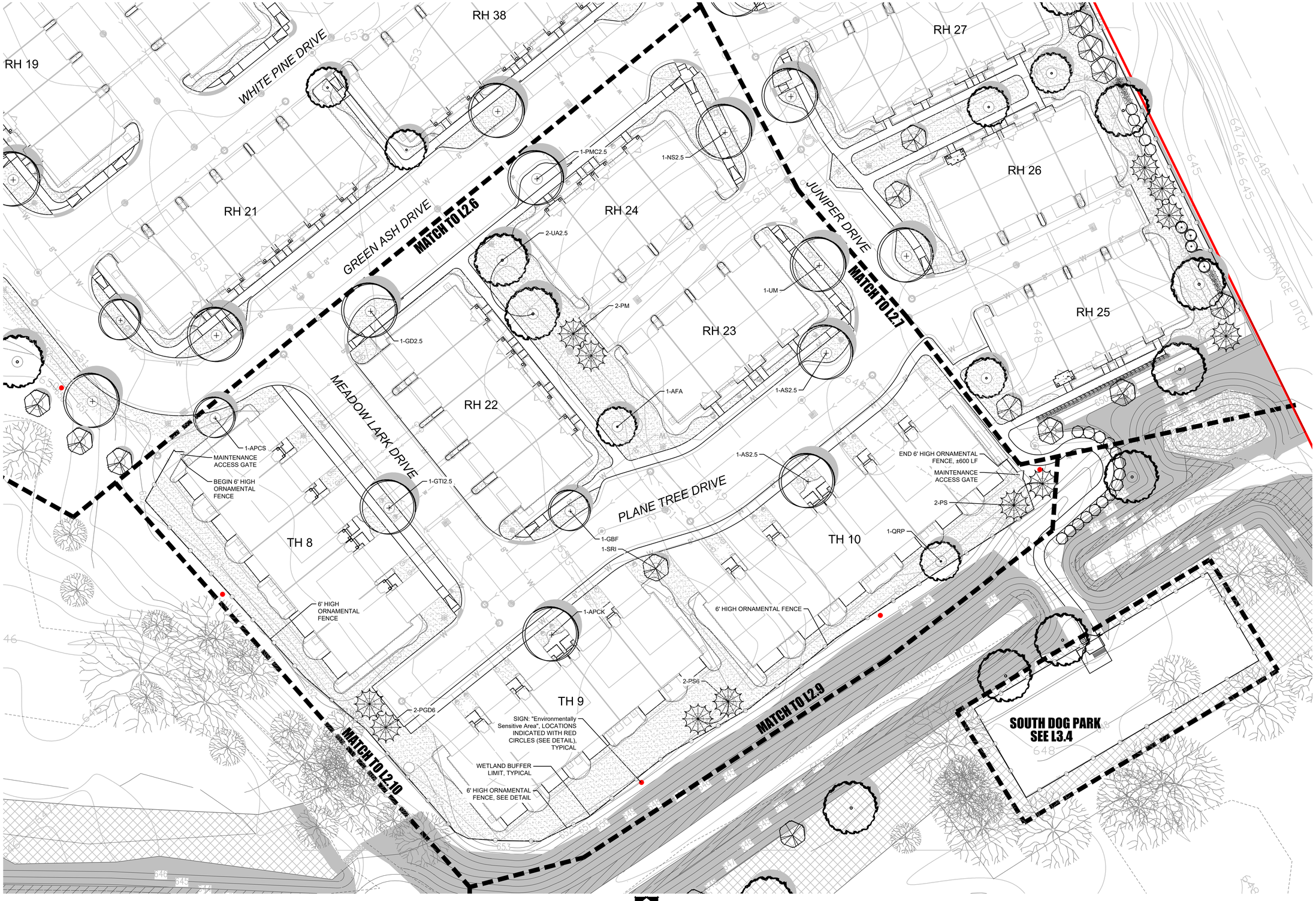
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - SOUTHEAST**

SHEET NUMBER

**L2.7**




NORTH

## LANDSCAPE PLAN - FAR SOUTH

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

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STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

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**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

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| 1. | 1/15/26 PER STAFF COMMENTS |
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| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
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| 8. | |
| 9. | |
| 10. | |

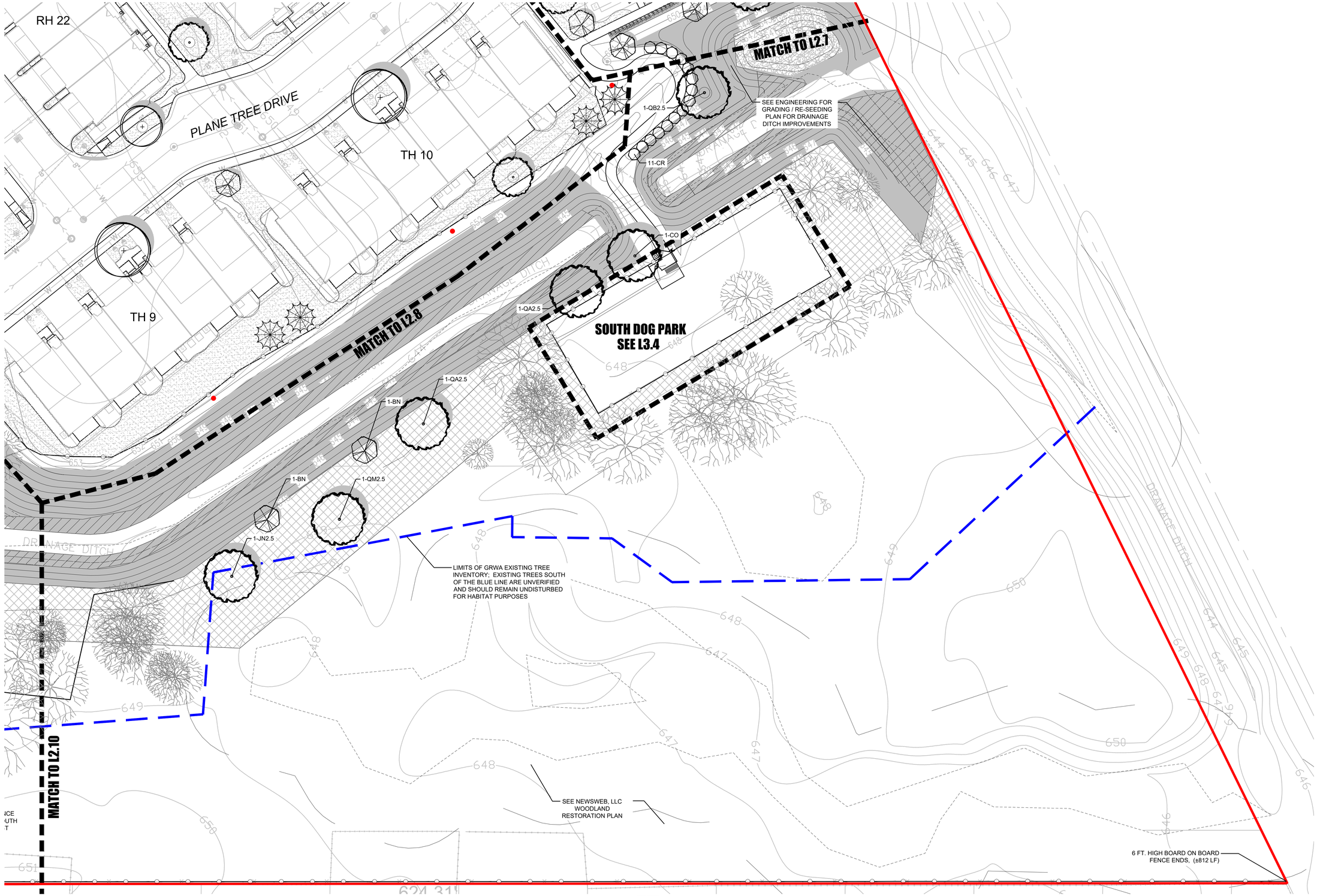
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - FAR SOUTH**

SHEET NUMBER

**L2.8**

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**CHICAGO, ILLINOIS**

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**DECEMBER 12, 2025**

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| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
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| 8. | |
| 9. | |
| 10. | |

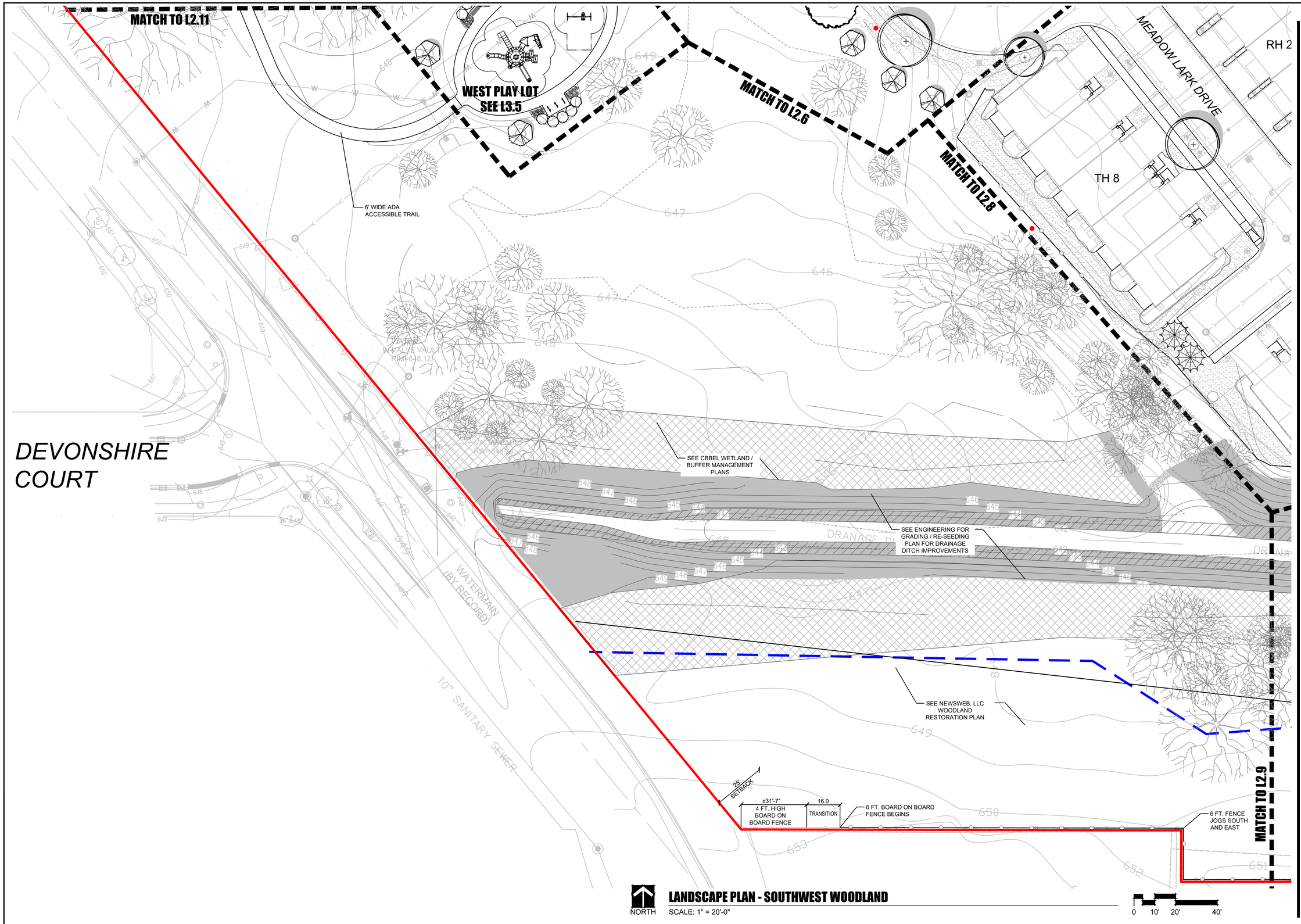
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - SOUTHEAST WOODLAND**

SHEET NUMBER

**L2.9**




## LANDSCAPE PLAN - SOUTHWEST WOODLAND

NORTH

SCALE: 1" = 20'-0"

0 10' 20' 40'

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(224) 241-8181

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

PROJECT NAME AND SHEET TITLE

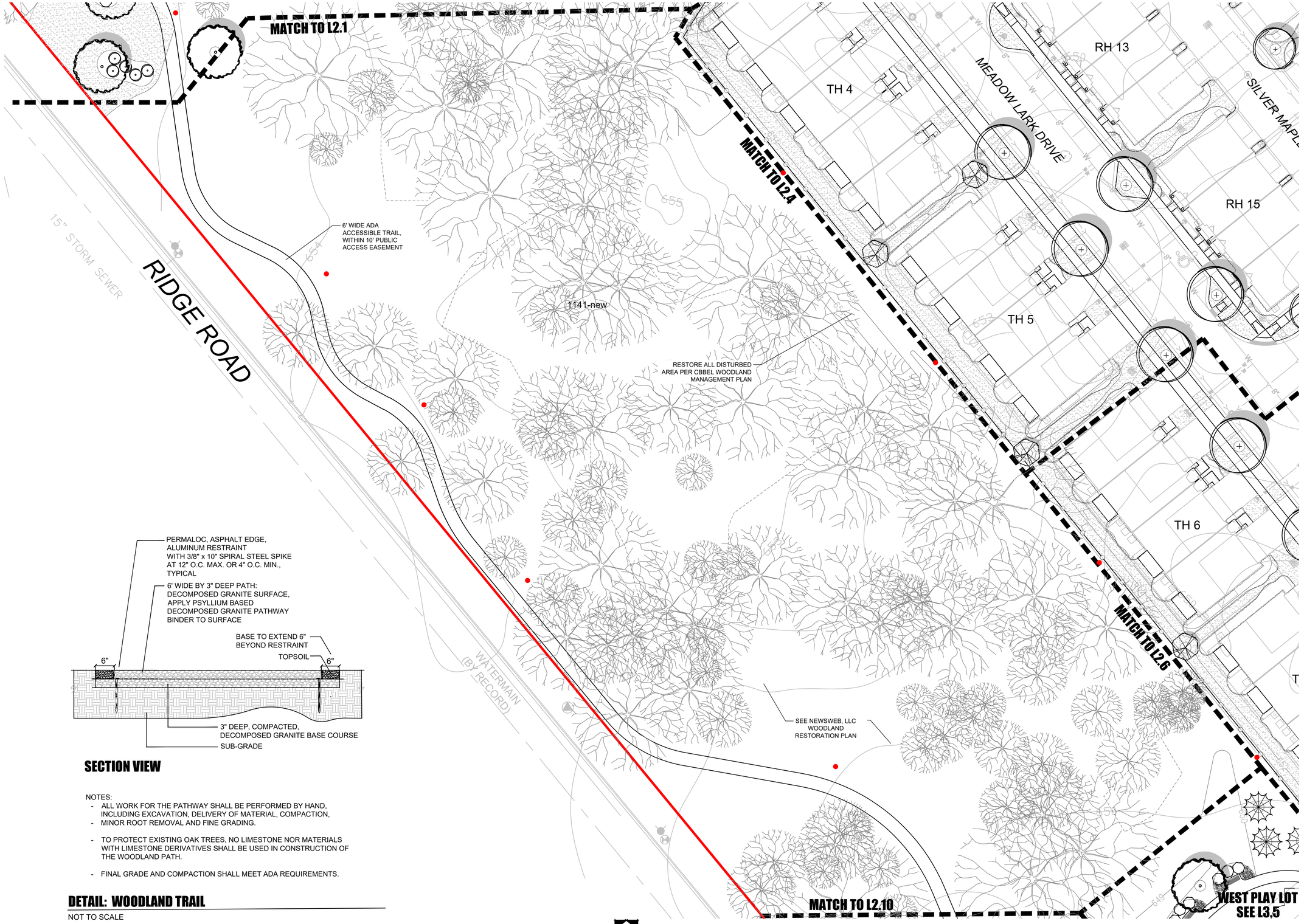
**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - SOUTHWEST WOODLAND**

SHEET NUMBER

**L2.10**







## SECTION VIEW

NOTES:
- ALL WORK FOR THE PATHWAY SHALL BE PERFORMED BY HAND, INCLUDING EXCAVATION, DELIVERY OF MATERIAL, COMPACTION,
- MINOR ROOT REMOVAL AND FINE GRADING.
- TO PROTECT EXISTING OAK TREES, NO LIMESTONE NOR MATERIALS WITH LIMESTONE DERIVATIVES SHALL BE USED IN CONSTRUCTION OF THE WOODLAND PATH.
- FINAL GRADE AND COMPACTION SHALL MEET ADA REQUIREMENTS.

## DETAIL: WOODLAND TRAIL

NOT TO SCALE

NORTH

## LANDSCAPE PLAN - WEST CENTRAL WOODLAND

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

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**CHICAGO, ILLINOIS**

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**DECEMBER 12, 2025**

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| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

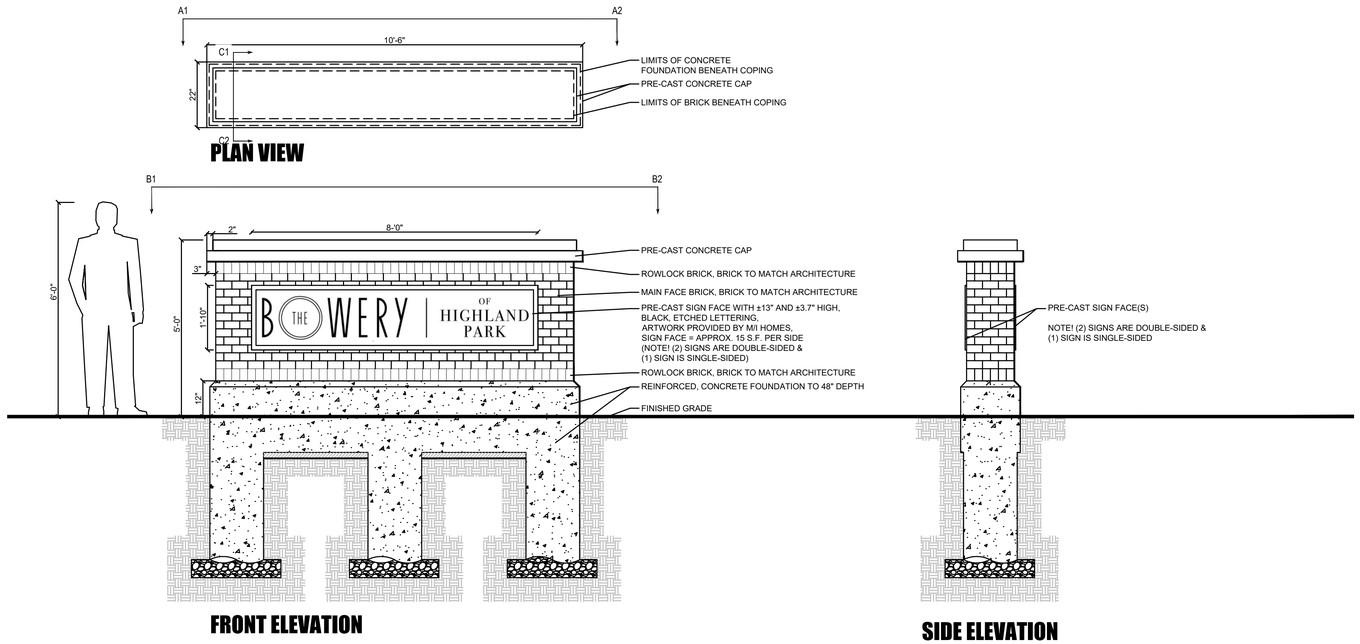
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - WEST CENTRAL WOODLAND**

SHEET NUMBER

**L2.11**



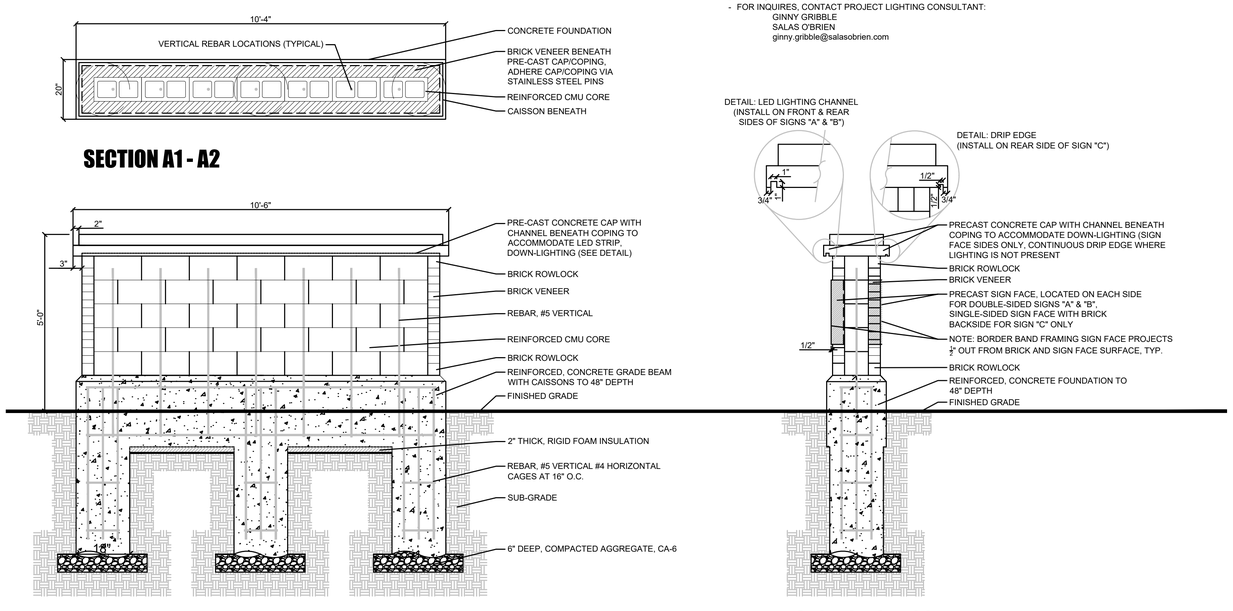

PLAN VIEW

FRONT ELEVATION

SIDE ELEVATION

## DETAIL: ENTRANCE MONUMENT - PLANS AND ELEVATIONS

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




SECTION A1 - A2

SECTION B1 - B2

SECTION C1 - C2

## DETAILS: ENTRANCE MONUMENT - SECTIONS

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

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**CHICAGO, ILLINOIS**

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**DECEMBER 12, 2025**

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| 1. | 1/15/26 PER STAFF COMMENTS |
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| 8. | |
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| 10. | |

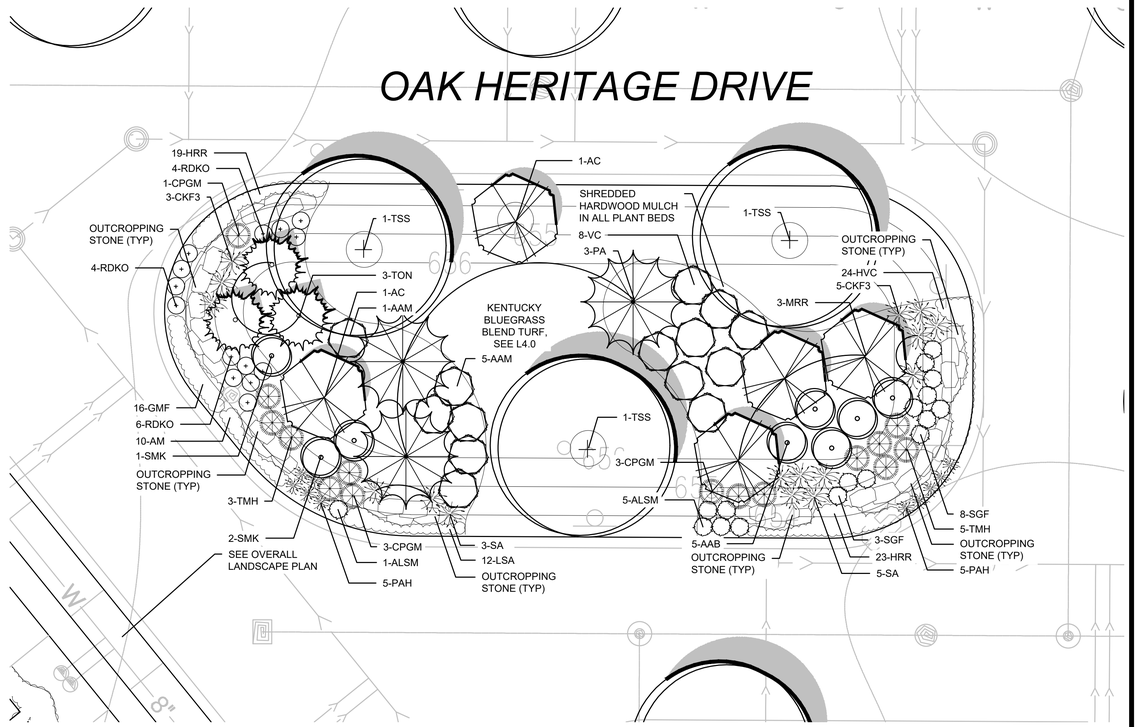
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - DETAILS: ENTRY MONUMENTS**

SHEET NUMBER

**L3.1**

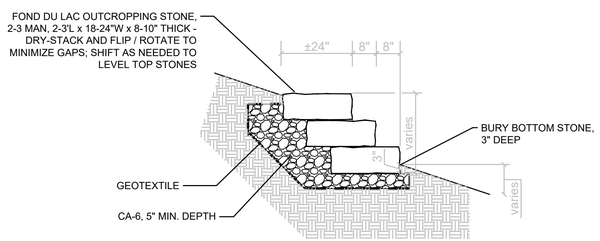



NORTH

## LANDSCAPE PLAN DETAIL: FEATURE ISLAND

SCALE: 1" = 10'-0"

0 5' 10' 20'




## DETAIL: OUTCROPPING STONE

SCALE: 1" = 10'-0"

0 5' 10' 20'

M/I HOMES

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(224) 241-8181

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**CHICAGO, ILLINOIS**

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| 9. | |
| 10. | |

PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - DETAILS: FEATURES**

SHEET NUMBER

**L3.2**

# SCHEDULE: PLANTS & MATERIALS LIST - TYPICAL FOUNDATION, REAR-LOADED HOMES

**FOUNDATION A** - (PRIMARILY WEST AND SOUTH FACING)
**FRONT-LOAD GARAGE TOWNHOMES #TH1, 2, 4-10**

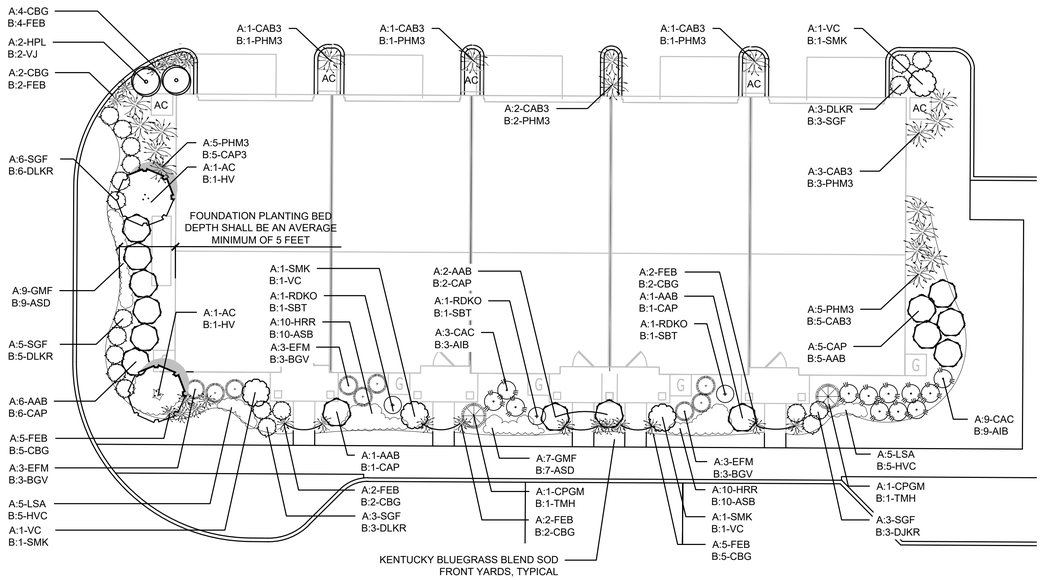
| TREES | | REPL. | | | |
|---|---|---|---|---|---|
| CODE | QTY(1) | QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
| **Ornamental Trees** | | | | | |
| HV | - | 2 | 8' high | Hamamelis vernalis | Vernal Witchhazel |
| **SHRUBS** | QTY(1) | QTY | | | |
| **Evergreen Shrubs** | | | | | |
| BGV | 5 | - | 24" wide | Buxus x 'Green Velvet' | Green Velvet Boxwood |
| EFS | 6 | - | 3 Gal./24" | Euonymus fortunei 'Sarcoxie' | Sarcoxie Euonymus |
| TMH | 3 | - | 24" wide | Taxus x media 'Hicksii' | Hicks Yew |
| **Large Deciduous Shrubs** | | | | | |
| AAB | 8 | - | 36" high | Aronia arbutifolia 'Brilliantissima' | Brilliant Red Chokeberry |
| CAP | 9 | - | 36" high | Cotoneaster acutifolius | Peking Cotoneaster |
| HPL | 6 | - | 7 Gal./36" | Hydrangea paniculata 'Limelight' | Limelight Hydrangea |
| VC | 5 | - | 36" high | Viburnum carlesii | Koreanspice Viburnum |
| VJ | 10 | - | 36" high | Viburnum x juddii | Judd Viburnum |
| **Small Deciduous Shrubs** | | | | | |
| AIB | 6 | - | 5 Gal./24" | Aronia melanocarpa 'Iroquis Beauty' | Iroquois Beauty Black Chokeberry |
| DLKR | 12 | - | 24" high | Diervilla x splendens 'Kodiak Red' | Kodiak Red Bush Honeysuckle |
| SGF | 6 | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |
| **GRASSES, PERENNIALS AND GROUNDCOVERS** | QTY(1) | QTY | | | |
| **Ornamental Grasses** | | | | | |
| CBG | - | 9 | 1 Gal. | Carex elata 'Bowles Golden' | Bowles Golden Sedge |
| FEB | - | 18 | 1 Gal. | Festuca ovina glauca 'Elijah Blue' | Elijah Blue Fescue |
| **Perennials** | | | | | |
| ASB | - | 6 | 1 Gal. | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion |
| ASD | - | 32 | 1 Gal. | Astilbe 'Deutschland' | Deutschland Astilbe |
| GMF | - | 9 | 1 Gal. | Geranium sanguineum 'Max Frei' | Max Frei Cranesbill |
| HRR | - | 8 | 1 Gal. | Hemerocallis 'Rosy Returns' | Rosy Returns Daylily |
| LSA | - | 5 | 1 Gal. | Leucanthemum x superbum 'Alaska' | Shasta Daisy |
| **Materials** | | | | | |
| - | - | 4 | C.Y. | - | Soil Amendments |
| - | - | 11 | C.Y. | - | Shredded Hardwood Mulch |
| - | - | 40 | L.F. | - | 6' high Partition Fence (@8' Each) |

**NOTES:**
1. Quantities fulfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Tree quantities fulfill Chapter 94 Existing tree replacement requirements

**FOUNDATION B** - (PRIMARILY EAST AND NORTH FACING)
**FRONT-LOAD GARAGE TOWNHOMES #TH3,**

| TREES | | REPL. | | | |
|---|---|---|---|---|---|
| CODE | QTY(1) | QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
| **Ornamental Trees** | | | | | |
| AC | - | 2 | 8' high | Amelanchier canadensis | Shadblow Serviceberry |
| **SHRUBS** | QTY(1) | QTY | | | |
| **Evergreen Shrubs** | | | | | |
| CPGM | 3 | - | 24" wide | Chamaecyparis pisifera 'Golden Mop' | Golden Mop Japanese False Cypress |
| EFS | 5 | - | 3 Gal./24" | Euonymus fortunei 'Sarcoxie' | Sarcoxie Euonymus |
| **Large Deciduous Shrubs** | | | | | |
| AAB | 9 | - | 36" high | Aronia arbutifolia 'Brilliantissima' | Brilliant Red Chokeberry |
| CAP | 8 | - | 36" high | Cotoneaster acutifolius | Peking Cotoneaster |
| HPL | 10 | - | 7 Gal./36" | Hydrangea paniculata 'Limelight' | Limelight Hydrangea |
| SMK | 5 | - | 36" high | Syringa patula 'Miss Kim' | Miss Kim Lilac |
| VJ | 6 | - | 36" high | Viburnum x juddii | Judd Viburnum |
| **Small Deciduous Shrubs** | | | | | |
| CAC | 6 | - | 5 Gal./24" | Cotoneaster apiculatus | Cranberry Cotoneaster |
| DLKR | 6 | - | 24" high | Diervilla x splendens 'Kodiak Red' | Kodiak Red Bush Honeysuckle |
| SGF | 9 | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |
| **GRASSES, PERENNIALS AND GROUNDCOVERS** | QTY(1) | QTY | | | |
| **Ornamental Grasses** | | | | | |
| CBG | 18 | - | 1 Gal. | Carex elata 'Bowles Golden' | Bowles Golden Sedge |
| HMA | 9 | - | 1 Gal. | Hakonechloa macra 'Aureola' | Golden Variegated Hakone Grass |
| **Perennials** | | | | | |
| ASB | 8 | - | 1 Gal. | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion |
| ASD | 9 | - | 1 Gal. | Astilbe 'Deutschland' | Deutschland Astilbe |
| GMF | 32 | - | 1 Gal. | Geranium sanguineum 'Max Frei' | Max Frei Cranesbill |
| HHR | 6 | - | 1 Gal. | Hemerocallis 'Happy Returns' | Happy Returns Daylily |
| HVC | 5 | - | 1 Gal. | Heuchera villosa x 'Caramel' | Caramel Coralbells |
| **Materials** | | | | | |
| - | 3 | - | C.Y. | - | Soil Amendments |
| - | 10 | - | C.Y. | - | Shredded Hardwood Mulch |
| - | 256 | - | L.F. | - | 6' high Partition Fence (@8' Each) |

**NOTES:**
1. Quantities fulfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Tree quantities fulfill Chapter 94 Existing tree replacement requirements




## LANDSCAPE PLAN DETAIL: TYPICAL FOUNDATION, REAR-LOADED HOMES

SCALE: 1" = 10'-0"

0 5' 10' 20'

# SCHEDULE: PLANTS & MATERIALS LIST - TYPICAL FOUNDATION, FRONT-LOADED HOMES

**FOUNDATION A** (PRIMARILY WEST AND SOUTH FACING)
**REAR-LOAD GARAGE TOWNHOMES #RH1, 3, 5, 7, 9-11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 34, 36, 28**

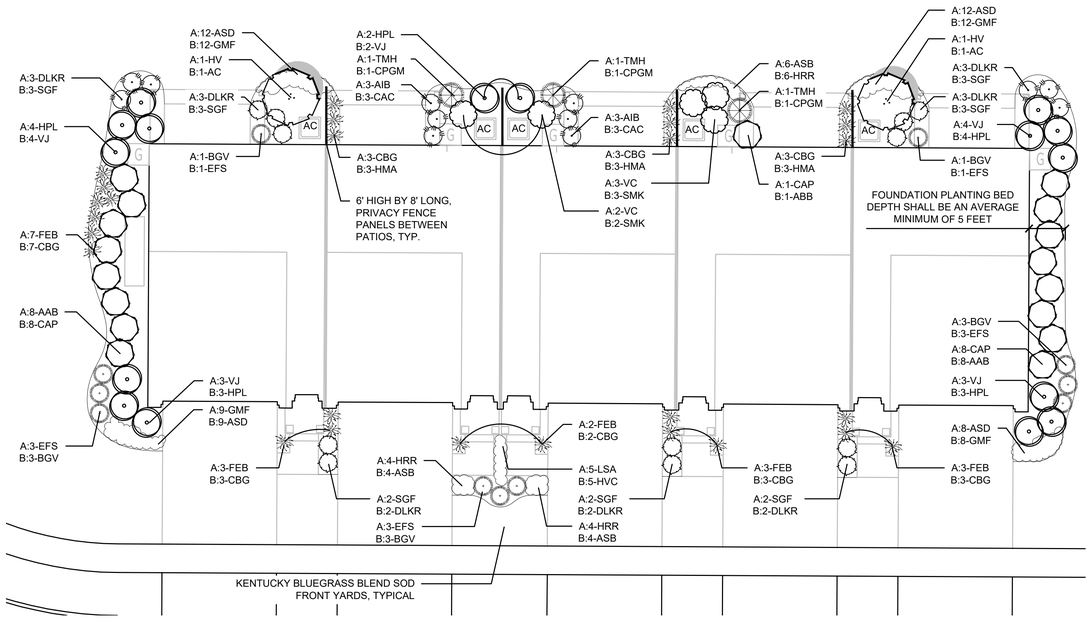
| TREES | | REPL. | | | |
|---|---|---|---|---|---|
| CODE | QTY(1) | QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
| **Ornamental Trees** | | | | | |
| AC | - | 2 | 8' high | Amelanchier canadensis | Shadblow Serviceberry |
| **SHRUBS** | QTY(1) | QTY | | | |
| **Evergreen Shrubs** | | | | | |
| CPGM | 2 | - | 24" wide | Chamaecyparis pisifera 'Golden Mop' | Golden Mop Japanese False Cypress |
| EFM | 9 | - | 3 Gal./24" | Euonymus fortunei 'Moonshadow' | Moonshadow Euonymus |
| **Large Deciduous Shrubs** | | | | | |
| AAB | 10 | - | 36" high | Aronia arbutifolia 'Brilliantissima' | Brilliant Red Chokeberry |
| CAP | 5 | - | 36" high | Cotoneaster acutifolius | Peking Cotoneaster |
| HPL | 2 | - | 7 Gal./36" | Hydrangea paniculata 'Limelight' | Limelight Hydrangea |
| SMK | 2 | - | 36" high | Syringa patula 'Miss Kim' | Miss Kim Lilac |
| VC | 2 | - | 36" high | Viburnum carlesii | Koreanspice Viburnum |
| **Small Deciduous Shrubs** | | | | | |
| CAC | 12 | - | 5 Gal./24" | Cotoneaster apiculatus | Cranberry Cotoneaster |
| DLKR | 3 | - | 24" high | Diervilla x splendens 'Kodiak Red' | Kodiak Red Bush Honeysuckle |
| RDKO | 3 | - | 5 Gal./24" | Rosa 'Double Knock Out' | Double Knock Out Rose |
| SGF | 17 | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |
| **GRASSES, PERENNIALS AND GROUNDCOVERS** | QTY(1) | QTY | | | |
| **Ornamental Grasses** | | | | | |
| CAB3 | - | 8 | 3 Gal. | Calamagrostis arundinacea 'Brachytr | Korean Reed Grass |
| FEB | - | 16 | 1 Gal. | Festuca ovina glauca 'Elijah Blue' | Elijah Blue Fescue |
| CBG | - | 6 | 1 Gal. | Carex elata 'Bowles Golden' | Bowles Golden Sedge |
| PHM3 | - | 10 | 3 Gal. | Panicum virgatum 'Heavy Metal' | Heavy Metal Switch Grass |
| **Perennials** | | | | | |
| GMF | - | 16 | 1 Gal. | Geranium sanguineum 'Max Frei' | Max Frei Cranesbill |
| HRR | - | 20 | 1 Gal. | Hemerocallis 'Rosy Returns' | Rosy Returns Daylily |
| LSA | - | 10 | 1 Gal. | Leucanthemum x superbum 'Alaska' | Shasta Daisy |
| **Materials** | | | | | |
| - | - | 3 | C.Y. | - | Soil Amendments |

**NOTES:**
1. Quantities fulfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Tree quantities fulfill Chapter 94 Existing tree replacement requirements

**FOUNDATION B** (PRIMARILY EAST AND NORTH FACING)
**FRONT-LOAD GARAGE TOWNHOMES #RH2, 4, 6, 8, 12, 14, 15, 16, 18, 20, 22, 24, 26, 28, 30, 32, 35, 37**

| TREES | | REPL. | | | |
|---|---|---|---|---|---|
| CODE | QTY(1) | QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
| **Ornamental Trees** | | | | | |
| HV | - | 2 | 8' high | Hamamelis vernalis | Vernal Witchhazel |
| **SHRUBS** | QTY(1) | | | | |
| **Evergreen Shrubs** | | | | | |
| BGV | 9 | - | 24" wide | Buxus x 'Green Velvet' | Green Velvet Boxwood |
| TMH | 2 | - | 24" wide | Taxus x media 'Hicksii' | Hicks Yew |
| **Large Deciduous Shrubs** | | | | | |
| AAB | 5 | - | 36" high | Aronia arbutifolia 'Brilliantissima' | Brilliant Red Chokeberry |
| CAP | 10 | - | 36" high | Cotoneaster acutifolius | Peking Cotoneaster |
| SMK | 2 | - | 36" high | Syringa patula 'Miss Kim' | Miss Kim Lilac |
| VC | 2 | - | 36" high | Viburnum carlesii | Koreanspice Viburnum |
| VJ | 2 | - | 36" high | Viburnum x juddii | Judd Viburnum |
| **Small Deciduous Shrubs** | | | | | |
| AIB | 12 | - | 5 Gal./24" | Aronia melanocarpa 'Iroquis Beauty' | Iroquois Beauty Black Chokeberry |
| DLKR | 17 | - | 24" high | Diervilla x splendens 'Kodiak Red' | Kodiak Red Bush Honeysuckle |
| SGF | 3 | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |
| SBT | 3 | - | 5 Gal./24" | Spiraea betulifolia 'Tor' | Tor Birchleaf Spirea |
| **GRASSES, PERENNIALS AND GROUNDCOVERS** | QTY(1) | QTY | | | |
| **Ornamental Grasses** | | | | | |
| CAB3 | 10 | - | 3 Gal. | Calamagrostis arundinacea 'Brachytr | Korean Reed Grass |
| FEB | 6 | - | 1 Gal. | Festuca ovina glauca 'Elijah Blue' | Elijah Blue Fescue |
| CBG | 16 | - | 1 Gal. | Carex elata 'Bowles Golden' | Bowles Golden Sedge |
| PHM3 | 8 | - | 3 Gal. | Panicum virgatum 'Heavy Metal' | Heavy Metal Switch Grass |
| **Perennials** | | | | | |
| ASB | 20 | - | 1 Gal. | Allium x 'Summer Beauty' | Summer Beauty Ornamental Onion |
| ASD | 16 | - | 1 Gal. | Astilbe 'Deutschland' | Deutschland Astilbe |
| HVC | 10 | - | 1 Gal. | Heuchera villosa x 'Caramel' | Caramel Coralbells |
| **Materials** | | | | | |
| - | 3 | | C.Y. | - | Soil Amendments |
| - | 10 | | C.Y. | - | Shredded Hardwood Mulch |

**NOTES:**
1. Quantities fulfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Tree quantities fulfill Chapter 94 Existing tree replacement requirements




## LANDSCAPE PLAN DETAIL: TYPICAL FOUNDATION, FRONT-LOADED HOMES

SCALE: 1" = 10'-0"

0 5' 10' 20'


M/I HOMES
HABITAT™
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9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
| 5. | |
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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS: FOUNDATIONS**

SHEET NUMBER

**L3.3**

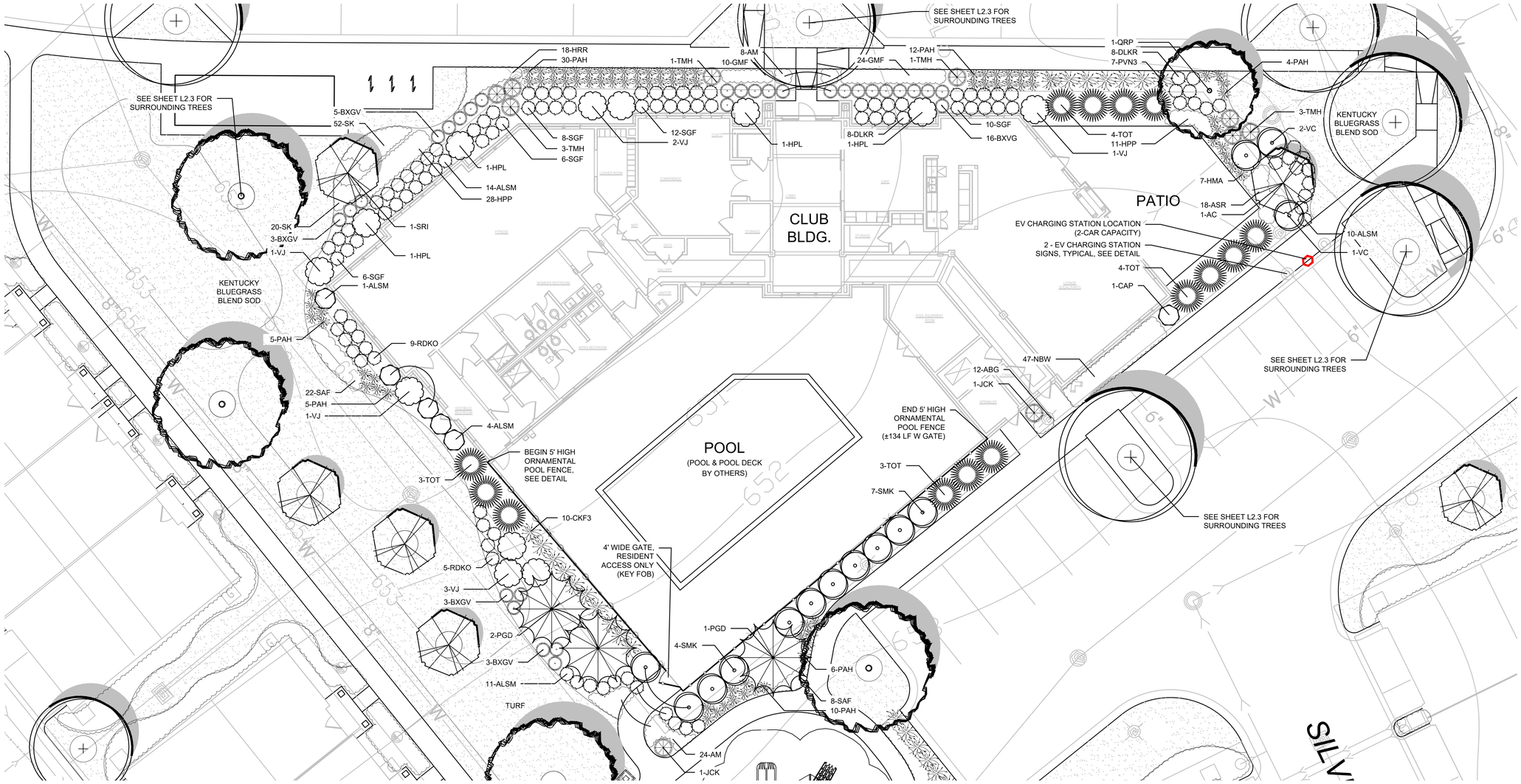
# SCHEDULE: PLANTS & MATERIALS LIST - CLUBHOUSE FOUNDATION & POOL AREA

| CODE | QTY(1) | REPL. QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
|---|---|---|---|---|---|
| **TREES** | | | | | |
| **Columnar Shade Trees** | | | | | |
| QRP | 1 | - | 3" caliper | Quercus robur 'Regal Prince' | Regal Prince English Oak |
| **Evergreen Trees** | | | | | |
| PGD | - | 3 | 8' high | Picea glauca 'Densata' | Black Hills Spruce |
| **Ornamental Trees** | | | | | |
| AC | 1 | - | 8' high | Amelanchier canadensis | Shadblow Serviceberry |
| SRI | - | 1 | 8' high | Syringa reticulata 'Ivory Silk' | Ivory Silk Japanese Tree Lilac |
| **SHRUBS** | | | | | |
| **Fastigiate Evergreen Shrubs** | | | | | |
| TOT | 14 | - | 8' high | Thuja occidentalis 'Techny' | Mission Arborvitae |
| **Evergreen Shrubs** | | | | | |
| BXGV | 30 | - | 24" wide | Buxus x 'Green Velvet' | Green Velvet Boxwood |
| JCK | 2 | - | 3 Gal./24" | Juniperus chinensis 'Kallay' | Kallay Compact Chinese Juniper |
| TMH | 8 | - | 24" wide | Taxus x media 'Hicksii' | Hicks Yew |
| **Large Deciduous Shrubs** | | | | | |
| CAP | 1 | - | 36" high | Cotoneaster acutifolius | Peking Cotoneaster |
| HPL | 4 | - | 7 Gal./36" | Hydrangea paniculata 'Limelight' | Limelight Hydrangea |
| SMK | 11 | - | 36" high | Syringa patula 'Miss Kim' | Miss Kim Lilac |
| VC | 3 | - | 36" high | Viburnum carlesii | Koreanspice Viburnum |
| VJ | 8 | - | 36" high | Viburnum x juddii | Judd Viburnum |
| **Small Deciduous Shrubs** | | | | | |
| ALSM | 40 | - | 5 Gal./24" | Aronia melanocarpa 'Low Scape Mound' | Low Scape Mound Black Chokeberry |
| DLKR | 16 | - | 24" high | Diervilla x splendens 'Kodiak Red' | Kodiak Red Bush Honeysuckle |
| RDKO | 14 | - | 5 Gal./24" | Rosa 'Double Knock Out' | Double Knock Out Rose |
| SGF | 42 | - | 5 Gal./24" | Spiraea bumalda 'Goldflame' | Goldflame Spirea |

| CODE | QTY(1) | REPL. QTY(2) | SIZE | BOTANIC NAME | COMMON NAME |
|---|---|---|---|---|---|
| **GRASSES, PERENNIALS & GROUNDCOVERS** | | | | | |
| **Ornamental Grasses** | | | | | |
| CKF3 | - | 10 | 3 Gal. | Calamagrostis acutiflora 'Karl Foerster' | Karl Foerster Feather Reed Grass |
| HMA | - | 7 | 1 Gal. | Hakonechloa macra 'Aureola' | Golden Variegated Hakone Grass |
| PAH | - | 72 | 1 Gal. | Pennisetum alopecuroides 'Hameln' | Dwarf Fountain Grass |
| PVN3 | - | 7 | 3 Gal. | Panicum virgatum 'Northwind' | Northwind Switch Grass |
| **Perennials** | | | | | |
| AM | - | 32 | 1 Gal. | Allium x 'Millenium' | Millenium Ornamental Onion |
| ASR | - | 18 | 1 Gal. | Allium x 'Millenium' | Millenium Ornamental Onion |
| GMF | - | 11 | 1 Gal. | Geranium sanguineum 'Max Frei' | Max Frei Cranesbill |
| HHR | - | 18 | 1 Gal. | Hemerocallis 'Happy Returns' | Happy Returns Daylily |
| HPP | - | 39 | 1 Gal. | Heuchera micrantha 'Palace Purple' | Palace Purple Coralbells |
| NBW | - | 47 | 1 Gal. | Nepeta faassenii 'Blue Wonder' | Blue Wonder Catmint |
| SAF | - | 30 | 1 Gal. | Sedum x 'Autumn Fire' | Autumn Fire Stonecrop (Sedum) |
| **Groundcover** | | | | | |
| ABG | - | 12 | 1 Qt. | Ajuga reptans 'Burgundy Glow' | Burgundy Glow Bugleweed (Ajuga) |
| SK | - | 72 | 1 Qt. | Sedum kamtschaticum | Russian Stonecrop |
| **Materials** | | | | | |
| - | - | 10 | C.Y. | - | Soil Amendments |
| - | - | 30 | C.Y. | - | Shredded Hardwood Mulch |
| - | - | 134 | L.F. | - | 5' Ornamental Fence with 1, 4' Gate |

**NOTES:**

1. Tree & Shrub quantities fullfill Chapter 150 VUA/Perimeter & Foundation requirements
2. Tree quantities fulfill Chapter 94 Existing tree replacement requirements




NORTH

## LANDSCAPE PLAN DETAIL: CLUB BUILDING AND POOL AREA

SCALE: 1" = 10'-0"

0 5' 10' 20'

M/I HOMES

HABITAT™


dickson design STUDIO

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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
HIGHLAND PARK, IL

**FINAL LANDSCAPE PLAN - DETAILS: CLUBHOUSE & POOL**

SHEET NUMBER

**L3.4**

## DETAIL: WASTE STATION

NOT TO SCALE

### 1 SPECIFICATIONS - DOG PARK

SHALL BE:

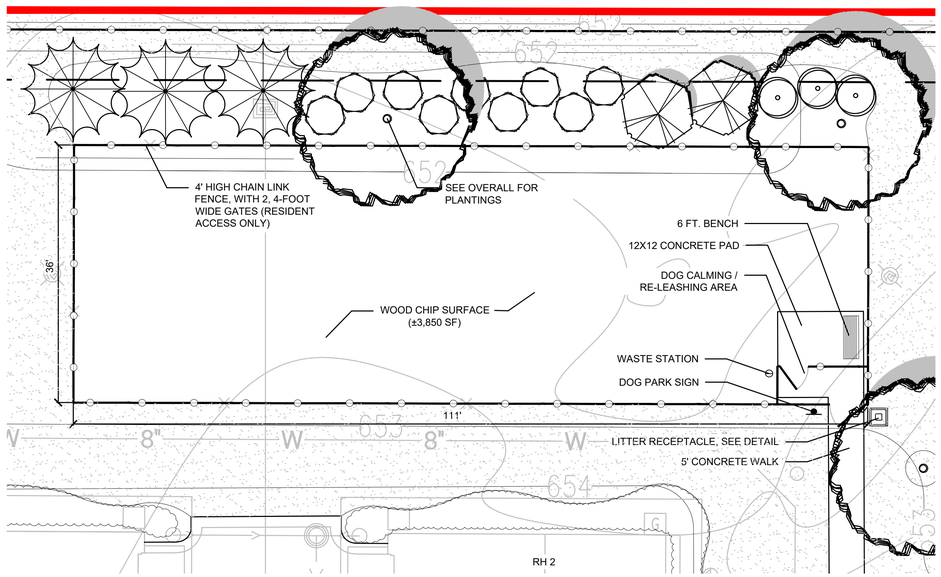
- MODEL: SENTRY DOG WASTE STATION W/ SINGLE PULL BAGS
- COLOR: GREEN
- MEASURES 77"h X 12"W
- 10 GALLON RECEPTACLE
- GALVANIZED 7' SQUARE POST
- INCLUDES SIGN, BAG DISPENSER, & HARDWARE
- INCLUDES 400 DOG WASTE BAGS
- INCLUDES 50 WASTE CAN LINERS
- PRODUCT IS SHIPPED UNASSEMBLED

SHALL BE:

- MODEL: DOG PARK EXERCISE AREA SIGN
- COLOR: GREEN
- MATERIAL: ALUMINUM

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

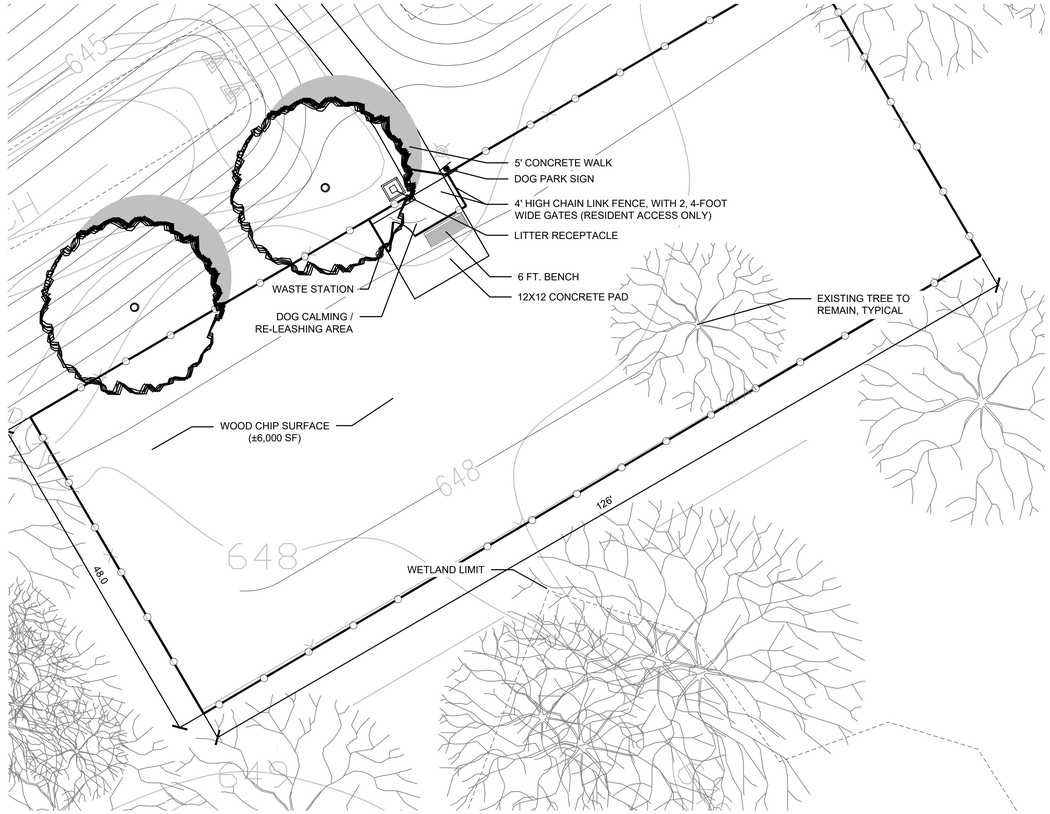
- AVAILABLE THRU (OR APPROVED EQUAL):
  TERRA BOUND SOLUTIONS
  SPRING, TX - TEL (877) 857-2915)




## PLAN DETAIL: NORTH DOG PARK LAYOUT

SCALE: 1" = 20'-0"

0 10' 20' 40'




## PLAN DETAIL: SOUTH DOG PARK LAYOUT

SCALE: 1" = 20'-0"

0 10' 20' 40'

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

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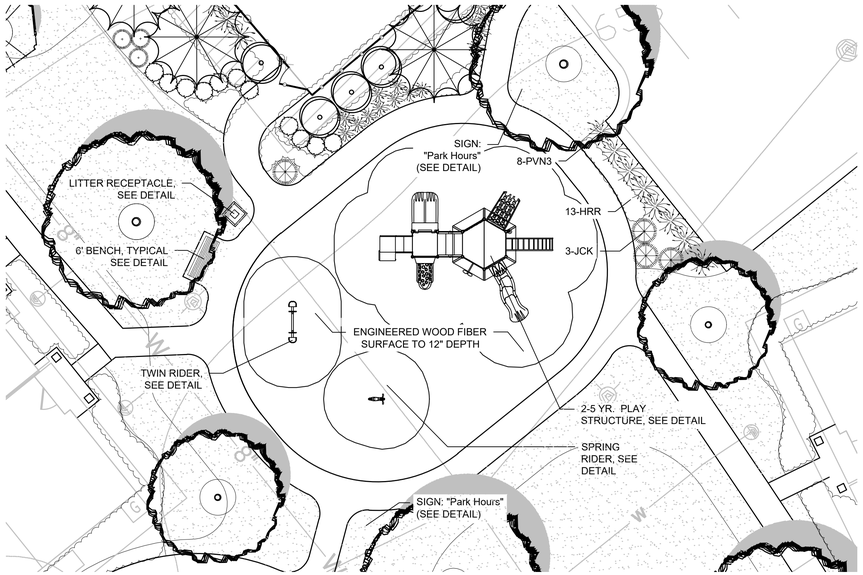
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS:**
**DOG PARK**

SHEET NUMBER

**L3.5**




## PLAN DETAIL: CLUBHOUSE PLAY LOT LAYOUT

SCALE: 1" = 10'-0"

0 5' 10' 20'

### 1 SPECIFICATIONS - CLUBHOUSE PLAY LOT, STRUCTURE (2-5 YEARS OLD)

SHALL BE:

- QUANTITY: 1
- MODEL: MIRACLE 2-5 YEAR OLD PLAY STRUCTURE
- COLOR: LAGOON
- INCLUDES EQUIPMENT AS PICTURED:
- FEATURING:
  - SIDE BY SIDE SLIDE (718700)
  - HONEYCOMB CLIMBER (7187555E)
  - CURVED CLIMBER (718942)
  - CHAMELEON SLIDE (7186701)
  - VINE CLIMBER (7186715)
  - TOT ROCK CLIMBER (718787)
  - MUSEUM WASHER PANEL (71871528)
  - TREEHOUSE ROOF (7187306)
  - SPACE MAZE PANEL (71871321B)
  - ACCESSIBLE TRANSFER POINT (71885139)

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  TEAM REIL, INC.
  17421 MARENGO ROAD
  UNION, IL
  CONTACT: BOB NEWPORT
  TEL (888) GET REIL





### 2 SPECIFICATIONS - CLUBHOUSE PLAY LOT, TWIN RIDER

SHALL BE:

- QUANTITY: 1
- MODEL: TWIN RIDER (6081)
- COLOR: LAGOON
- INCLUDES EQUIPMENT AS PICTURED:

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  TEAM REIL, INC.
  17421 MARENGO ROAD
  UNION, IL
  CONTACT: BOB NEWPORT
  TEL (888) GET REIL

### 3 SPECIFICATIONS - CLUBHOUSE PLAY LOT, SPRING RIDER

SHALL BE:

- QUANTITY: 1
- MODEL: RODEO ROCKY COIL SPRING RIDER (9014)
- COLOR: LAGOON
- INCLUDES EQUIPMENT AS PICTURED:

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  TEAM REIL, INC.
  17421 MARENGO ROAD
  UNION, IL
  CONTACT: BOB NEWPORT
  TEL (888) GET REIL

### 4 SPECIFICATIONS - WEST PLAY LOT, PLAY STRUCTURE (5-12 YEARS OLD)

SHALL BE:

- QUANTITY: 1
- MODEL: MIRACLE 5-12 YEAR OLD PLAY STRUCTURE
- COLOR: LAGOON
- INCLUDES EQUIPMENT AS PICTURED:
- FEATURING:
  - CHAMELEON SLIDE (714-670-U1)
  - KIDS PERCH (714-992-9
  - UPSTOP CLIMBER (714-692-25)
  - BELL, POST MOUNT (714-796-P1)
  - HEX QUEST GV300 (714-699-V6)
  - 6'-6" DECK W/ VERTICAL RINGS (714-525-6)
  - HEX WAVE ROOF (714-680-6C)
  - TREE-O CLIMBER (714-605-6)
  - GROOVE II SLIDE VORTEX (714-638-6U)
  - SQUARE TRANSFER POINT DECK (714-851-69)

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU:
  TEAM REIL, INC.
  17421 MARENGO ROAD
  UNION, IL
  CONTACT: BOB NEWPORT
  TEL (888) GET REIL

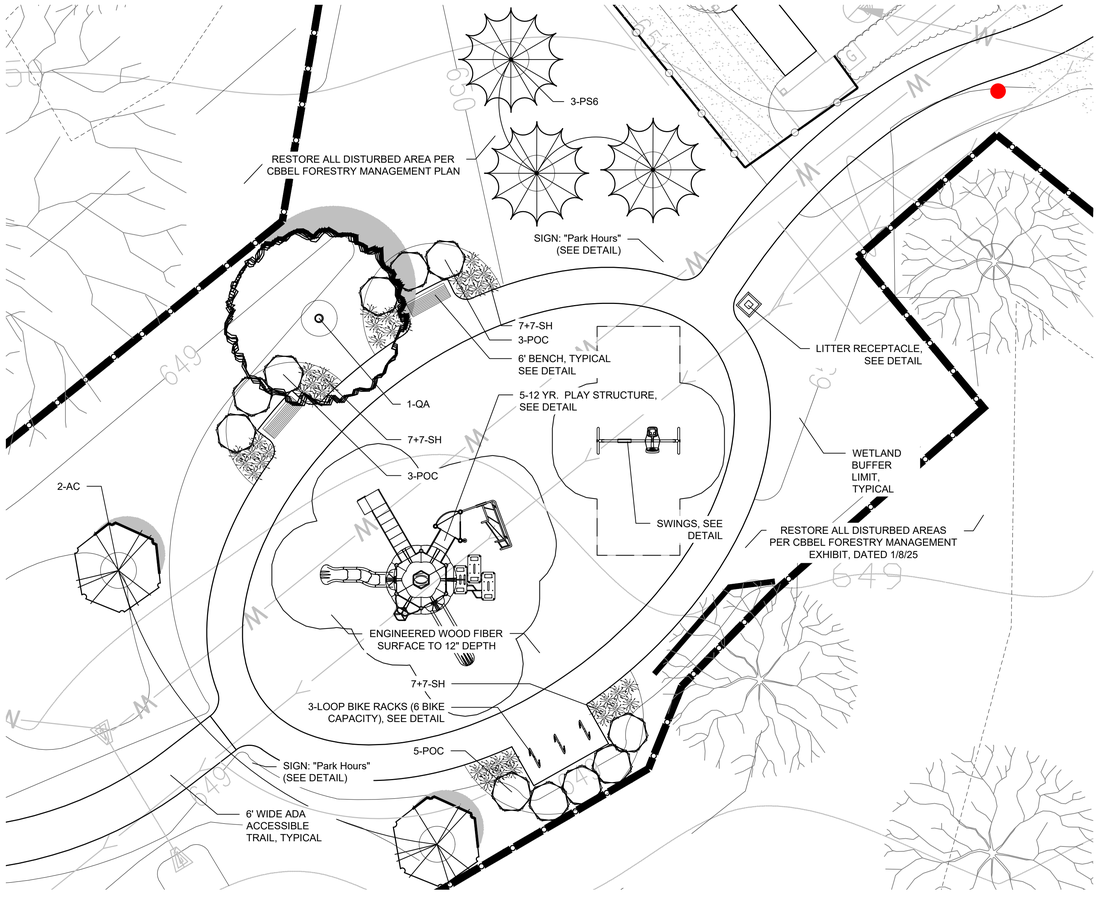
### 5 SPECIFICATIONS - WEST PLAY LOT, SWINGS

SHALL BE:

- QUANTITY: 1
- MODEL: MIRACLE SWING SET WITH 1 BELT AND 1 GENERATION SWING
- COLOR: LAGOON
- INCLUDES EQUIPMENT AS PICTURED:
- FEATURING:
  - SLASH PROOF BELT W/ CHAIN, 8' (2840)
  - GENERATIONS SWING (2760)
  - 3.5" OD ARCH SWING FRAME (MR0930)

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU:
  TEAM REIL, INC.
  17421 MARENGO ROAD
  UNION, IL
  CONTACT: BOB NEWPORT
  TEL (888) GET REIL




## PLAN DETAIL: WEST PLAY LOT LAYOUT

SCALE: 1" = 10'-0"

0 5' 10' 20'

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS: PLAY LOTS**

SHEET NUMBER

**L3.6**

## FENCE LEGEND:

- 4 FT. CHAIN LINK
- 4 FT. ORNAMENTAL
- 4 FT. UTILITY SCREEN
- 4 FT. BOARD ON BOARD
- 6 FT. ORNAMENTAL
- 6 FT. BOARD ON BOARD
- 8 FT. BOARD ON BOARD
- 6 FT. PARTITION (SEE FOUNDATION PLAN)

NORTH

## FENCING LAYOUT PLAN

SCALE: 1" = 60'-0"

0 30' 60' 120'


M/I HOMES

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


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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

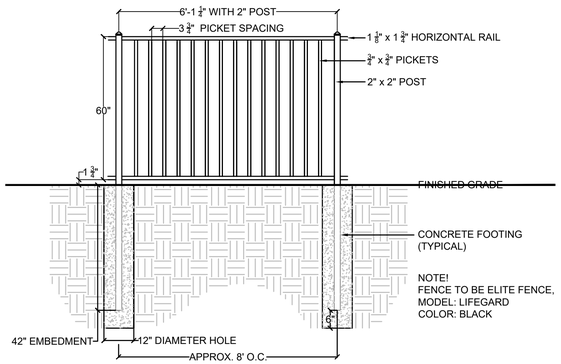
**FINAL LANDSCAPE PLAN - FENCING LAYOUT PLAN**

SHEET NUMBER

**L4.1**

## 1A DETAIL: FENCE, ORNAMENTAL FENCE (CLUBHOUSE POOL)

SCALE: 1/2" = 1'-0" LOCATION: CLUBHOUSE POOL




### SPECIFICATION - CLUBHOUSE / POOL FENCE

PRODUCT:
FENCE
- 134 L.F. TOTAL (INCL. 1, 4 WIDE GATE)
- HEIGHT: 60" / 5'
- MODEL: LIFEGUARD COMMERCIAL
- MATERIAL: ALUMINUM
- COLOR: BLACK (POWDER-COATED)
- LATCHES: SELF-CLOSING & SELF-LATCHING (WITH COLOR-MATCHED HINGES)

MANUFACTURER: ELITE

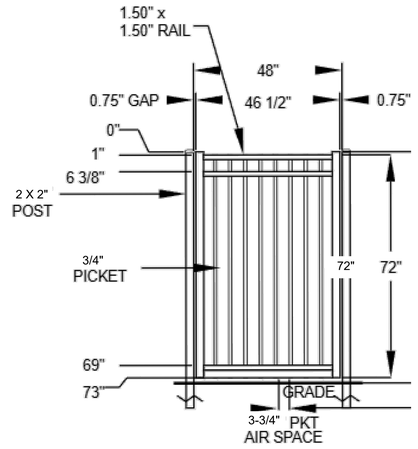
SUPPLIER (OR APPROVED EQUAL):

PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 1B DETAIL: FENCE, ORNAMENTAL FENCE GATE

NOT TO SCALE




## 1C SPECIFICATION: SECURITY SAFETY FOR POOL GATE - ELECTRIC STRIKE

PRODUCT:

SECURITY SAFETY FOR ALL ENTRY/EXIT GATES (W/ FOB ENTRY) - ELECTRIC STRIKE
- TOTAL QTY. 1
- MODEL: 9600 SERIES SURFACE MOUNTED ELECTRIC STRIKE
- ITEM: 9600
- MEASUREMENT: 9" HIGH x 1 3/4" WIDE x 3/4" DEEP
- MATERIAL: METAL
- COLOR: BSP BLACK SUEDE POWDER COAT

MANUFACTURER: HES ASSA ABLOY
www.hesinnovations.com

SUPPLIER (OR APPROVED EQUAL):

PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 1D SPECIFICATION: SECURITY SAFETY FOR POOL GATE - PANIC BAR

PRODUCT:

SECURITY SAFETY FOR ALL ENTRY/EXIT GATES (W/ FOB ENTRY) - PANIC BAR
- TOTAL QTY. 1
- MODEL: 10045 PREMIUM EXIT BAR KIT - DETEX ADVANTEX STAINLESS STEEL BAR
- ITEM: PREMIUM KIT W/ ADVANTEX 48" BAR - BLACK PLATE, #10045-B48
- MATERIAL: METAL
- COLOR: BLACK (PLATE), BAR & HARDWARE (STAINLESS-STEEL)

MANUFACTURER: DAC INDUSTRIES, INC.
www.dacindustries.com

SUPPLIER (OR APPROVED EQUAL):

PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 1E SPECIFICATION: SECURITY SAFETY FOR POOL GATE - ELECTRIC STRIKE MOUNTING KIT

PRODUCT:

SECURITY SAFETY FOR ALL ENTRY/EXIT GATES (W/ FOB ENTRY) - ELECTRIC STRIKE
- TOTAL QTY. 1
- MODEL: MOUNTING KIT FOR HES 9600 ELECTRIC STRIKE W/ DAC PANIC BAR KITS
- ITEM: #11190
- MATERIAL: METAL
- COLOR: BLACK W/ STAINLESS-STEEL HARDWARE

MANUFACTURER: DAC INDUSTRIES, INC.
www.dacindustries.com

SUPPLIER (OR APPROVED EQUAL):

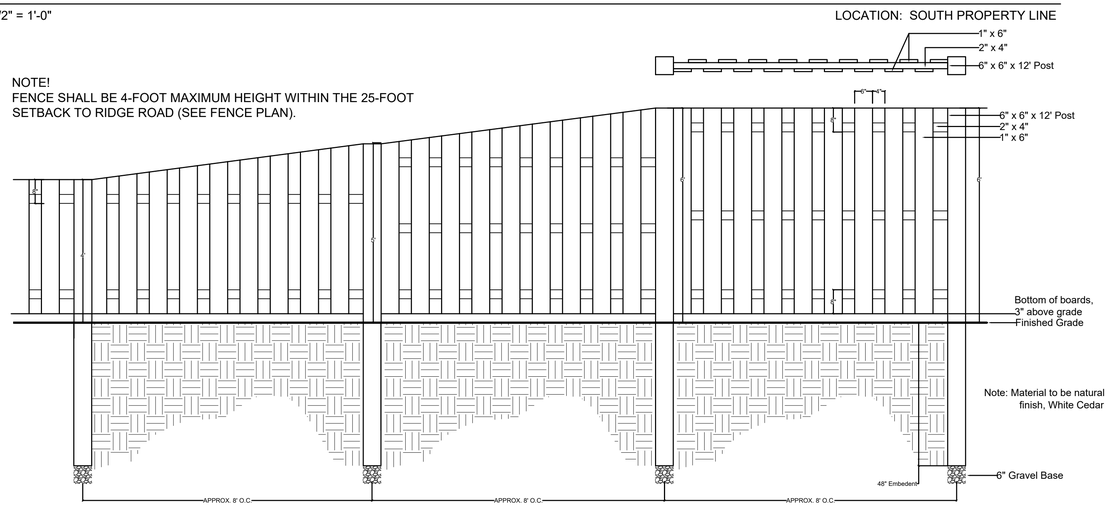
PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 2 DETAIL: 4-FOOT AND 6-FOOT BOARD-ON-BOARD FENCES WITH TRANSITION

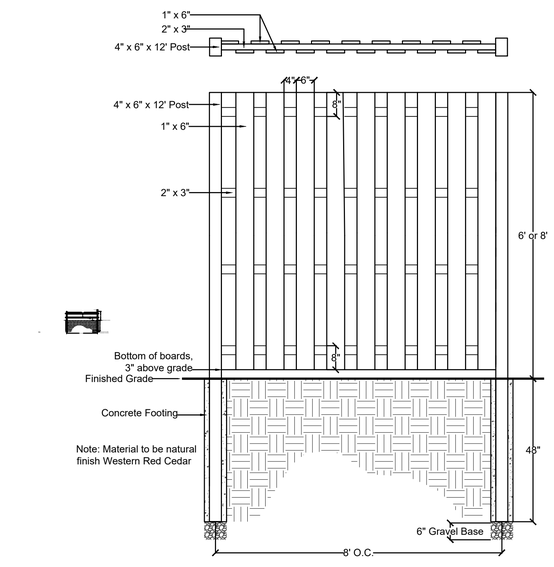
SCALE: 1/2" = 1'-0" LOCATION: SOUTH PROPERTY LINE

NOTE!
FENCE SHALL BE 4-FOOT MAXIMUM HEIGHT WITHIN THE 25-FOOT SETBACK TO RIDGE ROAD (SEE FENCE PLAN).




## 3 DETAIL: FENCE, 8-FOOT BOARD-ON-BOARD

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




M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS: FENCING**

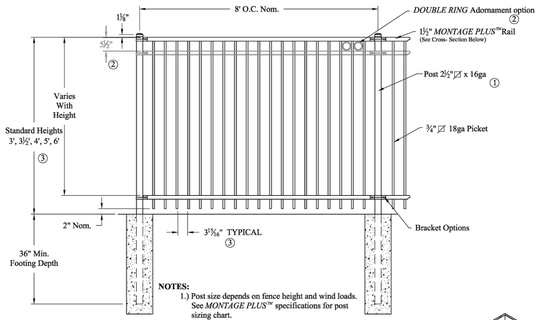
SHEET NUMBER

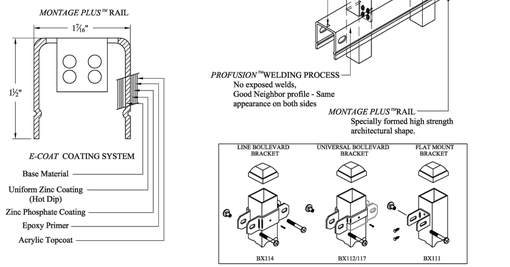
**L4.2**

## 1 DETAIL: FENCE, ORNAMENTAL

NOT TO SCALE

LOCATION: BEHIND FRONT-LOADED GARAGE TOWNHOMES







### SPECIFICATION - 6 FT. HIGH ORNAMENTAL

PRODUCT:
FENCE
- 1,560 L.F. TOTAL (INCL. 2, 4 WIDE GATE)
- HEIGHT: 72" / 6'
- MODEL: MONTAGE PLUS (NO RINGS)
- MATERIAL: COMMERCIAL STRENGTH STEEL
- COLOR: BLACK (POWDER-COATED)
- LATCHES: SELF-CLOSING & SELF-LATCHING (WITH COLOR-MATCHED HINGES)

MANUFACTURER: ELITE

SUPPLIER (OR APPROVED EQUAL):

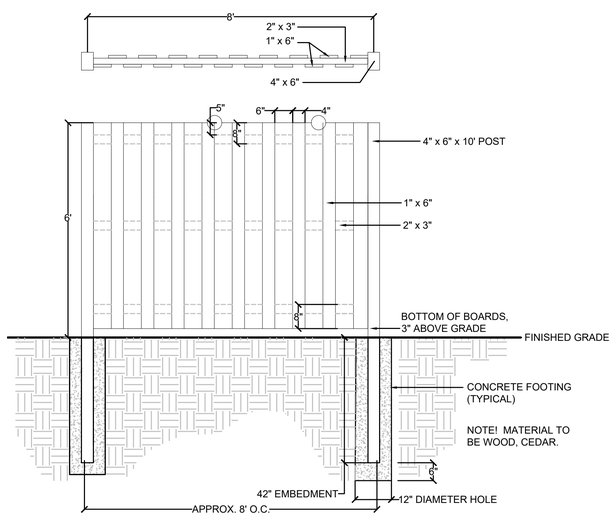
PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 2 DETAIL: FENCE, PARTITION

NOT TO SCALE

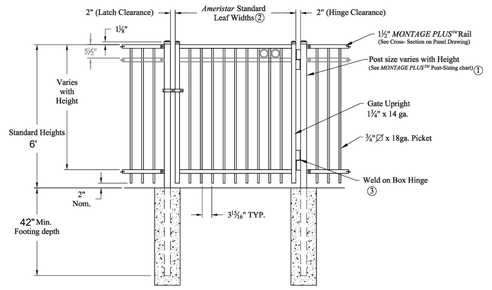
LOCATION: PATIO PARTITIONS, FRONT-LOADED TOWNHOMES




## 3 DETAIL: FENCE, ORNAMENTAL (MAINTENANCE BUILDING)

NOT TO SCALE

LOCATION: BEHIND FRONT-LOADED GARAGE TOWNHOMES




### SPECIFICATION - 6 FT. HIGH ORNAMENTAL

PRODUCT:
FENCE
- QUANTITY: 2, 4' WIDE GATES)
- HEIGHT: 72" / 6'
- MODEL: MONTAGE PLUS
- MATERIAL: COMMERCIAL STRENGTH STEEL
- COLOR: BLACK (POWDER-COATED)
- LATCHES: SELF-CLOSING & SELF-LATCHING (WITH COLOR-MATCHED HINGES)

MANUFACTURER: ELITE

SUPPLIER (OR APPROVED EQUAL):

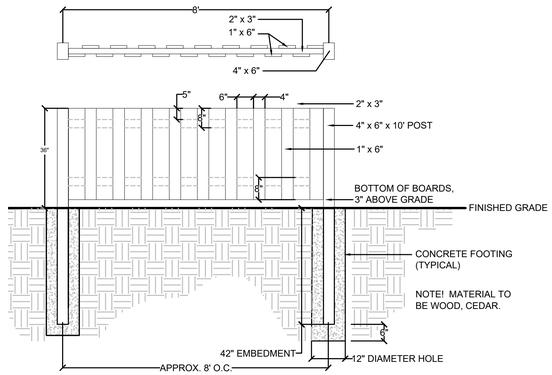
PEERLESS FENCE GROUP
200 W. RIVER ROAD - ST. CHARLES, IL 60174
CONTACT: MEGAN RUSSE

PEERLESSFENCE.COM
T (630) 474-8371

## 4 DETAIL: FENCE, A/C UNIT SCREENING

NOT TO SCALE

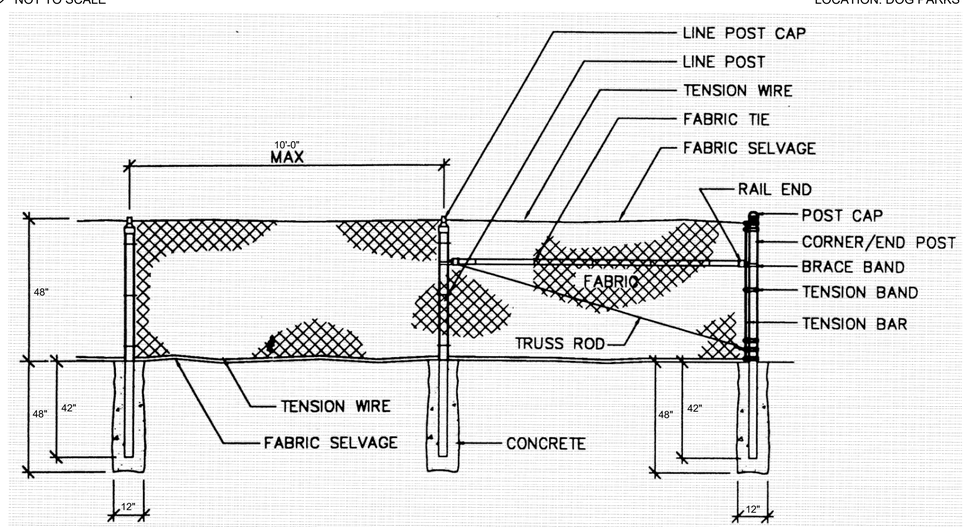
LOCATION: A/C UNITS, BUILDINGS




## 5 DETAIL: FENCE, CHAIN-LINK (GATES NOT SHOWN)

NOT TO SCALE

LOCATION: DOG PARKS




M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS: FENCING**

SHEET NUMBER

**L4.3**

# DETAILS: SITE FURNISHINGS

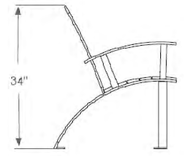
## 1 SPECIFICATIONS - ASHTON BENCH

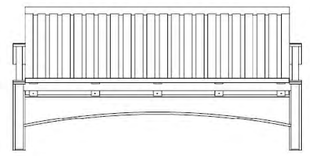
SHALL BE:

- MODEL: ASB-6-RPB-P
- FRAME COLOR: BLACK POWDER COATED STEEL
- SEAT COLOR: BROWN RECYCLED PLASTIC
- MOUNT: SURFACE

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  THOMAS STEELE
  1080 UNIEK DRIVE
  WAUNAKEE, WI
  CONTACT: LARRY SEIPLE
  *EMAIL: LSEIPLE@MADRAX.COM*



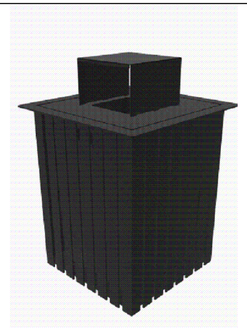
## 2 SPECIFICATIONS - ARCADIA 32 GAL. LITTER RECEPTACLE

SHALL BE:

- MODEL: ACTR-32-P; COVERED SQUARE LID: CSQ
- COLOR: BLACK POWDER COATED STEEL
- INCLUDES EQUIPMENT AS PICTURED:

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  THOMAS STEELE
  1080 UNIEK DRIVE
  WAUNAKEE, WI
  CONTACT: LARRY SEIPLE
  *EMAIL: LSEIPLE@MADRAX.COM*



## 3 SPECIFICATIONS - ORION SQUARE (LOOP) BIKE RACK

SHALL BE:

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

- SHALL BE SURFACE MOUNTED PER MANUFACTURER'S SPECIFICATIONS.

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

# DETAILS: SIGNS

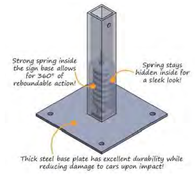
## 4 SPECIFICATIONS - EV CHARGING STATION SIGN WITH REBOUNDABLE POST

SHALL BE:

- PART NO: K2-0764
- SPN#: 301J
- MATERIAL: HI INTENSITY REFLECTIVE ALUMINUM WITH 3M LAMINATE
- SIZE: 12" X 18"
- MOUNT OPTION FOR CONCRETE: AFIX TO 6 FT. FLEXBOSS REBOUNDABLE SIGN POST SYSTEM
- MOUNT OPTION FOR LANDSCAPED AREA: 8' HIGH, SIGN POST IN POURED CONCRETE FOOTING

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU (OR APPROVED EQUAL):
  *ROADTRAFFICSIGNS.COM*
  203 JAY ST, SUITE 800
  BROOKLYN, NY
  TEL (888) 343-3771



FLEXIBLE POST FOR SURFACE MOUNT ON CONCRETE

SIGN

## 5 SPECIFICATIONS - ENVIRONMENTALLY SENSITIVE AREAS WITH IN-GROUND POST

SHALL BE:

- MATERIAL: HI INTENSITY REFLECTIVE ALUMINUM WITH 3M LAMINATE
- SIZE: 12" x 18"
- MOUNT OPTION FOR LANDSCAPED / TURF AREAS:
  8' HIGH, ALUMINUM SIGN POST IN POURED CONCRETE FOOTING

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU CUSTOM ORDER

## 6 SPECIFICATIONS - PARK HOURS WITH IN-GROUND POST

SHALL BE:

- MATERIAL: HI INTENSITY REFLECTIVE ALUMINUM WITH 3M LAMINATE
- SIZE: 12" x 18"
- MOUNT OPTION FOR LANDSCAPED / TURF AREAS:
  8' HIGH, ALUMINUM SIGN POST IN POURED CONCRETE FOOTING

- SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

- AVAILABLE THRU CUSTOM ORDER

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
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| 8. | |
| 9. | |
| 10. | |

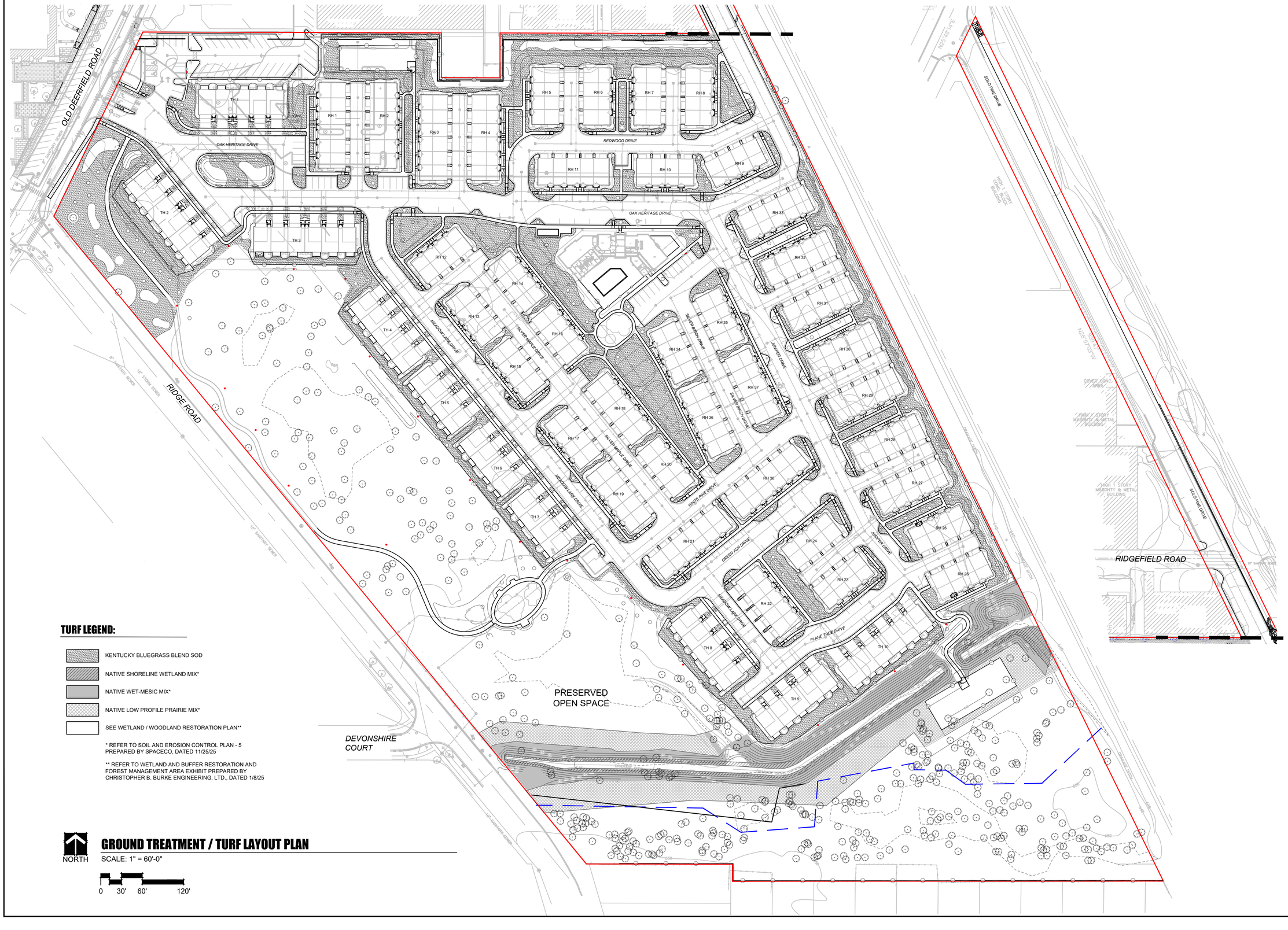
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- DETAILS:**
**SITE FURNISHINGS & SIGNS**

SHEET NUMBER

**L5.0**




## TURF LEGEND:

- KENTUCKY BLUEGRASS BLEND SOD
- NATIVE SHORELINE WETLAND MIX*
- NATIVE WET-MESIC MIX*
- NATIVE LOW PROFILE PRAIRIE MIX*
- SEE WETLAND / WOODLAND RESTORATION PLAN**

* REFER TO SOIL AND EROSION CONTROL PLAN - 5 PREPARED BY SPACECO, DATED 11/25/25

** REFER TO WETLAND AND BUFFER RESTORATION AND FOREST MANAGEMENT AREA EXHIBIT PREPARED BY CHRISTOPHER B. BURKE ENGINEERING, LTD., DATED 1/8/25

NORTH

# GROUND TREATMENT / TURF LAYOUT PLAN

SCALE: 1" = 60'-0"

0 30' 60' 120'

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
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| 4. | 6/10/26 FOR PERMIT |
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| 10. | |

PROJECT NAME AND SHEET TITLE

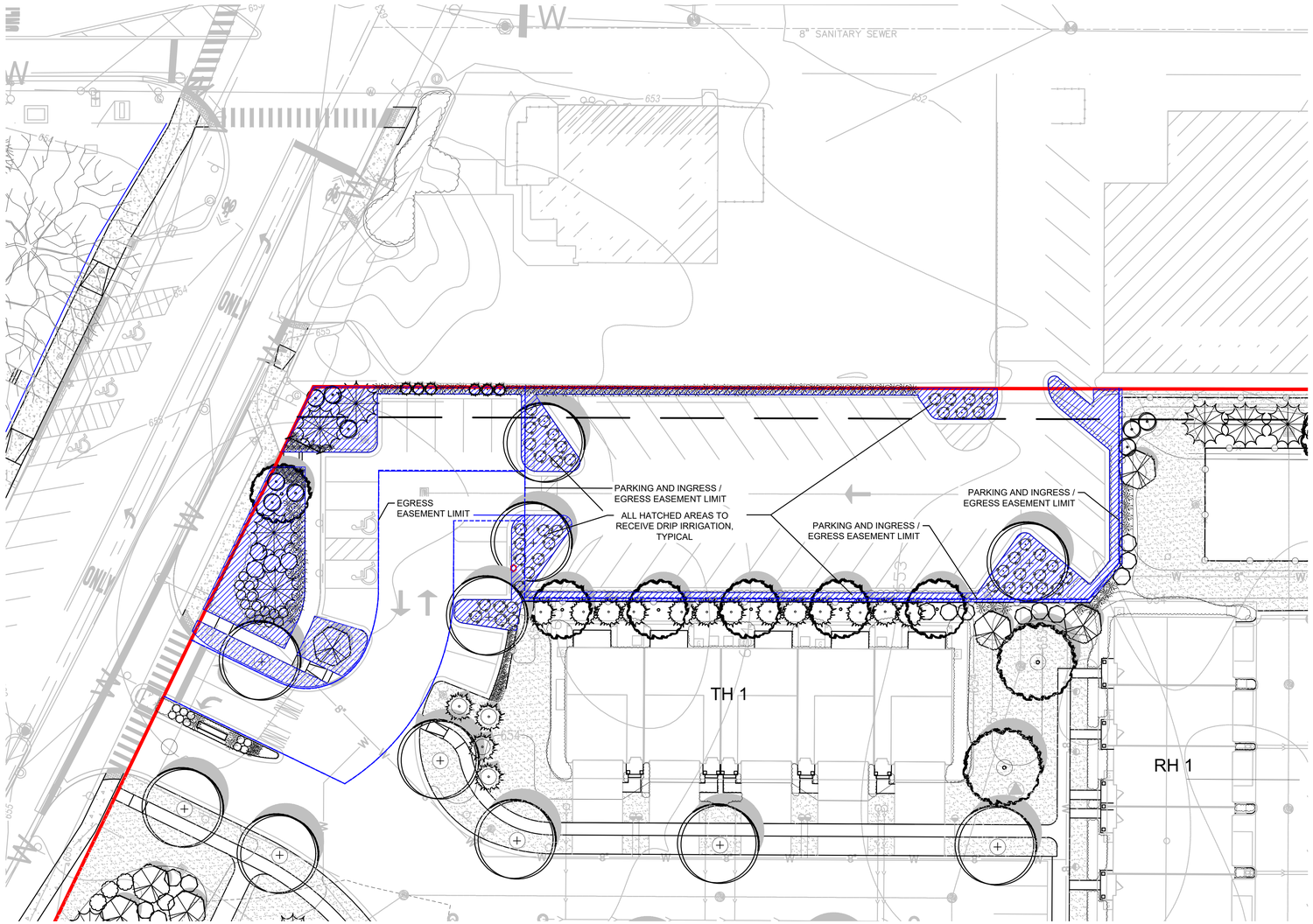
**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN - GROUND TREATMENT / TURF LAYOUT PLAN**

SHEET NUMBER

**L6.0**




NORTH

## IRRIGATION PLAN - PARKING LOT EASEMENT AREA

SCALE: 1" = 20'-0"

0 10' 20' 40'

NOTE!
WATER SUPPLY FOR IRRIGATION TO BE PROVIDED BY THE BOWERY of HIGHLAND PARK.

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
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| 6. | |
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| 9. | |
| 10. | |

PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL LANDSCAPE PLAN**
**- IRRIGATION PLAN**
**PARKING LOT EASEMENT AREA**

SHEET NUMBER

**L7.0**

# CITY OF HIGHLAND PARK
# POLICE HEADQUARTERS
## 1677 OLD DEERFIELD ROAD | HIGHLAND PARK, ILLINOIS

### PROJECT TEAM

**OWNER / DEVELOPER ( JOINT VENTURE )**

HDC M/I HP VENTURE, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563
TEL (630) 426-1370
CONTACT: TODD GAWRONSKI

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

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

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

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

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

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

### SHEET INDEX


| | |
|---|---|
| L0.1 | SHEET INDEX<br>PROJECT TEAM |
| L0.2 | TREE PRESERVATION NOTES<br>DETAIL: TREE PROTECTION FENCE<br>DETAILS: PLANTING<br>NOTES: GENERAL LANDSCAPE |
| L0.3 | SHEET KEY |
| L1.0 | HARDSCAPE PLANS<br>DETAILS: ROUND CONCRETE PLANTER |
| L2.0 | LANDSCAPE PLAN<br>SCHEDULE: PLANTS & MATERIALS LIST |
| L3.0 | HARDSCAPE DETAILS:<br>- MONUMENT<br>- EXISTING BOLLARD DETAIL |
| L3.1 | HARDSCAPE DETAILS:<br>- SECURITY BOLLARDS<br>- STAND ALONE AND ARRAY |



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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 19, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER COMMENTS |
| 2. | 1/30/26 PAVER PLAZA |
| 3. | 6/10/26 SECURITY BOLLARDS |
| 4. | |
| 5. | |
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| 7. | |
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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**
**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

**RENOVATION LANDSCAPE PLAN - COVER**

SHEET NUMBER

**L0.1**

# NOTES: TREE PRESERVATION

1. TREE PRESERVATION:

   A. **ALL WORK MUST BE PERFORMED ACCORDING TO THE APPROVED TREE PRESERVATION PLAN. IT IS STRONGLY RECOMMENDED TO DOCUMENT GOOD STEWARDSHIP PRACTICES DURING CONSTRUCTION. IF REQUIRED, PRIOR TO COMMENCING ANY DEMOLITION / CONSTRUCTION ACTIVITY, NOTIFY MUNICIPAL FORESTRY DEPARTMENT (NOTIFY AT LEAST 48 HOURS IN ADVANCE OF WORK).**

   B. AN APPROVED TREE PRESERVATION PLAN MUST BE AVAILABLE AT THE BUILDING SITE.

   C. PRIOR TO ANY DEMOLITION / CONSTRUCTION ACTIVITY, INSTALL TREE PRESERVATION FENCE AND PERFORM ROOT PRUNING FOR ALL PROTECTED TREES.

   D. FENCE THE CRITICAL ROOT ZONE (CRZ) / CANOPY DRIP-LINE, OF THE ENTIRE EXISTING TREE TO BE PRESERVED, WITH TREE PROTECTION FENCE. FENCE TO PREVENT WOUNDS TO THE TREE & SOIL COMPACTION. POST THE FENCE WITH A SIGN STATING, "TREE PROTECTION ZONE - KEEP OUT".

   E. ALL REQUIRED TREE PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL THE TIME OF FINISH GRADING AND LANDSCAPING.

   F. NO TRENCHING SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES FOR ANY CONSTRUCTION ACTIVITY, UNLESS PRE-APPROVED BY PROJECT ARBORIST &/OR PROJECT LANDSCAPE ARCHITECT.

   G. NO GRADE CHANGES SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES OF TREES FOR ANY CONSTRUCTION ACTIVITY.

   H. SHOULD IT BE NECESSARY TO TRENCH WITHIN THE CRZ FOR UTILITIES, INCLUDING DISCONNECTION OR CAPPING OF EXISTING UTILITIES, ALL TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL SMALLER ROOTS THAT REQUIRE CUTTING, SHALL BE CUT WITH A SHARP PRUNING SAW. CUTS SHALL BE MADE FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME, TWENTY-FIVE PERCENT (25%) OF THE AREA WITHIN THE CRZ IS BEING SEPARATED FROM THE TREE BY A TRENCH, THEN THE LINE SHALL BE EITHER RELOCATED OR INSTALLED USING TRENCH-LESS METHODS.

   I. LOCATE THE PROPOSED WATER AND SEWER LINES OUTSIDE OF THE TREE PROTECTION ZONE OR INSTALL THE SEWER AND WATER UTILITIES USING TRENCH-LESS METHODS. AUGER THROUGH THE ENTIRE TREE PROTECTION ZONE, LOCATE PITS OUTSIDE OF THE TREE PROTECTION ZONE.

   J. THE PROPOSED WATER SERVICE LINE VALVES (B-BOXES), ARE TO BE TEN FEET (10') FROM PRESERVED TREES. IF FUTURE UTILITY EXCAVATIONS NEED TO OCCUR, THIS REDUCES THE CHANCES OF EXTENSIVE STEM OR ROOT DAMAGE, WHICH COULD LEAD TO TREE DECLINE.

   K. AT NO TIME SHALL ANY EQUIPMENT, MATERIALS, SUPPLIES OR FILL SOIL BE ALLOWED IN THE TREE PROTECTION ZONE(S). DO NOT STORE EXCAVATED SOIL OR THE DUMPSTER WITHIN THE DRIP-LINE (CRZ) OF THE PRESERVED TREE(S).

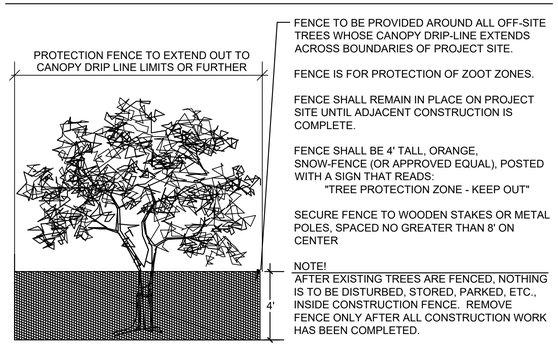
   L. **REMOVAL OF ANY HARDSCAPE WITHIN THE TREE PROTECTION ZONES WILL BE DONE BY HAND.** NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS THERE IS NO ALTERNATIVE FEASIBLE. CUTS WILL BE MADE WITH A SHARP PRUNING SAW TO AVOID TEARING AND WILL BE FLUSH WITH THE TREE SIDE OF THE TRENCH.

   M. THE TREE PROTECTION ZONE MAY BE MULCHED TO IMPROVE THE GROWING CONDITIONS FOR TREE ROOTS AND TO MINIMIZE MAINTENANCE OF THE LAWN.

   N. ALL OFF-SITE TREES SHALL BE PRESERVED.

   O. EXISTING TREES SHOWN TO REMAIN SHALL BE PRESERVED TO THE BEST EXTENT POSSIBLE, PENDING FINAL SITE PLAN, FINAL CIVIL ENGINEERING, AND/OR ANY UNFORESEEN ISSUES.

# DETAIL: TREE PROTECTION FENCE




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

FENCE IS FOR PROTECTION OF ZOOT ZONES.

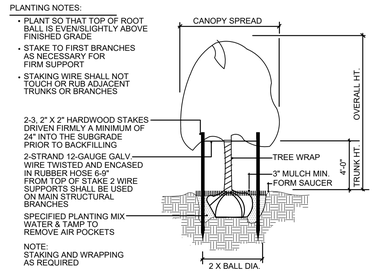
FENCE SHALL REMAIN IN PLACE ON PROJECT SITE UNTIL ADJACENT CONSTRUCTION IS COMPLETE.

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

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

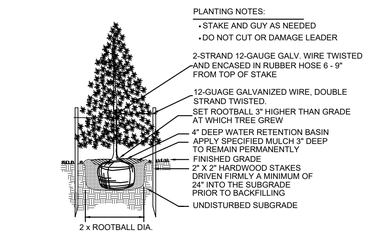
NOTE!
AFTER EXISTING TREES ARE FENCED, NOTHING IS TO BE DISTURBED, STORED, PARKED, ETC., INSIDE CONSTRUCTION FENCE. REMOVE FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

# DETAILS: PLANTING



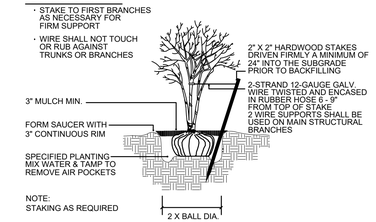

## TREE PLANTING & STAKING

**NOT TO SCALE**



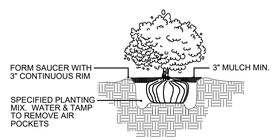

## EVERGREEN TREE PLANTING

**NOT TO SCALE**



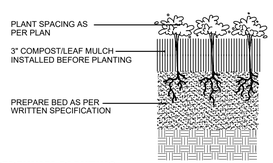

## MULTI-TRUNK TREE STAKING

**NOT TO SCALE**



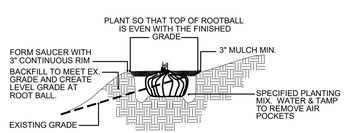

## SHRUB PLANTING

**NOT TO SCALE**




## PERENNIAL PLANTING

**NOT TO SCALE**




## HILLSIDE PLANTING

**NOT TO SCALE**

# NOTES: GENERAL LANDSCAPE

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE STANDARDS AND CODES.
2. CALL J.U.L.I.E. UTILITY LOCATING SERVICE (TEL 800.892.0123), 48 HOURS PRIOR TO THE START OF ANY DIGGING.
3. GENERAL PLANT NOTES:
   A. ALL PLANT MATERIAL SHALL CONFORM IN SIZE AND GRADE IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK.
   B. ALL PLANT MATERIAL SHALL BE MAINTAINED ALIVE, HEALTHY, AND FREE FROM DISEASE AND PESTS.
   C. ALL NEW PLANT MATERIAL SHALL BE FROM A LOCAL SOURCE WHENEVER POSSIBLE (LESS THAN 50 MILES).
   D. PLANTS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORM / HABIT. PLANTS SHALL NOT BE PRUNED/HEDGED UNLESS ABSOLUTELY NECESSARY (DUE TO VISIBILITY OR HAZARD OBSTRUCTION).
   E. ALL LANDSCAPED AREAS SHALL BE FREE OF WEEDS, LITTER, AND SIMILAR SIGNS OF DEFERRED MAINTENANCE.
4. LOCATIONS OF PROPOSED PLANT MATERIAL MAY BE ADJUSTED AT TIME OF INSTALLATION DUE TO FINAL ENGINEERING AND FINAL LOCATION OF SITE UTILITIES.
5. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND SPREADING TOPSOIL (6"-12" DEEP), FINE GRADING, AND PREPARATION OF ALL LAWN AND LANDSCAPE AREAS. ALL SOILS SHALL BE FREE OF CONSTRUCTION DEBRIS, PRIOR TO INSTALLING ANY PLANT MATERIAL.
6. PRIOR TO SPREADING TOPSOIL, THE LANDSCAPE CONTRACTOR SHALL INSPECT AND ACCEPT ALL BASE GRADES. ANY DEVIATION FROM GRADES INDICATED ON THE GRADING PLAN SHALL BE CORRECTED BEFORE PLACING ANY TOPSOIL.
7. ALL SHRUB, GROUNDCOVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE PREPARED WITH A SOIL AMENDMENT MIX - 1/3 TOPSOIL, 1/3 MUSHROOM COMPOST, AND 1/3 TORPEDO SAND. MATERIAL SHALL BE ROTO-TILLED JUST PRIOR TO THE INSTALLATION OF PLANT MATERIAL.
8. ALL PLANTING ISLANDS SHALL BE MOUNDED TO PROVIDE POSITIVE DRAINAGE.
9. ALL PLANTING BEDS ADJACENT TO LAWN AREAS SHALL HAVE A SPADED EDGE BORDER, UNLESS METAL OR OTHER BORDER IS SPECIFIED.
10. ALL PLANTING BED AREAS SHALL MAINTAIN A MAX. 3" DEEP LAYER OF SHREDDED HARDWOOD MULCH (COLOR: NON-DYED, BROWN).
11. LANDSCAPE CONTRACTOR SHALL COORDINATE PLANTING SCHEDULE WITH LANDSCAPE MAINTENANCE CONTRACTOR, TO ENSURE PROPER WATERING OF PLANTED AND SODDED AREAS AFTER INITIAL INSTALLATION.
12. LANDSCAPE CONTRACTOR SHALL COORDINATE WORK WITH OTHER CONTRACTORS ON SITE TO MINIMIZE ANY REDO OF COMPLETED LANDSCAPE WORK AND DAMAGE TO PLANT MATERIAL.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN LAYOUT WORK. UPON REQUEST, LANDSCAPE ARCHITECT SHALL BE AVAILABLE TO ASSIST/APPROVE CONTRACTOR LAYOUT.
14. EVERY ATTEMPT HAS BEEN MADE TO DEPICT ALL EXISTING UTILITY LINES. CONTRACTOR SHALL USE PRECAUTION WHEN DIGGING. CONTRACTOR SHALL MAKE THEMSELVES THOROUGHLY FAMILIAR WITH ALL UNDERGROUND UTILITY LOCATIONS PRIOR TO ANY DIGGING, VERIFYING LOCATIONS AND DEPTHS OF ALL UTILITIES.
15. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE PRIOR TO BID SUBMITTAL, TO BECOME FAMILIAR WITH EXISTING CONDITIONS AT THE SITE.
16. PLANT LIST QUANTITIES PROVIDED AT TIME OF FINAL PLANS ARE APPROXIMATIONS. CONTRACTORS ARE RESPONSIBLE FOR COMPLETING THEIR OWN QUANTITY TAKE-OFFS. IF A DISCREPANCY IS FOUND BETWEEN THE PLAN AND THE PLANT LIST, THEN THE PLAN SHALL PREVAIL.
17. PLANT SUBSTITUTIONS ARE ALLOWED DUE TO PLANT AVAILABILITY OR PLANTING TIME OF YEAR, ONLY WITH THE PRIOR CONSENT OF THE LANDSCAPE ARCHITECT. IF SUBSTITUTIONS ARE MADE WITHOUT PRIOR CONSENT, THE LANDSCAPE ARCHITECT MAINTAINS THE RIGHT TO REJECT MATERIAL IN THE FIELD, AT THE COST TO THE CONTRACTOR.
18. CONTRACTOR TO PROVIDE TEST OF EXISTING AND IMPORTED SOILS PER SPECIFICATIONS. PLANTING SOIL SHALL BE AMENDED PER SPECIFICATIONS.
19. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IF AREAS OF POOR DRAINAGE OR OTHER UNUSUAL SUBSURFACE CONDITIONS ARE ENCOUNTERED DURING EXCAVATION FOR PLANTING PITS.
20. ALL TURF SHALL SHALL BE KENTUCKY BLUEGRASS BLEND SOD (MINERAL, NOT PEAT), PER CITY, SEED IS NOT ALLOWED.
21. CONTRACTOR SHALL RESTORE LAWN AREAS THAT HAVE REMAINED PARTIALLY INTACT, TOP DRESSING WITH SOIL, SCARIFYING, AND SEEDING TO FORM A SMOOTH, FULL, EVEN LAWN, FREE OF BARE SPOTS, INDENTATIONS, AND WEEDS.
22. LANDSCAPE DETAILS SHOWN ARE FOR DESIGN INTENT ONLY. LANDSCAPE ARCHITECT ASSUMES NO LIABILITY. CONTRACTOR IS RESPONSIBLE FOR ERECTING AND INSTALLING PROPERLY BUILT AMENITIES PER CODE, PER SITE CONDITIONS (FINAL GRADING & UTILITY LOCATIONS), AND PER AREA CLIMATE CONDITIONS. ALL LANDSCAPE SITE DETAILS FOR STRUCTURES AND FOOTINGS SHALL BE REVIEWED & APPROVED BY A STRUCTURAL ENGINEER.
23. CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A ONE-YEAR WARRANTY ON ALL PLANT MATERIAL.
24. (IF APPLICABLE) CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A THREE-YEAR MONITORING AND MAINTENANCE PROGRAM ON ALL NATURALIZED DETENTION AREAS.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9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 19, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER COMMENTS |
| 2. | 1/30/26 PAVER PLAZA |
| 3. | 6/10/26 SECURITY BOLLARDS |
| 4. | |
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| 8. | |
| 9. | |
| 10. | |

PROJECT NAME AND SHEET TITLE

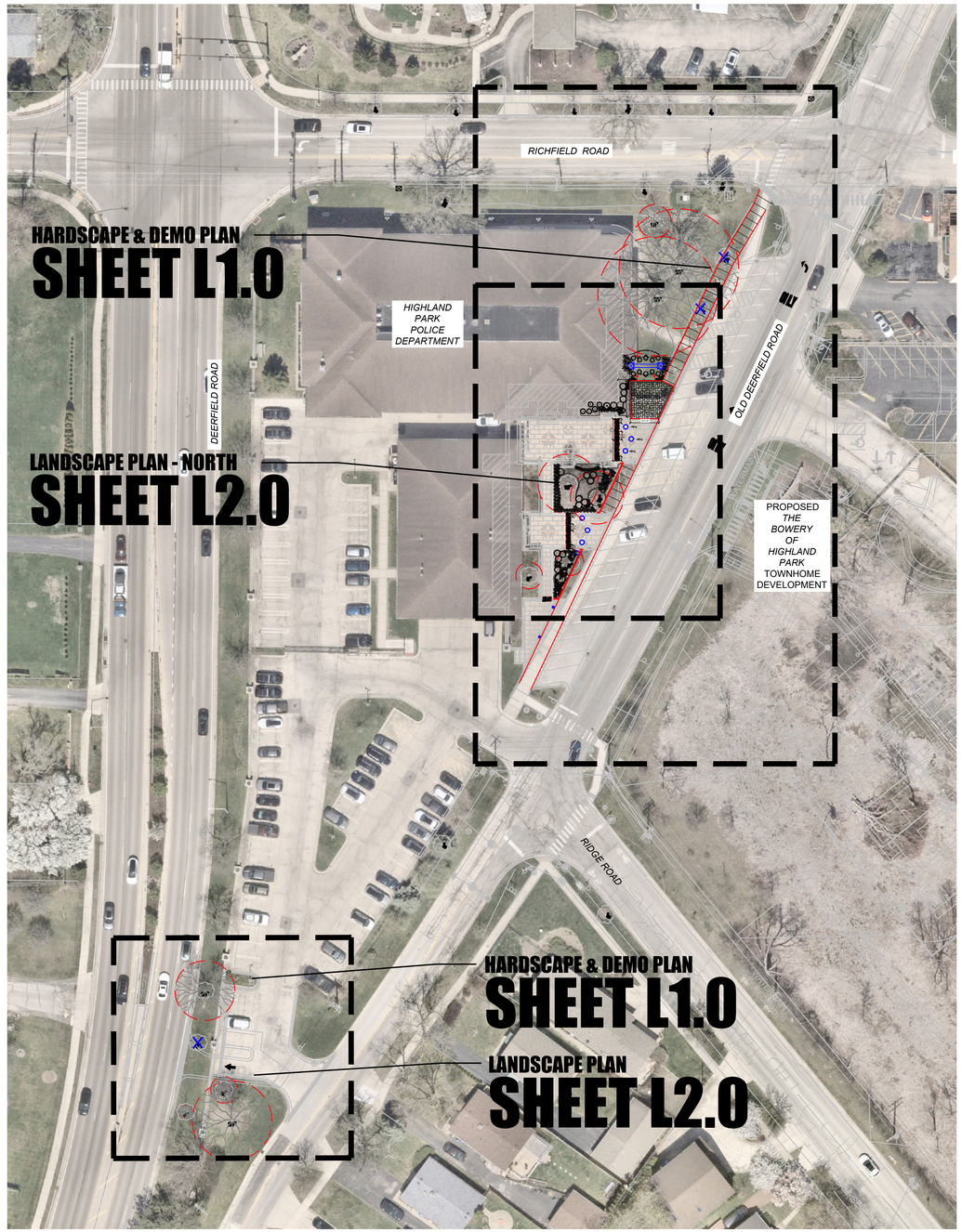
**POLICE HEADQUARTERS**

**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

**RENOVATION LANDSCAPE PLAN - NOTES & PLANTING DETAILS**

SHEET NUMBER

**L0.2**




NORTH

**SHEET KEY**

SCALE: 1" = 40'-0"

0 5' 10' 20'

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9 CRYSTAL LAKE ROAD
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(224) 241-8181

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**CHICAGO, ILLINOIS**

PLAN DATE

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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**

**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

**RENOVATION LANDSCAPE PLAN - SHEET KEY**

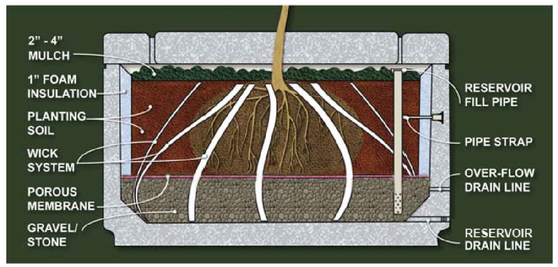
SHEET NUMBER

**L0.3**

## DETAIL: 36" ROUND PLANTER

SHAPE: ROUND

COLOR: A25 BROWN



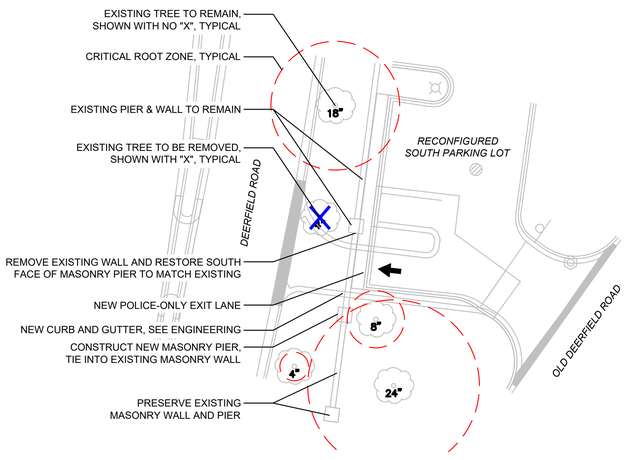

RESERVOIR SYSTEM

### 1 SPECIFICATION - 36" ROUND PLANTER

SHALL BE:

- QUANTITY: 3
- NAME: WAUSAU TILE - ROUND CONCRETE PLANTER
- MODEL: TF4090 - A25
- MATERIAL: ACID WASHED, REINFORCED CONCRETE
- MEASURES: 36"W X 24"H
- COLOR: ACID WASHED BROWN (A25)
- RESERVOIR SYSTEM

- INSTALL: PER MANUFACTURER'S SPECIFICATIONS, SOUTH PLAZA, PLACEMENT PER PLAN

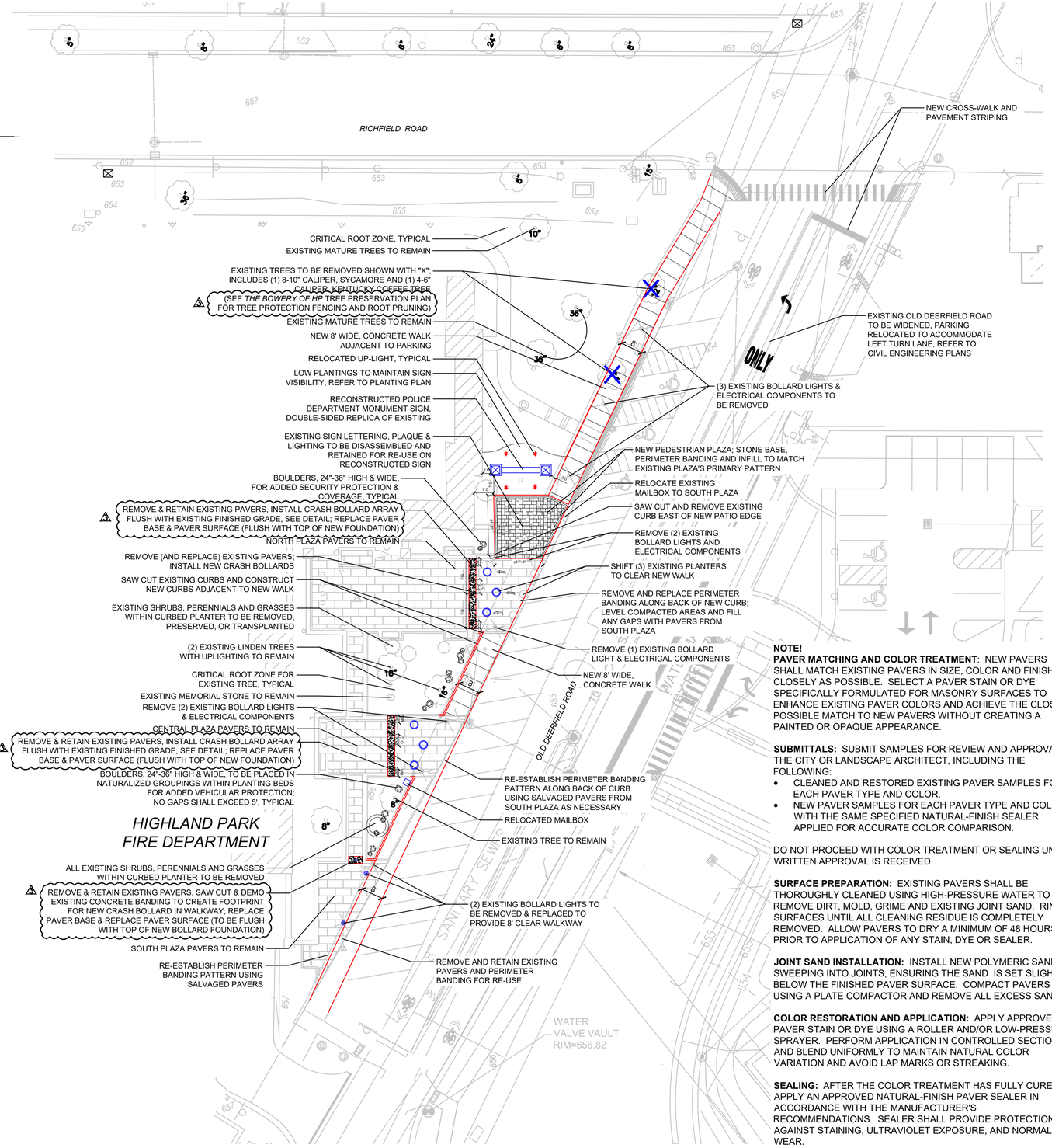



## HARDSCAPE REMOVAL PLAN - DEERFIELD ROAD EGRESS

NORTH

SCALE: 1" = 20'-0"

0 10' 20' 40'




## HARDSCAPE PLAN - OLD DEERFIELD ROAD FRONTAGE

NORTH

SCALE: 1" = 20'-0"

0 10' 20' 40'

**NOTE!**

**PAVER MATCHING AND COLOR TREATMENT**: NEW PAVERS SHALL MATCH EXISTING PAVERS IN SIZE, COLOR AND FINISH AS CLOSELY AS POSSIBLE. SELECT A PAVER STAIN OR DYE SPECIFICALLY FORMULATED FOR MASONRY SURFACES TO ENHANCE EXISTING PAVER COLORS AND ACHIEVE THE CLOSEST POSSIBLE MATCH TO NEW PAVERS WITHOUT CREATING A PAINTED OR OPAQUE APPEARANCE.

**SUBMITTALS:** SUBMIT SAMPLES FOR REVIEW AND APPROVAL BY THE CITY OR LANDSCAPE ARCHITECT, INCLUDING THE FOLLOWING:

- CLEANED AND RESTORED EXISTING PAVER SAMPLES FOR EACH PAVER TYPE AND COLOR.
- NEW PAVER SAMPLES FOR EACH PAVER TYPE AND COLOR, WITH THE SAME SPECIFIED NATURAL-FINISH SEALER APPLIED FOR ACCURATE COLOR COMPARISON.

DO NOT PROCEED WITH COLOR TREATMENT OR SEALING UNTIL WRITTEN APPROVAL IS RECEIVED.

**SURFACE PREPARATION:** EXISTING PAVERS SHALL BE THOROUGHLY CLEANED USING HIGH-PRESSURE WATER TO REMOVE DIRT, MOLD, GRIME AND EXISTING JOINT SAND. RINSE SURFACES UNTIL ALL CLEANING RESIDUE IS COMPLETELY REMOVED. ALLOW PAVERS TO DRY A MINIMUM OF 48 HOURS PRIOR TO APPLICATION OF ANY STAIN, DYE OR SEALER.

**JOINT SAND INSTALLATION:** INSTALL NEW POLYMERIC SAND BY SWEEPING INTO JOINTS, ENSURING THE SAND IS SET SLIGHTLY BELOW THE FINISHED PAVER SURFACE. COMPACT PAVERS USING A PLATE COMPACTOR AND REMOVE ALL EXCESS SAND.

**COLOR RESTORATION AND APPLICATION:** APPLY APPROVED PAVER STAIN OR DYE USING A ROLLER AND/OR LOW-PRESSURE SPRAYER. PERFORM APPLICATION IN CONTROLLED SECTIONS AND BLEND UNIFORMLY TO MAINTAIN NATURAL COLOR VARIATION AND AVOID LAP MARKS OR STREAKING.

**SEALING:** AFTER THE COLOR TREATMENT HAS FULLY CURED, APPLY AN APPROVED NATURAL-FINISH PAVER SEALER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. SEALER SHALL PROVIDE PROTECTION AGAINST STAINING, ULTRAVIOLET EXPOSURE, AND NORMAL WEAR.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**CHICAGO, ILLINOIS**

PLAN DATE

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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**

**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

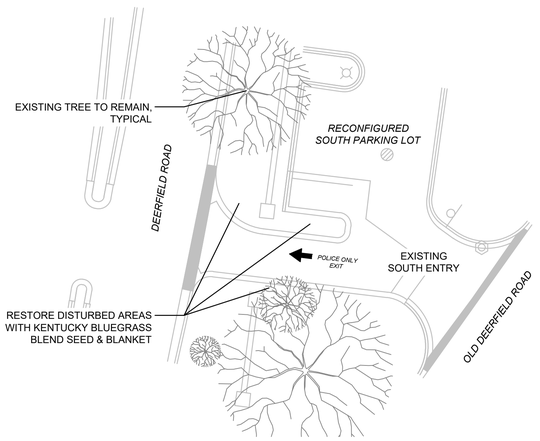
**RENOVATION LANDSCAPE PLAN - HARDSCAPE PLAN**

SHEET NUMBER

**L1.0**

## SCHEDULE: PLANTS & MATERIALS LIST

| CODE | QTY | SIZE | BOTANIC NAME | COMMON NAME |
|---|---|---|---|---|
| **Evergreen Shrubs** | | | | |
| BXGV | 5 | 36" wide | Buxus x 'Green Velvet' | Green Velvet Boxwood |
| MD | 10 | 24" wide | Microbiota decussata | Siberian Cypress *(6"-18" high x 3-12' wide)* |
| **Large Deciduous Shrubs** | | | | |
| FGBS | 3 | 36" high | Fothergilla gardenii 'Blue Shadow' | Blue Shadow Dwarf Fothergilla |
| HWD | 3 | 7 Gal./36" | Hydrangea arborescens 'Dardom' | White Dome Smooth Hydrangea |
| HLL | 1 | 48" high | Hydrangea paniculata 'Limelight' | Limelight Hydrangea *(8' high x 6' wide)* |
| HPLL | 10 | 7 Gal./36" | Hydrangea paniculata 'Jane' | Little Lime Hydrangea *(3-5' high x 3-5' wide)* |
| VCC | 1 | 7 Gal./36" | Viburnum carlesii 'Compactum' | Dwarf Koreanspice Viburnum |
| **Ornamental Grasses** | | | | |
| CAO3 | 5 | 3 Gal. | Calamagrostis arundinacea 'Overdam' | Korean Reed Grass |
| HES | 9 | 1 Gal. | Helictotrichon sempervirens | Blue Oat Grass |
| HMA | 17 | 1 Gal. | Hakonechloa macra 'Aureola' | Golden Variegated Hakone Grass |
| PAH3 | 5 | 3 Gal. | Pennisetum alopecuroide 'Hameln' | Dwarf Fountain Grass |
| SA | 13 | 1 Gal. | Sesleria autumnalis | Autumn Moor Grass |
| SH | 104 | 1 Gal. | Sporobolus heterolepsis | Prairie Dropseed |
| **Perennials** | | | | |
| AXM | 43 | 1 Gal. | Allium x 'Millenium' | Millenium Ornamental Onion |
| **Groundcover** | | | | |
| ACG | 75 | 1 Gal. | Ajuga reptans 'Catlin's Giant' | Catlin's Giant Bugleweed *(Ajuga)* |
| VDB | 352 | 3" Pot | Vinca minor 'Dart's Blue' | Dart's Blue Periwinkle *(11 flats)* |
| **Materials** | | | | |
| - | 3 | EA. | - | Planters *(36" diameter)* |
| - | 15 | EA. | - | Boulders *(24"-36" high/wide)* |
| - | 11 | EA. | - | Security Bollard |
| - | 5 | C.Y. | - | Soil Amendments |
| - | 14 | C.Y. | - | Shredded Hardwood Mulch |
| - | 510 | S.F. | - | Pavers (match existing) |
| - | TBD | S.Y. | - | Kentucky Bluegrass Blend Seed & Blanket |
| - | TBD | S.Y. | - | Kentucky Bluegrass Blend Sod |

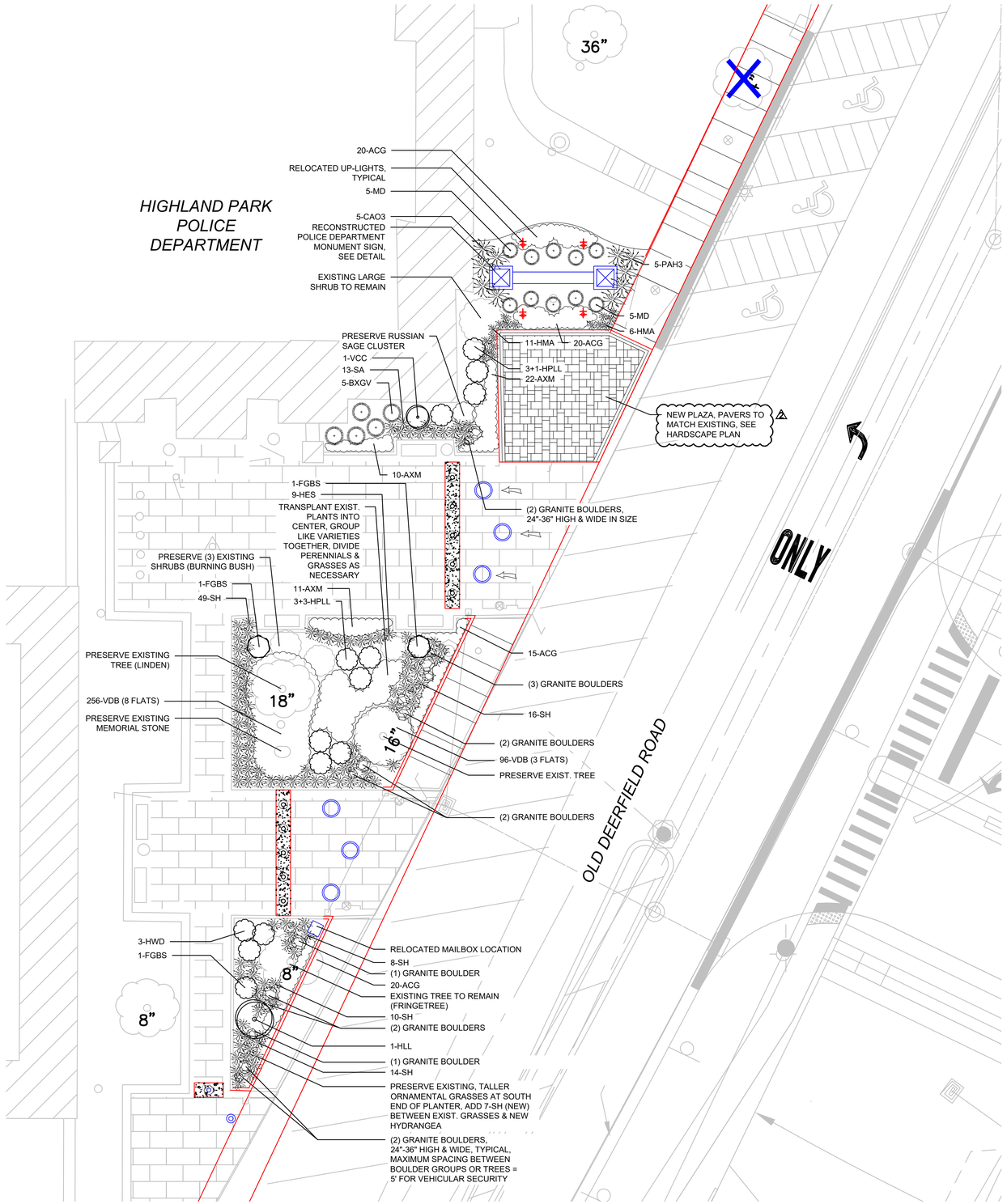



NORTH

**LANDSCAPE PLAN - DEERFIELD ROAD EGRESS** ⚠2

SCALE: 1" = 20'-0"

0 10' 20' 40'




NORTH

**LANDSCAPE PLAN - OLD DEERFIELD ROAD FRONTAGE**

SCALE: 1" = 10'-0"

0 5' 10' 20'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9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**

**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

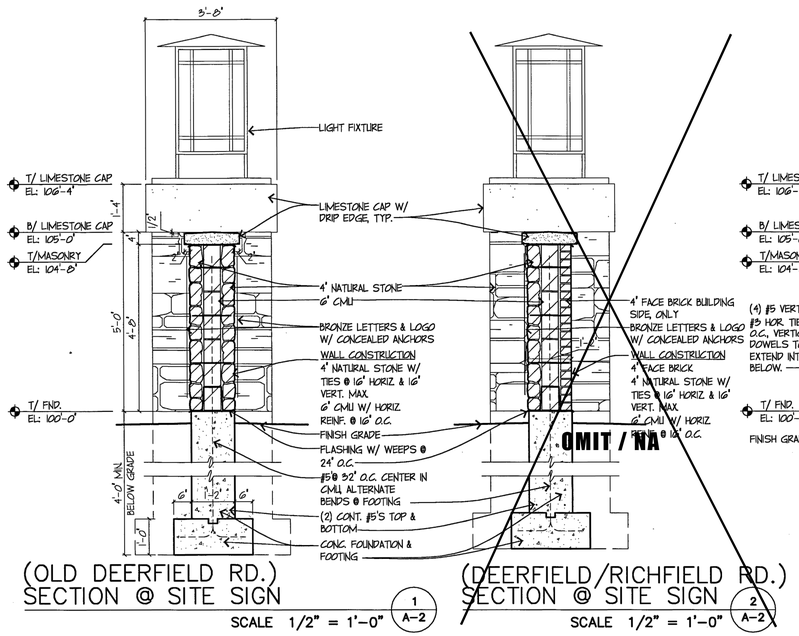
**RENOVATION LANDSCAPE PLAN - LANDSCAPE PLAN**

SHEET NUMBER

**L2.0**

## SPECIFICATIONS & DETAILS

### DETAILS: SITE FEATURES



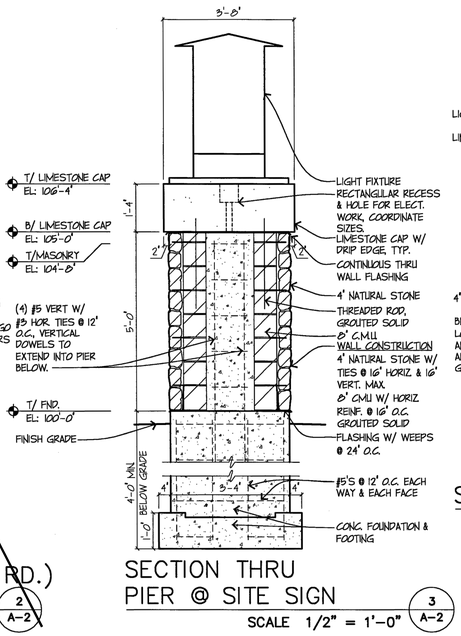

(OLD DEERFIELD RD.)
SECTION @ SITE SIGN

SCALE 1/2" = 1'-0" (1 / A-2)



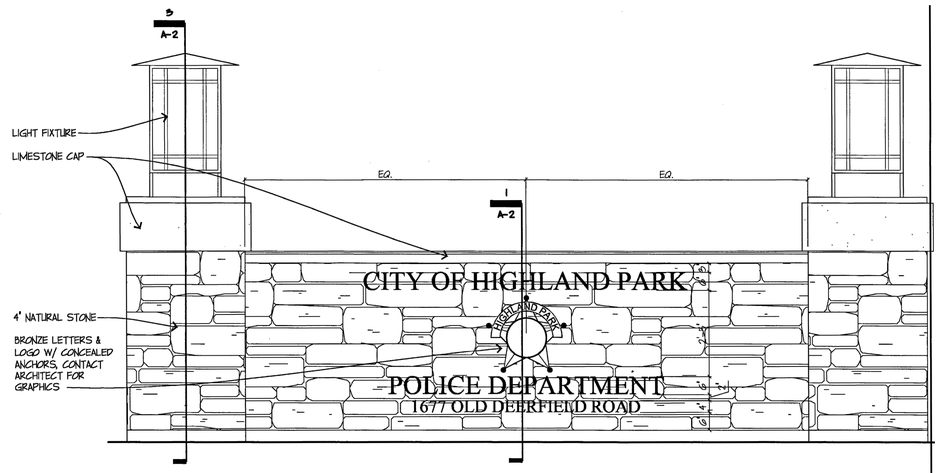

(DEERFIELD/RICHFIELD RD.)
SECTION @ SITE SIGN

SCALE 1/2" = 1'-0" (2 / A-2)




SECTION THRU
PIER @ SITE SIGN

SCALE 1/2" = 1'-0" (3 / A-2)



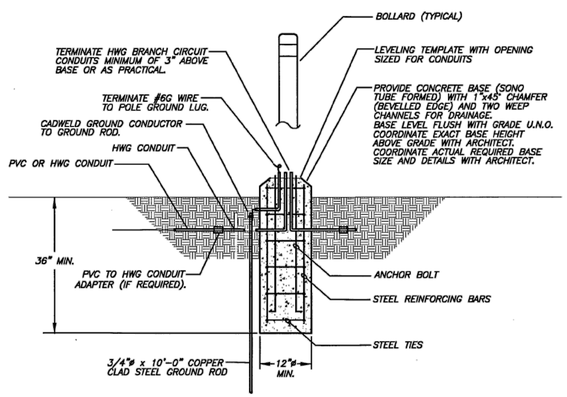

SITE SIGN ELEVATION

SCALE 1/2" = 1'-0" (4 / A-2)

NOTES:
1. EXISTING SIGN LIGHT FIXTURE, LETTERING, PLAQUE AND MATERIALS TO BE SALVAGED AND STORED IN A SAFE LOCATION UNTIL TIME OF REASSEMBLY.
2. SIGN DETAILS PROVIDED BY CITY OF HIGHLAND PARK.
3. SIGN DETAILS PER SITE PLAN & DETAILS BY ***SENTE, RUBEL, BOSMAN, LEE, ARCHITECTS, LTD.*** PROJECT NO. 03134, ADDENDUM #4, DATED 10/07/04.

### DETAIL: MONUMENT SIGN (EXISTING AND PROPOSED)

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




*TYPICAL BOLLARD DIAGRAM*

NOTES:
1. BOLLARD DETAILS PROVIDED BY CITY OF HIGHLAND PARK.
2. BOLLARD DETAILS PER ELECTRICAL SITE PLAN BY ***SENTE, RUBEL, BOSMAN, LEE, ARCHITECTS, LTD.*** PROJECT NO. 03134, ISSUED FOR CONSTRUCTION 3/10/2005.

### DETAIL: EXISTING BOLLARD*

NOT TO SCALE

*DETAIL PROVIDED FOR INFORMATIONAL PURPOSES FOR REMOVAL ONLY.

CONSTRUCTION / STRUCTURAL NOTE!
FINAL MATERIAL SELECTIONS SHALL BE THE RESPONSIBILITY OF THE OWNER. LANDSCAPE ARCHITECT ASSUMES NO LIABILITY / RESPONSIBILITY FOR RECOMMENDED SELECTIONS.

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**CHICAGO, ILLINOIS**

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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**

**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

**RENOVATION LANDSCAPE PLAN - HARDSCAPE DETAILS & SPECIFICATIONS**

SHEET NUMBER

**L3.0**

# SPECIFICATIONS & DETAILS

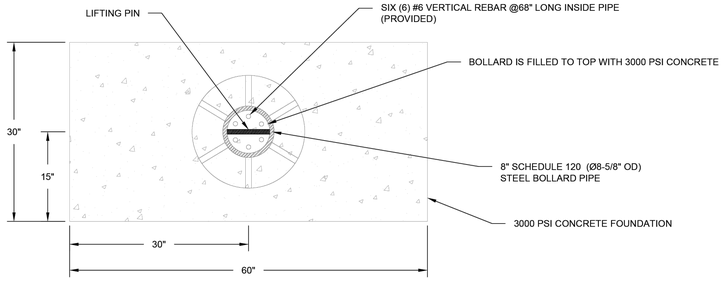
## DETAILS: SITE FEATURES

### 1 SPECIFICATION - SECURITY BOLLARD

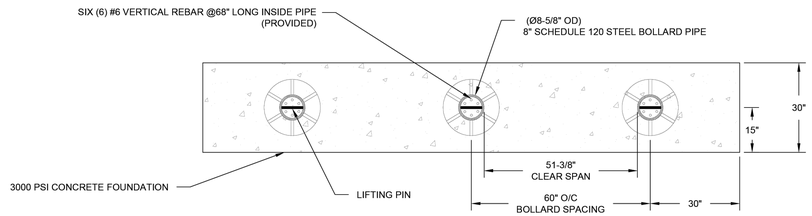
SHALL BE:

- QUANTITY: 11
- NAME: SET & POUR ASTM K4 CRASH RATED SECURITY BOLLARD
- MODEL: SPB-400; ASTM F2656-07 M30 P1 RATING (K4) PRE-FABRICATED UNIT
- MATERIAL: STEEL, POWDER COATED
- COVER COLOR: BROWN (PANTONE PQ-440C)
- INSTALL PER MANUFACTURER'S INSTRUCTIONS TO MAINTAIN 30 MPH CRASH RATING

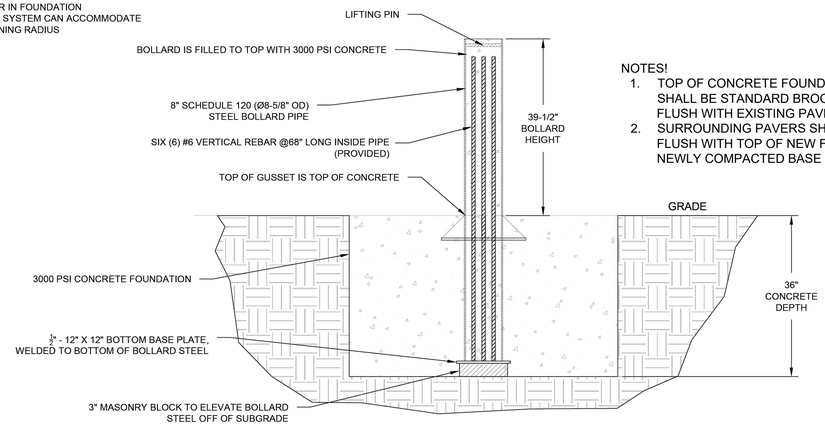
- AVAILABLE THRU (OR APPROVED EQUAL):
  BARRON EQUIPMENT COMPANY, INC.
  4010 N BRADY STREET
  DAVENPORT, IA 52806-3903
  CONTACT: HUNTER HARRIS
  TEL (563) 391-1052




PLAN



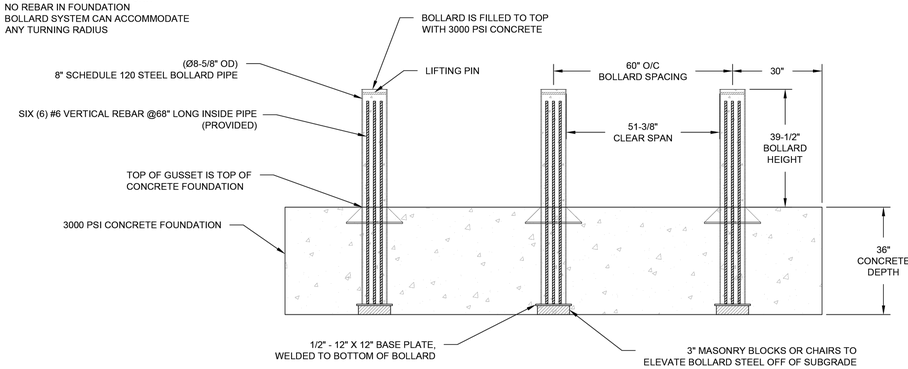

**KEY FEATURES:**
1. PREFABRICATED BOLLARD UNIT
2. NO REBAR IN FOUNDATION
3. BOLLARD SYSTEM CAN ACCOMMODATE ANY TURNING RADIUS




NOTES!
1. TOP OF CONCRETE FOUNDATION SHALL BE STANDARD BROOM FINISH, FLUSH WITH EXISTING PAVER SURFACE.
2. SURROUNDING PAVERS SHALL BE REPLACED FLUSH WITH TOP OF NEW FOUNDATION OVER NEWLY COMPACTED BASE TO MATCH EXISTING.

SECTION

**KEY FEATURES:**
1. PREFABRICATED BOLLARD UNIT
2. NO REBAR IN FOUNDATION
3. BOLLARD SYSTEM CAN ACCOMMODATE ANY TURNING RADIUS




NOTE:
1. MODIFIED SPACING FOR SITE SPECIFIC CONDITIONS AVAILABLE.

**DETAIL: SECURITY BOLLARD - STAND ALONE**
NOT TO SCALE — LOCATION: SOUTH WALK

**DETAIL: SECURITY BOLLARD - ARRAY ( 3 SHOWN, 5 ACTUAL )**
NOT TO SCALE — LOCATION: PEDESTRIAN PLAZAS X 2

CONSTRUCTION / STRUCTURAL NOTE!
FINAL MATERIAL SELECTIONS SHALL BE THE RESPONSIBILITY OF THE OWNER, LANDSCAPE ARCHITECT ASSUMES NO LIABILITY / RESPONSIBILITY FOR RECOMMENDED SELECTIONS.

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| 1. | 1/15/26 PER COMMENTS |
| 2. | 1/30/26 PAVER PLAZA |
| 3. | 6/10/26 SECURITY BOLLARDS |
| 4. | |
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PROJECT NAME AND SHEET TITLE

**POLICE HEADQUARTERS**
**1677 OLD DEERFIELD ROAD - HIGHLAND PARK, IL**

**RENOVATION LANDSCAPE PLAN - HARDSCAPE DETAILS & SPECIFICATIONS**

SHEET NUMBER

**L3.1**

# THE BOWERY of HIGHLAND PARK

## 1700 OLD DEERFIELD ROAD | HIGHLAND PARK, ILLINOIS

### PROJECT TEAM

**OWNER / DEVELOPER ( JOINT VENTURE )**

HDC M/I HP VENTURE, LLC
5 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563
TEL (630) 426-1370
CONTACT: TODD GAWRONSKI

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

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

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

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

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

**ARBORIST OF RECORD:**
GARY R. WEBER ASSOCIATES, INC.
402 W. LIBERTY DRIVE
WHEATON, IL 60187
TEL (630) 668-7197
CONTACT: CARL PETERSON
ELLEN RAIMONDI-SCHWARTZ

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

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

### SHEET INDEX


| | |
|---|---|
| L0.1 | SHEET INDEX<br>PROJECT TEAM |
| L0.2 | NOTES: TREE INVENTORY<br>ARBORIST METHODS FOR ADDRESSING EXISTING TREES<br>RATING SCALE: TREE CONDITION / FORM |
| L1.0 | NOTES: TREE PRESERVATION<br>DETAIL: TREE PROTECTION FENCE<br>SHEET KEY:<br>TREE PRESERVATION / REMOVAL PLAN |
| L1.1-L1.4 | TREE PRESERVATION / REMOVAL PLAN<br>- FAR NORTH<br>- NORTH<br>- SOUTH<br>- POLICE HEADQUARTERS |


M/I HOMES

HABITAT™


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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

| | |
|---|---|
| 1. | 1/15/26 PER STAFF COMMENTS |
| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
| 4. | 6/10/26 FOR PERMIT |
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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - COVER**

SHEET NUMBER

**L0.1**

## TREE INVENTORY

NOTE!

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

## ARBORIST METHODS FOR ADDRESSING EXISTING TREES

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

**Protective Fencing**
All trees to be preserved on site shall be identified based on the tree preservation plan. Once identified, tree protection fencing shall be installed in accordance to the tree preservation plan, tree preservation detail, specifications, and all village codes. In addition to the tree protection fencing, a protective sedimentation fence shall be installed at the Critical Root Zone (CRZ) of all significant trees or protected trees which are located downgrade of all clearing, excavation and/or construction activity. Fencing shall be installed prior to any construction activities, including tree removal. For trees at or near the property lines, fencing shall only be installed up to the property line on the **Residences of Highland Park** side.

At no time shall any construction activity, equipment, parking/placement of vehicles, materials, spoils, or debris be stored within the Tree Protection Zone (TPZ). In addition, no crushed limestone, hydrocarbons or other materials detrimental to trees shall be stored on the uphill side adjacent to protected trees. All project contractors shall be educated regarding these above stipulations prior to commencement of on-site work.

Protective fencing must be in place around the TPZ and approved by the City Forester prior to beginning construction. Fencing must remain in place during the entire construction period to prevent impingement of construction vehicles, materials, spoils and equipment into or upon the Tree Preservation area. All fencing shall be of a ridged material and must be secured to metal posts driven into the ground, spaced no further than ten feet (10') apart.

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

**Root Pruning**
Root pruning, using accepted arboricultural practice, shall occur along the outside edge of the protective fencing in circumstances where either the limit of construction encroaches on the CRZ, or where trees that are being removed are directly adjacent to trees being preserved. Root Pruning locations have been indicated on the Tree Preservation Plan.

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

**Two-Lined Chestnut Borer**
Prior to construction, Key and Heritage Oaks that are in close proximity to excavation and other construction activity shall be monitored, existing soil PH tested, and conditions recorded by a certified arborist. During and post construction, these trees shall be periodically inspected for 3 years post-construction and monitored for canopy transparency, dieback, and staghorning. If these conditions indicate signs of the tree's declining health, then the tree(s) shall be treated with a systemic insecticide to keep the borer under control, and soil PH corrected via fertilizer or other additives to be determined by the arborist.

**Limestone**
Crushed Limestone has not been proposed and shall not be used within the TPZ or within the CRZ of any preserved tree.

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

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

(Prepared by Karl Krogstad, ISA Certified Arborist IL-5462A)

## RATING SCALE: TREE CONDITION / FORM

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

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

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

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

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

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

M/I HOMES

HABITAT™

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

CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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| 1. | 1/15/26 PER STAFF COMMENTS |
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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN NOTES & DETAILS**

SHEET NUMBER

**L0.3**

## NOTES: TREE PRESERVATION

1. TREE PRESERVATION:

   A. **ALL WORK MUST BE PERFORMED ACCORDING TO THE APPROVED TREE PRESERVATION PLAN. IT IS STRONGLY RECOMMENDED TO DOCUMENT GOOD STEWARDSHIP PRACTICES DURING CONSTRUCTION. IF REQUIRED, PRIOR TO COMMENCING ANY DEMOLITION / CONSTRUCTION ACTIVITY, NOTIFY MUNICIPAL FORESTRY DEPARTMENT (NOTIFY AT LEAST 48 HOURS IN ADVANCE OF WORK).**

   B. AN APPROVED TREE PRESERVATION PLAN MUST BE AVAILABLE AT THE BUILDING SITE.

   C. PRIOR TO ANY DEMOLITION / CONSTRUCTION ACTIVITY, INSTALL TREE PRESERVATION FENCE AND PERFORM ROOT PRUNING FOR ALL PROTECTED TREES.

   D. FENCE THE CRITICAL ROOT ZONE (CRZ) / CANOPY DRIP-LINE, OF THE ENTIRE EXISTING TREE TO BE PRESERVED, WITH TREE PROTECTION FENCE. FENCE TO PREVENT WOUNDS TO THE TREE & SOIL COMPACTION. POST THE FENCE WITH A SIGN STATING, "TREE PROTECTION ZONE - KEEP OUT".

   E. ALL REQUIRED TREE PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL THE TIME OF FINISH GRADING AND LANDSCAPING.

   F. NO TRENCHING SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES FOR ANY CONSTRUCTION ACTIVITY, UNLESS PRE-APPROVED BY PROJECT ARBORIST &/OR PROJECT LANDSCAPE ARCHITECT.

   G. NO GRADE CHANGES SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES OF TREES FOR ANY CONSTRUCTION ACTIVITY.

   H. SHOULD IT BE NECESSARY TO TRENCH WITHIN THE CRZ FOR UTILITIES, INCLUDING DISCONNECTION OR CAPPING OF EXISTING UTILITIES, ALL TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL SMALLER ROOTS THAT REQUIRE CUTTING, SHALL BE CUT WITH A SHARP PRUNING SAW. CUTS SHALL BE MADE FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME, TWENTY-FIVE PERCENT (25%) OF THE AREA WITHIN THE CRZ IS BEING SEPARATED FROM THE TREE BY A TRENCH, THEN THE LINE SHALL BE EITHER RELOCATED OR INSTALLED USING TRENCH-LESS METHODS.

   I. LOCATE THE PROPOSED WATER AND SEWER LINES OUTSIDE OF THE TREE PROTECTION ZONE OR INSTALL THE SEWER AND WATER UTILITIES USING TRENCH-LESS METHODS. AUGER THROUGH THE ENTIRE TREE PROTECTION ZONE, LOCATE PITS OUTSIDE OF THE TREE PROTECTION ZONE.

   J. THE PROPOSED WATER SERVICE LINE VALVES (B-BOXES), ARE TO BE TEN FEET (10') FROM PRESERVED TREES. IF FUTURE UTILITY EXCAVATIONS NEED TO OCCUR, THIS REDUCES THE CHANCES OF EXTENSIVE STEM OR ROOT DAMAGE, WHICH COULD LEAD TO TREE DECLINE.

   K. AT NO TIME SHALL ANY EQUIPMENT, MATERIALS, SUPPLIES OR FILL SOIL BE ALLOWED IN THE TREE PROTECTION ZONE(S). DO NOT STORE EXCAVATED SOIL OR THE DUMPSTER WITHIN THE DRIP-LINE (CRZ) OF THE PRESERVED TREE(S).

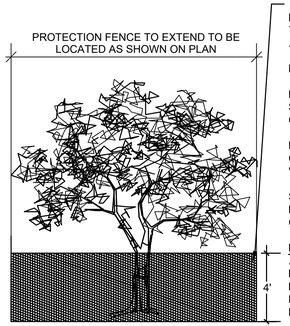
   L. **REMOVAL OF ANY HARDSCAPE WITHIN THE TREE PROTECTION ZONES WILL BE DONE BY HAND.** NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS THERE IS NO ALTERNATIVE FEASIBLE. CUTS WILL BE MADE WITH A SHARP PRUNING SAW TO AVOID TEARING AND WILL BE FLUSH WITH THE TREE SIDE OF THE TRENCH.

   M. THE TREE PROTECTION ZONE MAY BE MULCHED TO IMPROVE THE GROWING CONDITIONS FOR TREE ROOTS AND TO MINIMIZE MAINTENANCE OF THE LAWN.

   N. ALL OFF-SITE TREES SHALL BE PRESERVED.

   O. EXISTING TREES SHOWN TO REMAIN SHALL BE PRESERVED TO THE BEST EXTENT POSSIBLE, PENDING FINAL SITE PLAN, FINAL CIVIL ENGINEERING, AND/OR ANY UNFORESEEN ISSUES.

## DETAIL: TREE PROTECTION FENCE




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

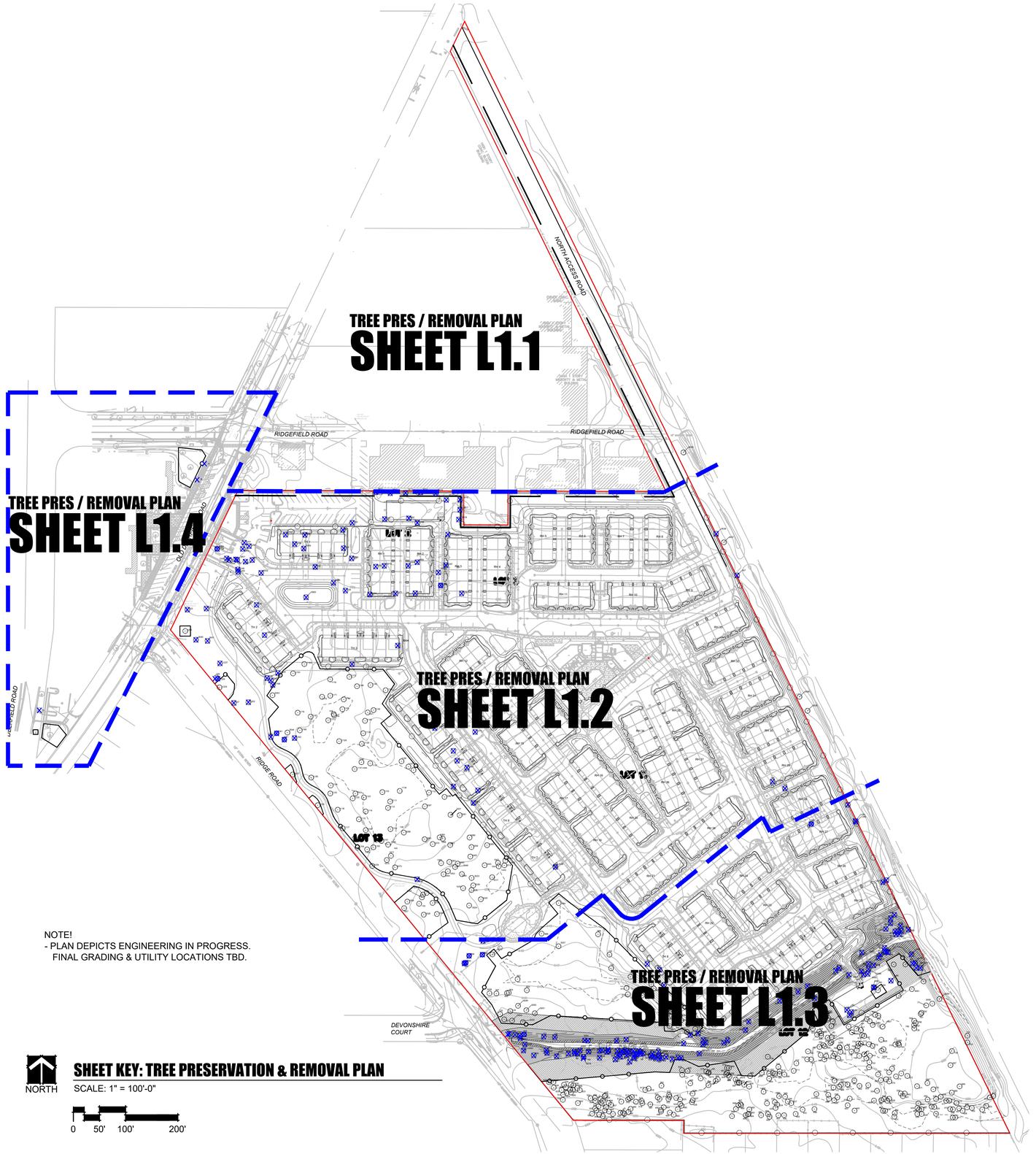
FENCE IS FOR PROTECTION OF ROOT ZONES.

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

FENCE SHALL BE 4' TALL, WOOD LATHE OR CHAIN LINK, POSTED WITH A SIGN THAT READS: "TREE PROTECTION ZONE - KEEP OUT"

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

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




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

NORTH

## SHEET KEY: TREE PRESERVATION & REMOVAL PLAN

SCALE: 1" = 100'-0"

0 50' 100' 200'


M/I HOMES

HABITAT™

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


CLIENT NAME AND ADDRESS

**HDC M/I HP VENTURE, LLC**

**CHICAGO, ILLINOIS**

PLAN DATE

**DECEMBER 12, 2025**

REVISIONS

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| 2. | 1/22/26 PER CONDITIONS FOR APPROVAL |
| 3. | 2/03/2026 SOUTH FENCE SETBACK |
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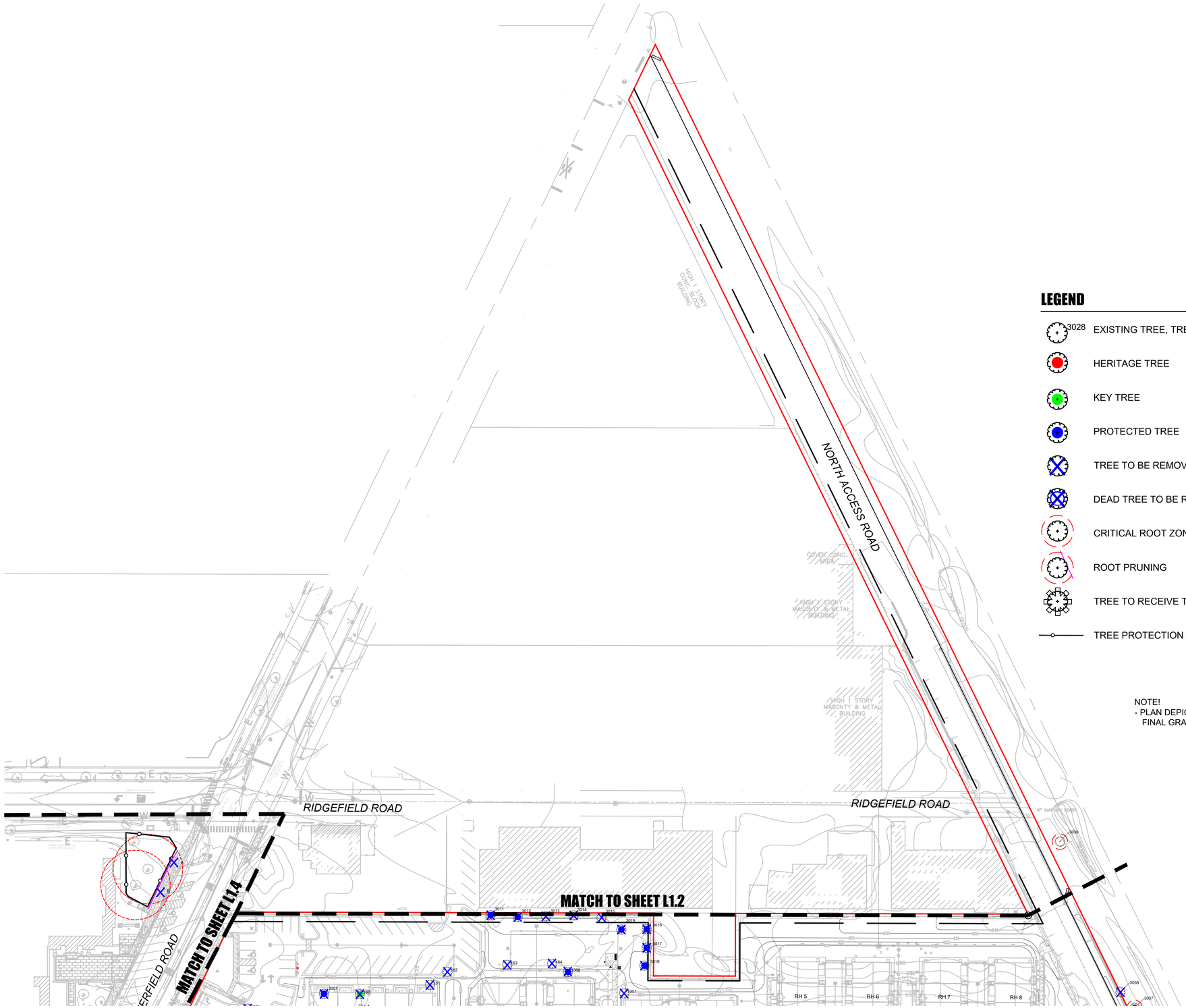
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN SHEET KEY**

SHEET NUMBER

**L1.0**




## LEGEND

- 3028 EXISTING TREE, TREE TAG NUMBER
- HERITAGE TREE
- KEY TREE
- PROTECTED TREE
- TREE TO BE REMOVED
- DEAD TREE TO BE REMOVED
- CRITICAL ROOT ZONE (*SHOWN ONLY FOR TREES NEAR DISTURBANCE*)
- ROOT PRUNING
- TREE TO RECEIVE TREATMENT FOR 2-LINED CHESTNUT BORER
- TREE PROTECTION FENCING

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

NORTH

**TREE PRESERVATION & REMOVAL PLAN - FAR NORTH**

SCALE: 1" = 50'-0"

0 25' 50' 100'

M/I HOMES

HABITAT™

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

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN FAR NORTH**

SHEET NUMBER

**L1.1**

RIDGEFIELD ROAD

RIDGEFIELD ROAD

OLD DEERFIELD ROAD

MATCH TO SHEET L1.1

MATCH TO SHEET L1.4

MATCH TO SHEET L1.3

RIDGE ROAD

DOG PARK

PARK

PLAY LOT

PRESERVATION AREA

PRESERVATION AREA

EXTG WETLAND

EXTG WETLAND

EXTG WETLAND

TH 1

TH 2

TH 3

TH 4

TH 5

TH 6

TH 7

RH 1

RH 2

RH 3

RH 4

RH 5

RH 6

RH 7

RH 8

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RH 38

NOTE!
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## LEGEND

- 3028 EXISTING TREE, TREE TAG NUMBER
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- ROOT PRUNING
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- TREE PROTECTION FENCING

NORTH

**TREE PRESERVATION & REMOVAL PLAN - NORTH**

SCALE: 1" = 50'-0"

0 25' 50' 100'

M/I HOMES

HABITAT™

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9 CRYSTAL LAKE ROAD
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CLIENT NAME AND ADDRESS

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**CHICAGO, ILLINOIS**

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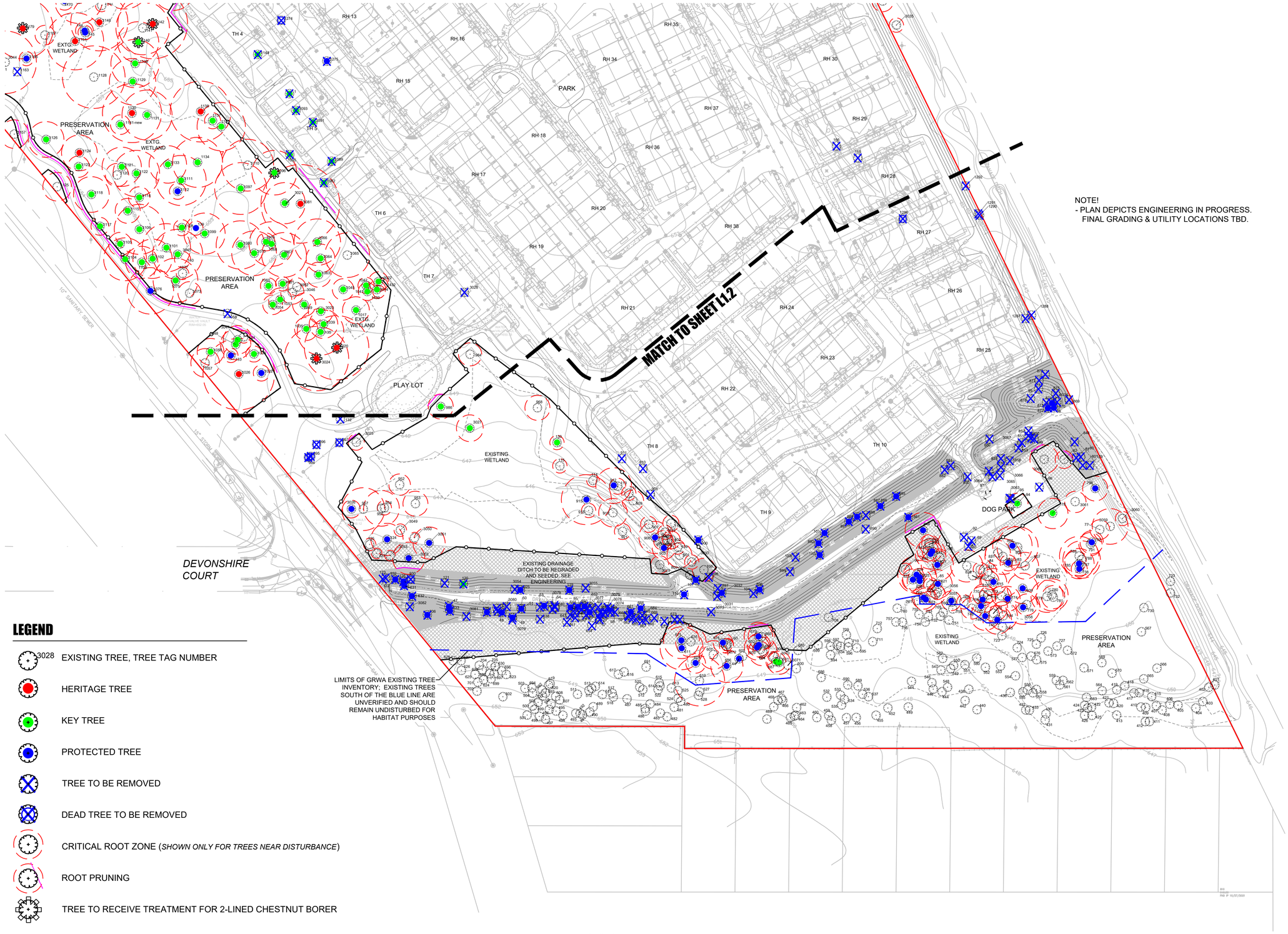
PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN NORTH**

SHEET NUMBER

**L1.2**




NOTE!
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## LEGEND

- 3028 EXISTING TREE, TREE TAG NUMBER
- HERITAGE TREE
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- TREE PROTECTION FENCING

NORTH

## TREE PRESERVATION & REMOVAL PLAN - SOUTH

SCALE: 1" = 50'-0"

0 25' 50' 100'

M/I HOMES

HABITAT™


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


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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**

**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN SOUTH**

SHEET NUMBER

**L1.3**

NOTE!
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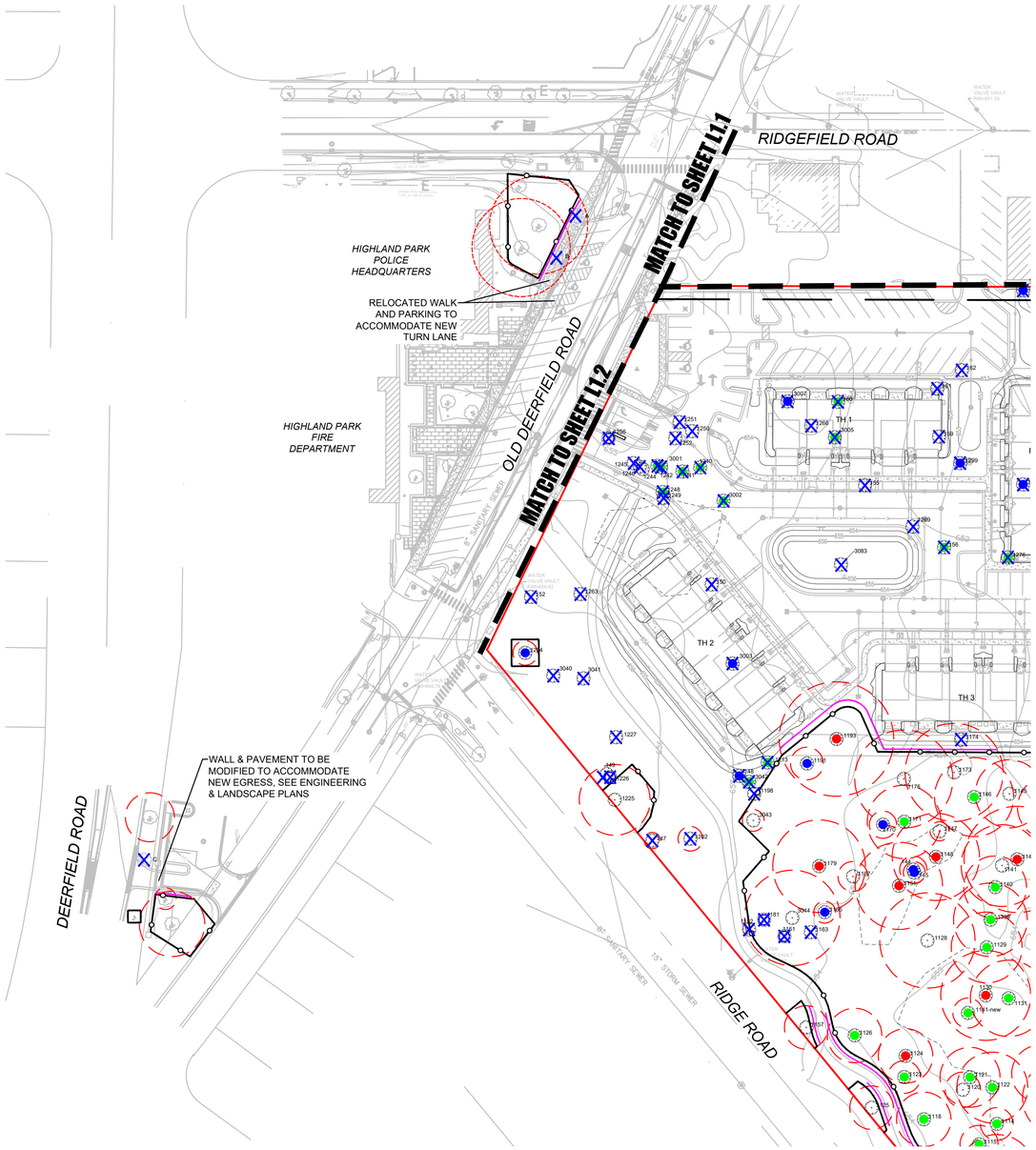


## LEGEND

- 3028 — EXISTING TREE, TREE TAG NUMBER
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- TREE PROTECTION FENCING

NORTH

## TREE PRESERVATION & REMOVAL PLAN - POLICE HEADQUARTERS

SCALE: 1" = 50'-0"

0 25' 50' 100'


M/I HOMES

HABITAT™

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


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**CHICAGO, ILLINOIS**

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PROJECT NAME AND SHEET TITLE

**THE BOWERY of HIGHLAND PARK**
**HIGHLAND PARK, IL**

**FINAL TREE PRESERVATION PLAN - TREE PRES / REMOVAL PLAN POLICE HEADQUARTERS**

SHEET NUMBER

**L1.4**

# TREE INVENTORY

**The Bowery at Highland Park**
**M/I Homes of Chicago - MI26283**
**Inventory fieldwork date: 4/30/2026, 5/4/2026 & 5/14/26**
**Completed by: MGK, AM, ES**

**Revised: 6/10/26**
**Prepared by:**

dickson design STUDIO

**RATING AND SURVEY CRITERIA**

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 8" DBH and above tagged per the Highland Park ordinance
3) Invasive shrubs were not tagged

Rating:

| Rating | Description | Criteria |
|---|---|---|
| 1 | Excellent | Less than 10% dead wood, typical growth for species, no observed defects |
| 2 | Good | Less than 20% dead wood, minor defects, sound structure, no decay |
| 3 | Fair | Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities |
| 4 | Fair to Poor | Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage |
| 5 | Poor | Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities |
| 6 | Dead | Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 10 | 3 - Fair | Lean | 10% dead wood, Callus |
| 44 | **PRESERVE** | | Protected | | | *Ulmus americana* | *Ulmus americana* | 9 | 3 - Fair | Poor Form, Crown Lean, Crowded | |
| 47 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Lean, Unbalanced, Crown Lean | |
| 48 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crown Lean, Crowded | |
| 49 | REMOVE | 2 | Protected | | | *Robinia pseudoacacia* | Black Locust | 8 | 3 - Fair | Lean, Crown Lean | |
| 50 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Unbalanced, Poor Form, Crown Lean | |
| 51 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 10 | 4 - Fair/Poor | Lean, Crown Lean | 30% dead wood |
| 53 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 7 | 4 - Fair/Poor | Strong lean, Crown Lean | 20% dead wood |
| 54 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8 | 4 - Fair/Poor | Lean, Crown Lean, Crowded | Trunk Scar |
| 55 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer neguno* | Box Elder | 7 | 5 - Poor | Strong lean, Unbalanced, Poor Form, Crown Lean, Crowded | 20% dead wood |
| 57 | REMOVE | 0 | Protected (DQ'd by condition) | | | | Black Locust | 8 | 4 - Fair/Poor | V-shaped joint, Split Risk, Fused Leaders, Lean, Crowded | Trunk Scar |
| 58 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Morus alba* | White Mulberry | 8 | 5 - Poor | Strong lean, Unbalanced, Poor Form, Crown Lean | 50% dead wood |
| 59 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 9 | 4 - Fair/Poor | Crown Lean, Crowded | Trunk Damage |
| 60 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 7 | 4 - Fair/Poor | Unbalanced, Crown Lean | Sparse foliage |
| 72 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 10 | 3 - Fair | Crown Lean, Crowded | |
| 76 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 9 | 5 - Poor | Crowded | >50% dead wood |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 77 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 11 | 4 - Fair/Poor | Lean, Poor Form, Crowded | Tip die-back |
| 78 | **PRESERVE** | | | Key | | *Juglans nigra* | Black Walnut | 17 | 3 - Fair | Poor Form | |
| 79 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Trunk Scar |
| 80 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 8 | 4 - Fair/Poor | Poor Form, Crowded | Tip die-back |
| 81 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 4 - Fair/Poor | Lean, Crowded | |
| 82 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 10 | 4 - Fair/Poor | Lean, Poor Form | Tip die-back |
| 83 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 9 | 3 - Fair | Poor Form, Crowded | |
| 84 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 8 | 4 - Fair/Poor | Poor Form, Crowded | Dead Limbs, Trunk Scar |
| 85 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 8 | 3 - Fair | Lean, Crowded | 20% dead wood |
| 88 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 7 | 4 - Fair/Poor | Lean, Crowded | 40% dead wood |
| 89 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 7 | 4 - Fair/Poor | Poor Form, Crown Lean | |
| 90 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 9,5 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean | |
| 92 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 9,8,4,4 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Crown Lean | |
| 93 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 11 | 4 - Fair/Poor | Lean, Crown Lean, Crowded | |
| 94 | **PRESERVE** | | Protected | | | *Juglans nigra* | Black Walnut | 12 | 2 - Good | | |
| 95 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 8 | 4 - Fair/Poor | Poor Form | Trunk Damage |
| 96 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 18 | 4 - Fair/Poor | Lean, Poor Form | Tip die-back |
| 97 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 9 | 4 - Fair/Poor | Crown Lean, Crowded | 40% dead wood |
| 98 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 12 | 3 - Fair | Crown Lean, Crowded | |
| 99 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 8,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean | Trunk Scar |
| 101 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 9 | 3 - Fair | Crown Lean | |
| 102 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 10 | 3 - Fair | | 10% dead wood |
| 103 | REMOVE | 0 | | | | *Acer saccharinum* | Silver Maple | 7 | 4 - Fair/Poor | Crown Lean | Adventitious Growth, Tip die-back |
| 104 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 3 - Fair | Crown Lean, Crowded | |
| 106 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 13 | 4 - Fair/Poor | Crown Lean | Adventitious Growth |
| 107 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 9 | 3 - Fair | Poor Form | |
| 109 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8 | 4 - Fair/Poor | | 30% dead wood, Dead Leader, Adventitious Growth |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 110 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer saccharinum* | Silver Maple | 9 | 4 - Fair/Poor | Crowded | Hollow, Cavity, Tip die-back |
| 111 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8,3 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | >50% dead wood, Peeling Bark |
| 113 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 9 | 4 - Fair/Poor | Lean, Crown Lean, Crowded | |
| 114 | **PRESERVE** | | | | | *Ulmus pumila* | Siberian Elm | 7 | 4 - Fair/Poor | Crown Lean | 20% dead wood, Vines |
| 115 | **PRESERVE** | | Protected | | | *Celtis occidentalis* | Hackberry | 8 | 3 - Fair | Unbalanced, Crown Lean | Trunk Scar |
| 116 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 10 | 3 - Fair | | Tip die-back |
| 119 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 8 | 5 - Poor | Broken Leader | Adventitious Growth |
| 120 | REMOVE | 3 | | Key | | *Juglans nigra* | Black Walnut | 13 | 3 - Fair | Crown Lean | |
| 121 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Pyrus sp.* | Pear | 11 | 5 - Poor | V-shaped joint, Split Risk, Fused Leaders | 50% dead wood, Dead Leader |
| 122 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 6 - Dead | | |
| 123 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 6 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded, Undercut roots | |
| 124 | **PRESERVE** | | Protected | | | *Gleditsia triacanthos* | Honey Locust | 18 | 2 - Good | | 20% dead wood |
| 125 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 7,5,4,4,3 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 126 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 9 | 3 - Fair | Poor Form | 20% dead wood |
| 127 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 6,4,4,3 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Dead Leader |
| 130 | **PRESERVE** | | | Key | | *Celtis occidentalis* | Hackberry | 8 | 3 - Fair | Crown Lean | |
| 132 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 8,6,3 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Cavity |
| 133 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Poor Form, Crown Lean | 20% dead wood |
| 134 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 7 | 3 - Fair | Crown Lean, Crowded | |
| 135 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 26 | 3 - Fair | | |
| 139 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Poor Form, Crown Lean, Crowded | Adventitious Growth |
| 140 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 9 | 6 - Dead | | |
| 144 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 10 | 3 - Fair | Poor Form, Crown Lean, Crowded | |
| 145 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crown Lean, Crowded | |
| 147 | REMOVE | 0 | | | | *Crataegus sp.* | Hawthorn | 7 | 6 - Dead | | |
| 148 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 9 | 3 - Fair | Unbalanced | |
| 149 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 4 - Fair/Poor | Crowded, Broken Leader | |
| 150 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 12,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean | |
| 152 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 3 - Fair | Poor Form, Crown Lean | |
| 155 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 8,6,3,2,2 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 156 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 8 | 3 - Fair | Crown Lean | |
| 158 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 8 | 3 - Fair | | 10% dead wood |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 159 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 4 - Fair/Poor | | 40% dead wood, Dead Leader |
| 160 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 9 | 3 - Fair | | Trunk Scar |
| 161 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 8 | 4 - Fair/Poor | | 40% dead wood |
| 162 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 9 | 4 - Fair/Poor | | 40% dead wood |
| 163 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 5 - Poor | | >50% dead wood, Dead Leader, Trunk Scar |
| 164 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 5 - Poor | | 40% dead wood, Dead Leader, Trunk Damage |
| 165 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 24 | 4 - Fair/Poor | | 40% dead wood, Dead Limbs |
| 166 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 10,6 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 167 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 12 | 3 - Fair | Crowded | |
| 601 | **PRESERVE** | | Protected | Key | | *Quercus macrocarpa* | Bur Oak | 12 | 3 - Fair | Crowded | Adventitious Growth, Tip die-back |
| 602 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Crowded | 10% dead wood |
| 603 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 14 | 3 - Fair | Lean, Crown Lean, Crowded | 20% dead wood |
| 604 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 16 | 4 - Fair/Poor | Lean, Crown Lean, Crowded | 40% dead wood |
| 606 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 18 | 3 - Fair | Crown Lean | Dead Limbs |
| 607 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 16,9 | 4 - Fair/Poor | V-shaped joint, Double Leader, Crown Lean | 30% dead wood, Dead Leader |
| 609 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 11 | 3 - Fair | Lean, Poor Form, Crowded | |
| 610 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 28 | 4 - Fair/Poor | Lean, Unbalanced, Poor Form, Crown Lean, Broken Limb | |
| 611 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 24 | 3 - Fair | Unbalanced, Crown Lean | |
| 631 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 17 | 3 - Fair | Lean, Crown Lean, Crowded | |
| 632 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 15 | 3 - Fair | Lean, Unbalanced, Supporting dead tree | |
| 633 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 16,9,3 | 6 - Dead | | |
| 635 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 17 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 637 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 24 | 4 - Fair/Poor | Unbalanced, Crown Lean | Cavity |
| 638 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 13 | 4 - Fair/Poor | Lean | 30% dead wood, Trunk Damage |
| 639 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Lean, Crown Lean | 10% dead wood |
| 640 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer neguno* | Box Elder | 8,6 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Lean, Crown Lean | 50% dead wood, Dead Leader, Trunk Scar |
| 641 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 10,10 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Lean, Crown Lean | 20% dead wood, Trunk Scar |
| 643 | REMOVE | 0 | Protected (DQ'd | | | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | Strong lean, Crown Lean, Crowded | 20% dead wood, Trunk Scar |
| 644 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | Unbalanced, Crown Lean | |
| 645 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 17 | 3 - Fair | Lean, Crown Lean | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 646 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 6 | 6 - Dead | | |
| 647 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 12 | 5 - Poor | Strong lean, Unbalanced, Poor Form, Crown Lean, Broken Limb | Cavity |
| 648 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 12,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean, Crown Lean, Crowded | 30% dead wood |
| 649 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 11 | 5 - Poor | Strong lean, Unbalanced, Crown Lean | 50% dead wood, Trunk Scar |
| 650 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 19 | 3 - Fair | Lean, Unbalanced, Crown Lean | |
| 651 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 11 | 4 - Fair/Poor | Strong lean, Unbalanced, Crown Lean, Crowded | |
| 652 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 10 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | 20% dead wood, Adventitious Growth |
| 653 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 21 | 3 - Fair | Lean, Unbalanced, Crown Lean | |
| 654 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 12 | 4 - Fair/Poor | Strong lean, Unbalanced, Crown Lean | |
| 655 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 22 | 4 - Fair/Poor | Strong lean, Poor Form, Crown Lean, Crowded | |
| 656 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 7 | 5 - Poor | Lean, Crowded | >50% dead wood, Dead Leader |
| 657 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 8,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean | >50% dead wood, Dead Leader |
| 659 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | Strong lean, Crown Lean, Crowded | 20% dead wood |
| 660 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 9 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | 30% dead wood, Trunk Damage |
| 661 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 24 | 3 - Fair | Lean, Crown Lean, Crowded | |
| 662 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 8 | 4 - Fair/Poor | Strong lean, Poor Form, Crown Lean, Crowded | 30% dead wood, Trunk Scar |
| 663 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 9 | 4 - Fair/Poor | Strong lean, Poor Form, Crown Lean, Crowded | 20% dead wood, Trunk Scar |
| 664 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 9,8 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean, Crowded, Broken Leader | |
| 665 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 7 | 5 - Poor | Strong lean, Poor Form, Crown Lean | >50% dead wood |
| 666 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 30 | 3 - Fair | Unbalanced, Crown Lean, Crowded | Tip die-back |
| 667 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 10 | 4 - Fair/Poor | Strong lean, Poor Form, Crown Lean, Crowded | 20% dead wood, Trunk Scar |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 668 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 9,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean, Broken Leader | |
| 669 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 7 | 5 - Poor | Strong lean, Unbalanced, Crown Lean | 50% dead wood, Dead Leader, Trunk Scar |
| 672 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 9 | 4 - Fair/Poor | Strong lean, Unbalanced, Poor Form, Crown Lean | |
| 673 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 11,8 | 4 - Fair/Poor | V-shaped joint, Double Leader, Split Risk, Lean, Crown Lean | 30% dead wood |
| 674 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 11,7,6 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Strong lean, Crown Lean, Horizontal Growth | 20% dead wood |
| 675 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | Lean, Crown Lean | 20% dead wood |
| 676 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 17 | 4 - Fair/Poor | Lean, Unbalanced, Crown Lean, Broken Limb | 30% dead wood |
| 678 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 11 | 3 - Fair | Lean, Unbalanced, Crown Lean | |
| 679 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 18,11 | 3 - Fair | V-shaped joint, Double Leader, Crown Lean | |
| 680 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 17,6 | 4 - Fair/Poor | V-shaped joint, Double Leader, Crown Lean, Crowded | 20% dead wood |
| 687 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 11 | 3 - Fair | Crown Lean | 20% dead wood, Tip die-back |
| 689 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 9 | 5 - Poor | Poor Form, Crown Lean, Crowded | 50% dead wood, Dead Leader, Adventitious Growth |
| 706 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 12 | 3 - Fair | Lean, Unbalanced | 20% dead wood |
| 707 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 8 | 4 - Fair/Poor | Strong lean, Unbalanced, Crown Lean, Crowded | |
| 744 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 16 | 4 - Fair/Poor | Lean | Cavity |
| 745 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Crown Lean, Crowded | |
| 746 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Crown Lean | Dead Limbs |
| 747 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 15 | 3 - Fair | Crowded | Dead Limbs |
| 748 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 12 | 5 - Poor | Strong lean, Poor Form | |
| 762 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Unbalanced, Crowded | |
| 763 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Crowded | |
| 766 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 14 | 3 - Fair | Crowded | |
| 768 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 769 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Poor Form, Crowded | |
| 770 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 14 | 4 - Fair/Poor | Lean, Crowded | Dead Limbs |
| 773 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 11 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Sparse foliage |
| 774 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 14 | 3 - Fair | Poor Form | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 776 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 12 | 4 - Fair/Poor | Crown Lean, Crowded | Sparse foliage |
| 779 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 18,17 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 780 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 18 | 4 - Fair/Poor | Crown Lean, Crowded | Trunk Damage |
| 781 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 13,11 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean, Crowded | |
| 785 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | Crown Lean, Crowded | Trunk Damage |
| 787 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 17 | 3 - Fair | Crown Lean, Crowded | |
| 788 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 21,20,11 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 789 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 22,17 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean, Broken Limb | |
| 791 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 13 | 5 - Poor | Strong lean | Trunk Damage, Trunk Scar |
| 792 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Lean, Crown Lean, Crowded | |
| 796 | **PRESERVE** | | Protected | | | *Acer negundo* | Box Elder | 14,11,10,9 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 801 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 27 | 4 - Fair/Poor | Poor Form, Broken Leader | Cavity, Trunk Scar |
| 805 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 22 | 3 - Fair | Lean, Crowded | 20% dead wood |
| 806 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 23,15,9 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Strong lean | Trunk Scar |
| 807 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 15,10 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 809 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 17,15 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | 20% dead wood, Dead Limbs |
| 809-new | REMOVE | 0 | | | | *Acer saccharinum* | Silver Maple | 7 | 4 - Fair/Poor | Lean | Tip die-back, Trunk Scar |
| 815 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 15 | 3 - Fair | Poor Form, Crowded | Callus |
| 816 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 10 | 6 - Dead | | |
| 817 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 10 | 4 - Fair/Poor | Lean, Poor Form, Crowded | Dead Limbs, Trunk Scar |
| 821 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Lean, Crowded | Callus |
| 822 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 8 | 4 - Fair/Poor | Crown Lean, Crowded | Sparse foliage |
| 823 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 12 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 824 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 19 | 3 - Fair | Crowded | |
| 825 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 16 | 3 - Fair | Crowded | |
| 826 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 14 | 3 - Fair | Crowded | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 827 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 19,18 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | Wood rot, Cavity, Trunk Scar |
| 828 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 18,13,11 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Dead Leader |
| 830 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 17 | 4 - Fair/Poor | Poor Form, Crown Lean | |
| 831 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 14,10 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean | Tip die-back |
| 832 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 20,16 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | Dead Limbs |
| 840 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 8 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | Stress |
| 841 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 11 | 3 - Fair | Poor Form, Crown Lean, Crowded | |
| 842 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 17 | 3 - Fair | Poor Form, Crowded | |
| 843 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 12 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | |
| 844 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | Unbalanced, Poor Form, Crown Lean | |
| 848 | REMOVE | 0 | | | | *Salix nigra* | Black Willow | 19 | 4 - Fair/Poor | Poor Form | |
| 849 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 10 | 4 - Fair/Poor | Poor Form, Crowded | Tip die-back |
| 850 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 8 | 4 - Fair/Poor | Lean, Poor Form, Crowded | Tip die-back |
| 851 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 10 | 5 - Poor | Strong lean, Poor Form | |
| 852 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 4 - Fair/Poor | Poor Form, Crowded | Tip die-back |
| 853 | REMOVE | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 5 - Poor | Strong lean, Poor Form | Tip die-back, Trunk Damage |
| 855 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 11,4 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 856 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 4 - Fair/Poor | Lean, Poor Form, Crowded | |
| 860 | | | Protected (DQ'd by condition) | | | *Ulmus pumila* | Siberian Elm | 17 | 4 - Fair/Poor | Poor Form | Trunk Damage |
| 861 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 22 | 3 - Fair | Poor Form | |
| 869 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 12 | 4 - Fair/Poor | Lean, Crowded | Dead Leader |
| 870 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 23 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Broken Limb | Cavity |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 872 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 18 | 3 - Fair | Poor Form, Crown Lean | |
| 873 | REMOVE | 0 | | | | *Salix nigra* | Black Willow | 17 | 6 - Dead | | |
| 874 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 21 | 3 - Fair | Lean, Crown Lean, Crowded | |
| 875 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9,6 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean | Trunk Scar |
| 876 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 12,11 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Crown Lean | |
| 877 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 5 - Poor | | >50% dead wood, Dead Leader, Adventitious Growth |
| 878 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 14 | 4 - Fair/Poor | Lean, Crown Lean | Cavity, Trunk Scar |
| 880 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 18 | 6 - Dead | | |
| 881 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 35,20,16 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 882 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 12,12 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean, Crowded | |
| 885 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 11 | 3 - Fair | Lean, Crown Lean | |
| 886 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 11 | 5 - Poor | Strong lean, Broken Leader | >50% dead wood, Dead Leader, Adventitious Growth |
| 887 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 24 | 3 - Fair | | 20% dead wood |
| 888 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 19 | 4 - Fair/Poor | Unbalanced, Poor Form, Crown Lean, Crowded | |
| 889 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 15 | 3 - Fair | Lean, Crowded | 20% dead wood |
| 890 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 14 | 4 - Fair/Poor | | Dead Limbs, Tip die-back |
| 891 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 32 | 3 - Fair | | 20% dead wood, Dead Limbs |
| 892 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 11 | 5 - Poor | | >50% dead wood, Adventitious Growth |
| 894 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 22,18,9 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Trunk Scar |
| 896 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 13,12,11 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 897 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 17 | 6 - Dead | | |
| 898 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 18 | 6 - Dead | | |
| 900 | REMOVE | 2 | Protected | | | *Acer saccharinum* | Silver Maple | 13 | 3 - Fair | | Tip die-back |
| 901 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 14 | 6 - Dead | | |
| 902 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 10,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean | |
| 903 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Crowded | |
| 904 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 11 | 6 - Dead | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 905 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 6 | 6 - Dead | | |
| 906 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 18 | 3 - Fair | | 10% dead wood |
| 907 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 9 | 6 - Dead | | |
| 908 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer saccharinum* | Silver Maple | 9 | 4 - Fair/Poor | | Dead Leader, Trunk Scar |
| 909 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 12 | 4 - Fair/Poor | Unbalanced | Dead Limbs |
| 910 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer saccharinum* | Silver Maple | 12 | 4 - Fair/Poor | | Dead Leader |
| 911 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer saccharinum* | Silver Maple | 11 | 4 - Fair/Poor | | Wood rot, Cavity |
| 912 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 20 | 3 - Fair | Lean | |
| 915 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 28 | 3 - Fair | | 10% dead wood |
| 916 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 8,7 | 6 - Dead | | |
| 919 | **PRESERVE** | | | | | *Salix nigra* | Black Willow | 16 | 3 - Fair | Lean, Crown Lean | |
| 921 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 9 | 4 - Fair/Poor | Crown Lean | Tip die-back |
| 925 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 15 | 3 - Fair | Poor Form | |
| 930 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 11 | 6 - Dead | | |
| 932 | REMOVE | 2 | Protected | | | *Populus deltoides* | Eastern Cottonwood | 13 | 3 - Fair | Crown Lean | |
| 952 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 12 | 6 - Dead | | |
| 953 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 14 | 6 - Dead | | |
| 954 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 8 | 6 - Dead | | |
| 955 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 20 | 6 - Dead | | |
| 957 | **PRESERVE** | | Protected (DQ'd by condition) | | | - | Unknown | 24 | 6 - Dead | | |
| 968 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 14 | 6 - Dead | | |
| 984 | **PRESERVE** | | | Key (DQ'd by condition ) | | *Quercus rubra* | Red Oak | 13 | 4 - Fair/Poor | | 30% dead wood, Dead Leader, Trunk Scar |
| 986 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 14 | 2 - Good | | |
| 994 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 18 | 6 - Dead | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 995 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 20 | 6 - Dead | | |
| 996 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 24,14 | 6 - Dead | | |
| 997 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 19 | 6 - Dead | | |
| 1014 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 10 | 3 - Fair | Unbalanced | |
| 1017 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 15 | 3 - Fair | Unbalanced | |
| 1020 | **PRESERVE** | | | | Heritage (DQ'd by condition) | *Quercus alba* | White Oak | 36 | 4 - Fair/Poor | Unbalanced | Dead Limbs, Tip die-back, Stress |
| 1022 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 9 | 3 - Fair | Crowded | |
| 1026 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 40 | 2 - Good | | |
| 1030 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 9 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 1035 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 13 | 3 - Fair | Lean, Unbalanced | 20% dead wood |
| 1039 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 16 | 3 - Fair | | 10% dead wood |
| 1041 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 10 | N | Crown Lean | |
| 1042 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 9 | 3 - Fair | Crown Lean | Tip die-back |
| 1045 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 12 | 3 - Fair | Unbalanced | 10% dead wood |
| 1049 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 13 | 3 - Fair | | 10% dead wood, Dead Limbs, Tip die-back |
| 1052 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus bicolor* | Swamp White Oak | 10 | 4 - Fair/Poor | Crown Lean, Crowded | Tip die-back, Stress |
| 1053 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 13 | 3 - Fair | Lean, Crowded | 10% dead wood |
| 1054 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 11 | 3 - Fair | Unbalanced, Crowded | 20% dead wood |
| 1056 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 15 | 3 - Fair | Unbalanced | 10% dead wood |
| 1057 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 17 | 4 - Fair/Poor | Poor Form, Pruned Leader | Adventitious Growth |
| 1058 | REMOVE | 0 | | | | *Fraxinus pennsylvanica* | Ash | 17 | 6 - Dead | | |
| 1060 | **PRESERVE** | | | Key | | *Quercus bicolor* | Swamp White Oak | 10 | 3 - Fair | Poor Form, Crown Lean | |
| 1061 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 8 | 3 - Fair | Crown Lean, Crowded | |
| 1063 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 14 | 4 - Fair/Poor | | 20% dead wood, Dead Limbs, Adventitious Growth, Stress |
| 1064 | **PRESERVE** | | | Key | | *Carya ovata* | Shagbark Hickory | 16 | 3 - Fair | Crown Lean, Crowded | Dead Limbs |
| 1065 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 25 | 4 - Fair/Poor | | Dead Limbs, Adventitious Growth |
| 1066 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 26 | 3 - Fair | | Dead Limbs, Tip die-back |
| 1067 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 29 | 3 - Fair | Lean, Crown Lean | Dead Limbs, Bark Fungus |
| 1068 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 25 | 3 - Fair | Lean | Tip die-back |
| 1069 | **PRESERVE** | | | Key | | *Carya ovata* | Shagbark Hickory | 10 | 4 - Fair/Poor | Poor Form, Broken Limb | Trunk Scar |
| 1070 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 25 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 1073 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 13 | 4 - Fair/Poor | Unbalanced, Crown Lean, Crowded | Trunk Damage |
| 1075 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 25 | 3 - Fair | Unbalanced, Crowded | Cavity |
| 1076 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 26 | 3 - Fair | Poor Form | Dead Limbs |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1077 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8 | 6 - Dead | | |
| 1080 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 27 | 2 - Good | Lean | 10% dead wood, Dead Limbs |
| 1081 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 44 | 3 - Fair | | Dead Limbs, Cavity, Tip die-back |
| 1082 | REMOVE | 3 | | Key | | *Quercus alba* | White Oak | 24 | 2 - Good | | |
| 1089 | REMOVE | 3 | | Key | | *Quercus alba* | White Oak | 27 | 3 - Fair | | |
| 1091 | REMOVE | 3 | | Key | | *Quercus alba* | White Oak | 25 | 3 - Fair | Lean, Unbalanced | |
| 1093 | REMOVE | 3 | | Key | | *Quercus bicolor* | Swamp White Oak | 29 | 4 - Fair/Poor | Broken Leader | Fungus-Stem, Cavity |
| 1095 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 24 | 3 - Fair | | 30% dead wood, Dead Limbs |
| 1096 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 25 | 3 - Fair | Unbalanced | |
| 1097 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 29 | 3 - Fair | | 20% dead wood, Dead Limbs |
| 1099 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 23 | 3 - Fair | | 30% dead wood, Dead Limbs |
| 1101 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 27 | 3 - Fair | Crown Lean | 30% dead wood, Dead Limbs, Adventitious Growth |
| 1102 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 22 | 3 - Fair | Unbalanced, Crowded | 20% dead wood, Dead Limbs, Trunk Scar |
| 1103 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 18 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 1104 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 24 | 3 - Fair | Crowded | 30% dead wood, Dead Limbs |
| 1105 | **PRESERVE** | | | Key | | *Carya ovata* | Shagbark Hickory | 13 | 3 - Fair | Crown Lean, Crowded | |
| 1106 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 28 | 3 - Fair | | 20% dead wood, Dead Limbs |
| 1108 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 9 | 3 - Fair | Unbalanced, Crown Lean | |
| 1110 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 29 | 2 - Good | | |
| 1111 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 29 | 3 - Fair | | Dead Limbs, Adventitious Growth |
| 1112 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 9 | 5 - Poor | Crowded | 40% dead wood, Dead Limbs, Peeling Bark |
| 1114 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 12 | 3 - Fair | Lean | 10% dead wood |
| 1115 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 14 | 3 - Fair | Lean | 20% dead wood |
| 1117 | **PRESERVE** | | | Key | | *Quercus bicolor* | Swamp White Oak | 10 | 3 - Fair | Unbalanced | |
| 1118 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 20 | 3 - Fair | Unbalanced | Dead Limbs |
| 1120 | **PRESERVE** | | | Key (DQ'd by condition | | *Ulmus americana* | American Elm | 13 | 6 - Dead | | |
| 1121 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 22 | 3 - Fair | Lean, Crowded | Dead Limbs |
| 1122 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 26 | 2 - Good | | 20% dead wood, Dead Limbs |
| 1123 | **PRESERVE** | | | Key | | *Carya ovata* | Shagbark Hickory | 12 | 3 - Fair | Crown Lean, Crowded | |
| 1124 | **PRESERVE** | | | | Heritage | *Carya ovata* | Shagbark Hickory | 20 | 2 - Good | | |
| 1125 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus macrocarpa* | Bur Oak | 16 | 4 - Fair/Poor | Unbalanced, Crown Lean | Dead Limbs, Pruned Leader |
| 1126 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 20 | 3 - Fair | | 20% dead wood, Dead Limbs |
| 1128 | **PRESERVE** | | | | Heritage (DQ'd by condition) | *Quercus alba* | White Oak | 35 | 4 - Fair/Poor | | Cavity, Adventitious Growth |
| 1129 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 26 | 3 - Fair | Unbalanced | 20% dead wood, Dead Limbs, Tip die-back |
| 1130 | **PRESERVE** | | | | Heritage | *Quercus macrocarpa* | Bur Oak | 33 | 3 - Fair | Unbalanced | 10% dead wood |
| 1131 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 28 | 3 - Fair | Unbalanced | 10% dead wood |
| 1133 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 21 | 3 - Fair | | Dead Limbs, Adventitious Growth |
| 1134 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 28 | 3 - Fair | | 30% dead wood, Dead Limbs |
| 1136 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 27 | 3 - Fair | Crown Lean | |
| 1137 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 9 | 3 - Fair | Lean | |
| 1138 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 34 | 3 - Fair | | 10% dead wood |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1139 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 27 | 3 - Fair | Unbalanced | 30% dead wood, Dead Limbs |
| 1140 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 23 | 3 - Fair | Unbalanced, Crown Lean, Crowded | 20% dead wood |
| 1141 | **PRESERVE** | | | | Heritage (DQ'd by condition) | *Quercus macrocarpa* | Bur Oak | 30 | 4 - Fair/Poor | | Adventitious Growth, Tip die-back |
| 1141-new | **PRESERVE** | | | Key | | *Populus deltoides* | Eastern Cottonwood | 11 | 3 - Fair | Lean, Crowded | no additional tree shown |
| 1142 | **PRESERVE** | | | | Heritage | *Quercus macrocarpa* | Bur Oak | 39 | 3 - Fair | Unbalanced, Crown Lean | |
| 1143 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 23 | 3 - Fair | Unbalanced | Dead Limbs |
| 1144 | REMOVE | 3 | | Key | | *Quercus alba* | White Oak | 16,9 | 3 - Fair | V-shaped joint, Double Leader, Crown Lean, Bark Fungus | |
| 1145 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 25 | 6 - Dead | | |
| 1146 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 29 | 3 - Fair | Lean | Dead Limbs, Tip die-back |
| 1147 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 7 | 3 - Fair | Poor Form | |
| 1148 | **PRESERVE** | | | | Heritage | *Quercus macrocarpa* | Bur Oak | 32,29 | 3 - Fair | V-shaped joint, Double Leader, Crown Lean | |
| 1151 | **PRESERVE** | | | | Heritage | *Quercus macrocarpa* | Bur Oak | 32 | 3 - Fair | Lean, Unbalanced, Crown Lean | Dead Limbs |
| 1157 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 16 | 4 - Fair/Poor | Unbalanced, Poor Form, Crown Lean, Broken Leader | |
| 1161 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 9 | 5 - Poor | | |
| 1163 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 9 | 4 - Fair/Poor | Broken Leader | Dead Leader, Adventitious Growth |
| 1166 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crowded | |
| 1167 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 11,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Crown Lean | |
| 1170 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 10 | 3 - Fair | Crown Lean, Crowded | |
| 1171 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 27 | 3 - Fair | | Dead Limbs, Trunk Scar, Bark Fungus |
| 1173 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 36 | 3 - Fair | Unbalanced | Tip die-back |
| 1174 | REMOVE | 0 | | | Heritage (DQ'd by condition) | *Quercus alba* | White Oak | 30 | 4 - Fair/Poor | Unbalanced, Crown Lean | Dead Leader, Fungus-Stem, Cavity |
| 1176 | **PRESERVE** | | | | Heritage (DQ'd by condition) | *Quercus alba* | White Oak | 36 | 6 - Dead | | |
| 1179 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 34 | 3 - Fair | Broken Limb | 10% dead wood, Dead Limbs |
| 1181 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8 | 6 - Dead | | |
| 1182 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 19 | 5 - Poor | V-shaped joint, Split Risk, Fused Leaders | |
| 1191 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 12 | 3 - Fair | Poor Form | |
| 1193 | **PRESERVE** | | | | Heritage | *Quercus macrocarpa* | Bur Oak | 42 | 4 - Fair/Poor | | Dead Limbs, Adventitious Growth, Tip die-back |
| 1198 | REMOVE | 0 | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 22 | 4 - Fair/Poor | Poor Form | Cavity |
| 1202 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 10 | 4 - Fair/Poor | Unbalanced, Crown Lean | 20% dead wood, Tip die-back |
| 1213 | REMOVE | 3 | | Key | | *Quercus bicolor* | Swamp White Oak | 11 | 3 - Fair | Crown Lean | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1225 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus alba* | White Oak | 26 | 4 - Fair/Poor | Unbalanced, Crown Lean, Broken Leader | Adventitious Growth |
| 1226 | REMOVE | 0 | | | | *Fraxinus pennsylvanica* | Ash | 9 | 6 - Dead | | |
| 1227 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 8 | 4 - Fair/Poor | Poor Form | Cavity |
| 1240 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 15 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 1241 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 16 | 3 - Fair | Unbalanced, Crown Lean | 20% dead wood |
| 1242 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 16 | 3 - Fair | Unbalanced, Crown Lean | |
| 1244 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 13 | 4 - Fair/Poor | Crown Lean, Crowded | Adventitious Growth, Tip die-back |
| 1245 | REMOVE | 0 | | Key (DQ'd by condition | | *Quercus macrocarpa* | Bur Oak | 16 | 4 - Fair/Poor | Crowded | Adventitious Growth, Tip die-back |
| 1246 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 18,6 | 3 - Fair | Crowded | |
| 1248 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 10 | 3 - Fair | | Adventitious Growth |
| 1249 | REMOVE | 0 | | Key (DQ'd by condition | | *Quercus macrocarpa* | Bur Oak | 19 | 4 - Fair/Poor | Unbalanced, Crown Lean | Adventitious Growth, Tip die-back |
| 1250 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 15,11,9,8,5 | 6 - Dead | | |
| 1251 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 18 | 6 - Dead | | |
| 1252 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 14 | 4 - Fair/Poor | Poor Form, Crown Lean | Trunk Scar |
| 1256 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8,8,7,6,5 | 6 - Dead | | |
| 1263 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 1264 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 11 | 3 - Fair | Crown Lean | |
| 1266 | REMOVE | 0 | | Key (DQ'd by condition | | *Celtis occidentalis* | Hackberry | 10 | 4 - Fair/Poor | Poor Form | 50% dead wood, Cavity |
| 1269 | REMOVE | 0 | | | | - | Unknown | 13 | 6 - Dead | | |
| 1274 | REMOVE | 0 | | | | - | Unknown | 10 | 6 - Dead | | |
| 1275 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 9,8,6,6,4 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Broken Leader | Cavity, Trunk Scar |
| 1276 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 11 | 3 - Fair | Unbalanced | 20% dead wood |
| 1277 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 9 | 3 - Fair | | Tip die-back |
| 1278 | REMOVE | 0 | | Key (DQ'd by condition | | *Celtis occidentalis* | Hackberry | 10 | 4 - Fair/Poor | | Dead Limbs, Cavity, Trunk Scar |
| 1280 | REMOVE | 0 | | | | *Fraxinus pennsylvanica* | Ash | 12 | 6 - Dead | | |
| 1281 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 9 | 2 - Good | | |
| 1286 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Fraxinus pennsylvanica* | Ash | 10,10 | 6 - Dead | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1287 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 21,20 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 1288 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 12,7 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Strong lean | >50% dead wood |
| 1290 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 12 | 6 - Dead | | |
| 1291 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 9,9,7 | 6 - Dead | | |
| 1292 | REMOVE | 0 | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 14 | 6 - Dead | | |
| 1297 | REMOVE | 3 | | Key | | *Acer rubrum* | Red Maple | 15 | 3 - Fair | | Trunk Scar |
| 1299 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 9 | 3 - Fair | | 20% dead wood |
| 1300 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 9 | 4 - Fair/Poor | | >50% dead wood |
| 1301 | REMOVE | 0 | | Key (DQ'd by condition | | *Quercus rubra* | Red Oak | 10 | 4 - Fair/Poor | | 10% dead wood, Dead Leader |
| 1432 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 6 | 3 - Fair | Unbalanced, Crown Lean, Crowded | |
| 1433 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 7 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | |
| 1435 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8 | 4 - Fair/Poor | Crown Lean, Crowded | Adventitious Growth |
| 1436 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 7 | 4 - Fair/Poor | Unbalanced, Poor Form, Crown Lean, Crowded | Dead Limbs |
| 3001 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 13 | 3 - Fair | Crowded | |
| 3002 | REMOVE | 3 | | Key | | *Quercus macrocarpa* | Bur Oak | 15 | 3 - Fair | Unbalanced, Crown Lean | |
| 3003 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 15 | 3 - Fair | Poor Form, Crown Lean | |
| 3004 | REMOVE | 0 | | Key (DQ'd by condition | | *Quercus rubra* | Red Oak | 16 | 4 - Fair/Poor | Crown Lean | 50% dead wood, Dead Limbs |
| 3005 | REMOVE | 3 | | Key | | *Celtis occidentalis* | Hackberry | 14 | 2 - Good | | 10% dead wood |
| 3007 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crowded | |
| 3008 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 13 | 3 - Fair | | 20% dead wood |
| 3009 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 4 - Fair/Poor | | 40% dead wood, Dead Leader |
| 3010 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 4 - Fair/Poor | | 30% dead wood, Dead Leader, Trunk Scar |
| 3011 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 8 | 3 - Fair | Crown Lean | |
| 3012 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 8 | 3 - Fair | | Dead Limbs |
| 3013 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 8 | 4 - Fair/Poor | | Dead Limbs, Dead Leader, Fungus-Stem |
| 3014 | REMOVE | 0 | | | | *Gleditsia triacanthos* | Honey Locust | 7 | 4 - Fair/Poor | Crown Lean, Crowded | Dead Leader |
| 3015 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 8 | 4 - Fair/Poor | Crown Lean, Crowded | 50% dead wood |
| 3016 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 15 | 3 - Fair | Crowded | |
| 3017 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 10 | 3 - Fair | Crowded | |
| 3018 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 14 | 3 - Fair | Crowded | |
| 3019 | REMOVE | 2 | Protected | | | *Gleditsia triacanthos* | Honey Locust | 12 | 3 - Fair | | 10% dead wood |
| 3020 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 3 - Fair | | |
| 3021 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 23 | 3 - Fair | Lean, Crown Lean, Crowded | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3022 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 11 | 3 - Fair | Unbalanced, Crown Lean | |
| 3023 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 14 | 3 - Fair | Lean, Crown Lean | |
| 3024 | **PRESERVE** | | | | Heritage | *Quercus alba* | White Oak | 36 | 3 - Fair | | 30% dead wood, Dead Limbs, Tip die-back |
| 3025 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 9,4,4,2 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Dead Limbs, Cavity |
| 3026 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 10 | 3 - Fair | Poor Form, Crown Lean | |
| 3027 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 15 | 3 - Fair | Crown Lean | Tip die-back |
| 3028 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 8,7,6 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 3029 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 10 | 4 - Fair/Poor | Poor Form | Dead Limbs |
| 3030 | **PRESERVE** | | Protected (DQ'd | | | *Ulmus pumila* | Siberian Elm | 8,7 | 6 - Dead | | |
| 3031 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 8 | 4 - Fair/Poor | Poor Form, Crown Lean, Supporting dead tree | |
| 3032 | REMOVE | 2 | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crown Lean | |
| 3034 | REMOVE | 0 | | | | *Salix nigra* | Black Willow | 15 | 4 - Fair/Poor | Lean, Crown Lean, Crowded | Trunk Scar |
| 3035 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 8 | 4 - Fair/Poor | Poor Form, Crowded | |
| 3036 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Robinia pseudoacacia* | Black Locust | 12 | 4 - Fair/Poor | Poor Form, Crowded | |
| 3037 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crowded | |
| 3038 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Ulmus americana* | American Elm | 8,4 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | |
| 3039 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 8 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | |
| 3040 | REMOVE | 0 | | | | *Crataegus sp.* | Hawthorn | 6,5 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Unbalanced | Cavity |
| 3041 | REMOVE | 0 | | | | *Crataegus sp.* | Hawthorn | 6,4 | 4 - Fair/Poor | U-shaped joint, Double Leader | Trunk Scar |
| 3042 | REMOVE | 3 | | Key | | *Quercus bicolor* | Swamp White Oak | 8 | 3 - Fair | Crown Lean | |
| 3043 | **PRESERVE** | | | | | *Quercus bicolor* | Swamp White Oak | 8 | 3 - Fair | Unbalanced | |
| 3044 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 35 | 4 - Fair/Poor | | Dead Limbs, Cavity |
| 3045 | **PRESERVE** | | | Key | | *Quercus macrocarpa* | Bur Oak | 26 | 3 - Fair | Crown Lean, Crowded | Adventitious Growth |
| 3046 | **PRESERVE** | | | Key (DQ'd by condition | | *Quercus rubra* | Red Oak | 13,8 | 5 - Poor | V-shaped joint, Double Leader, Split Risk | 20% dead wood |
| 3047 | **PRESERVE** | | | Key | | *Quercus rubra* | Red Oak | 16 | 3 - Fair | Lean, Crown Lean, Crowded | 30% dead wood, Dead Limbs |
| 3048 | **PRESERVE** | | | Key | | *Quercus alba* | White Oak | 17 | 3 - Fair | Lean, Crowded | |
| 3049 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 7,4,4 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | |
| 3050 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 6,5,5,4 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Cavity |
| 3051 | **PRESERVE** | | Protected | | | *Gleditsia triacanthos* | Honey Locust | 18 | 3 - Fair | | 30% dead wood |
| 3052 | **PRESERVE** | | Protected | | | *Gleditsia triacanthos* | Honey Locust | 18 | 2 - Good | | 20% dead wood |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3053 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Crataegus sp.* | Hawthorn | 6,5,2,2,2 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | 50% dead wood |
| 3054 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 18,10 | 5 - Poor | V-shaped joint, Double Leader, Split Risk, Broken Leader | Dead Leader |
| 3055 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Morus alba* | White Mulberry | 12 | 4 - Fair/Poor | Lean, Broken Limb | |
| 3056 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 8 | 3 - Fair | Crown Lean, Crowded | 20% dead wood |
| 3057 | **PRESERVE** | | Protected | | | *Acer saccharinum* | Silver Maple | 11 | 3 - Fair | Crown Lean, Crowded | |
| 3058 | **PRESERVE** | | Protected | | | *Populus deltoides* | Eastern Cottonwood | 19 | 3 - Fair | Crowded | |
| 3059 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 20 | 4 - Fair/Poor | Unbalanced, Poor Form, Crown Lean | Cavity, Tip die-back |
| 3060 | **PRESERVE** | | Protected (DQ'd | | | *Morus alba* | White Mulberry | 8,6,6 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk | Dead Limbs, Dead Leader |
| 3061 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 12 | 4 - Fair/Poor | Lean, Poor Form | Dead Leader, Cavity, Trunk Damage |
| 3062 | **PRESERVE** | | | | | *Aesculus hippocastanum* | Horse Chestnut | 7 | 4 - Fair/Poor | Poor Form | |
| 3063 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 9 | 4 - Fair/Poor | Lean, Poor Form | Trunk Damage |
| 3064 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Gleditsia triacanthos* | Honey Locust | 16,10,8,7 | 5 - Poor | V-shaped joint, Multi Leader, Split Risk, Crowded | |
| 3065 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 10 | 4 - Fair/Poor | Lean, Poor Form, Crowded | |
| 3066 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 12 | 5 - Poor | Strong lean | |
| 3067 | REMOVE | 0 | Protected (DQ'd by condition) | | | *Populus deltoides* | Eastern Cottonwood | 34 | 4 - Fair/Poor | Broken Limb | Fungus-Stem, Trunk Damage, Callus |
| 3068 | **PRESERVE** | | Protected (DQ'd by condition) | | | *Acer negundo* | Box Elder | 16 | 5 - Poor | Strong lean, Poor Form | |
| 3069 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 6 | 4 - Fair/Poor | Crown Lean, Crowded | 20% dead wood, Tip die-back, Trunk Scar |
| 3070 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 7 | 3 - Fair | Crown Lean, Crowded | 20% dead wood, Adventitious Growth |
| 3071 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 6 | 3 - Fair | | Adventitious Growth |
| 3072 | **PRESERVE** | | Protected | | | *Ulmus americana* | American Elm | 8 | 3 - Fair | Crown Lean, Crowded | Adventitious Growth |
| 3073 | REMOVE | 0 | | | | *Fraxinus sp.* | Ash | 7 | 5 - Poor | | >50% dead wood, Insect damage, Adventitious Growth |
| 3074 | REMOVE | 0 | | | | *Morus alba* | White Mulberry | 6 | 4 - Fair/Poor | Strong lean, Poor Form, Crown Lean, Crowded | |
| 3075 | REMOVE | 0 | | | | *Morus alba* | White Mulberry | 7 | 4 - Fair/Poor | Poor Form, Crown Lean, Crowded | Trunk Scar |
| 3076 | REMOVE | 0 | | | | *Morus alba* | White Mulberry | 7 | 5 - Poor | Strong lean, Poor Form, Crown Lean, Crowded, Broken Limb | |
| 3077 | REMOVE | 0 | | | | *Populus deltoides* | Eastern Cottonwood | 6 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | |
| 3078 | REMOVE | 0 | | | | *Morus alba* | White Mulberry | 6 | 4 - Fair/Poor | Lean, Poor Form, Crown Lean, Crowded | |
| 3079 | REMOVE | 0 | | | | *Robinia pseudoacacia* | Black Locust | 7 | 4 - Fair/Poor | Strong lean, Crown Lean, Crowded | |
| 3080 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 7 | 4 - Fair/Poor | Strong lean, Unbalanced, Crown Lean, Crowded | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3081 | REMOVE | 0 | | | | *Salix nigra* | Black Willow | 17 | 5 - Poor | Split Leaders, Strong lean, Crown Lean | 50% dead wood, Wood rot, Cavity |
| 3082 | REMOVE | 0 | | | | *Ulmus americana* | American Elm | 6 | 4 - Fair/Poor | Crown Lean, Topped, Near power lines | |
| 3083 | REMOVE | 0 | | | | *Celtis occidentalis* | Hackberry | 7 | 5 - Poor | | 50% dead wood |
| | | **162** | **Total Replacements Required** | | | | | | | | |
| **POLICE HEADQUARTERS AND FIRE STATION SITE (TREES NOT TAGGED NOR INVENTORIED)** | | | | | | | | | | | |
| A | REMOVE | | Protected | | | *Platanus occidentalis* | Sycamore | 10 | | Location: East side of Police Headquarters site, removal due to sidewalk relocation. | |
| B | REMOVE | | | | | *Gymnocladus dioicus* | Kentucky Coffeetree | 6 | | Location: East side of Police Headquarters site, removal due to sidewalk relocation. | |
| C | REMOVE | | | | | *Celtis occidentalis* | Hackberry | 4 | | Location: Southwest side of Police Headquarters site, removal due to conflict with new egress to Deerfield Road. | |
| **SOUTH PRESERVATION AREA (TO REMAIN UNDISTURBED). TREES LISTED BELOW WERE INVENTORIED 11/18/22, BUT THEIR EXISTENCE REMAINS UNVERIFIED.** | | | | | | | | | | | |
| 401 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 10 | 5 | | excessive lean, split trunk, damaged leader |
| 402 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | | weak crotch, vine infested, slight sweep, twist in trunk |
| 403 | **PRESERVE** | | | | | *Salix nigra* | Black Willow | 29 | 3 | | heavy deadwood, weak crotch, multiple leaders, suckering |
| 404 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 405 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 17 | 3 | | minor deadwood, weak crotch, double leader |
| 406 | **PRESERVE** | | | | | *Salix nigra* | Black Willow | 11 | 6 | | |
| 407 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 2 | | minor deadwood, thin crown |
| 408 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 409 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 10 | 3 | | over-topped, slight sweep |
| 410 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | 6 | | |
| 411 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 11 | 4 | | one sided, damaged leader, epicormics, pruned for overhead wires |
| 412 | **PRESERVE** | | | | | *Quercus alba* | White Oak | 10 | 4 | | damaged leader, epicormics, twist in trunk, pruned for overhead wires |
| 413 | **PRESERVE** | | | | | *Quercus bicolor* | Swamp White Oak | 15 | 3 | | minor deadwood, one sided, suckering, epicormics |
| 415 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 416 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 417 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 418 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 419 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 420 | **PRESERVE** | | | | | *Quercus bicolor* | Swamp White Oak | 7 | 2 | | over-topped, twist in trunk, epicormics |
| 421 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 17 | 6 | | |
| 422 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 423 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 424 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 425 | **PRESERVE** | | | | | *Quercus bicolor* | Swamp White Oak | 9 | 3 | | one sided, twist in trunk, pruned for overhead wires |
| 426 | **PRESERVE** | | | | | *Quercus bicolor* | Swamp White Oak | 8 | 3 | | overhead wires |
| 430 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 431 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 22 | 3 | | heavy deadwood, weak crotch, slight lean, twist in trunk, double leader, trunk scar |
| 432 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 433 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 436 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 438 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | |
| 440 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 23 | 3 | | minor deadwood, weak crotch, one sided, twist in trunk |
| 442 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 20 | 3 | | minor deadwood, weak crotch, trunk scar, one sided |
| 444 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 446 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 449 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 452 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 11 | 4 | | one sided, suckering, over-topped, slight sweep, pruned for side wires, double leader |
| 455 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 16 | 3 | | suckering, multiple leaders |
| 456 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | side wires |
| 457 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 15 | 6 | | side wires |
| 458 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 13 | 3 | | one sided, epicormics, pruned for side wires, double leader, slight sweep |
| 459 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 460 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 11 | 3 | | one sided, epicormics, slight sweep, pruned for side wires |
| 462 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | vine infested |
| 463 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 9 | 3 | | minor deadwood, thin crown, epicormics |
| 464 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 9 | 4 | | epicormics, vine infested, pruned for side wires, minor deadwood, weak crotch, slight sweep, double leader |
| 465 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 15 | 3 | | minor deadwood, one sided, epicormics, slight sweep, pruned for side wires |
| 466 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 17 | 6 | | |
| 467 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 468 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | |
| 469 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 8 | 2 | | over-topped, epicormics, slight sweep |
| 480 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 481 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 482 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | side wires |
| 483 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | side wires |
| 484 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 485 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 486 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | side wires |
| 487 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | |
| 489 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | |
| 490 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 491 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 492 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | side wires |
| 493 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 494 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | side wires |
| 495 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 11 | 3 | | one sided, suckering |
| 496 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 497 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 9 | 3 | | suckering, damaged leader, pruned for overhead wires |
| 498 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 11 | 3 | | suckering, damaged leader, thin crown, pruned for overhead wires (5 ), one sided |
| 499 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 11 | 2 | | thin crown, twist in trunk, one sided, trunk scar |
| 500 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 6 | 2 | | one sided, slight sweep, multiple leaders, minor deadwood |
| 501 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 11 | 2 | | one sided, pruned for side wires, weak crotch, slight sweep, double leader |
| 502 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 18 | 3 | | minor deadwood, slight sweep, multiple leaders |
| 503 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | one sided, over-topped, slight sweep |
| 504 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 10 | 3 | | trunk scar, one sided, twist in trunk |
| 505 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 10 | 3 | | one sided, twist in trunk |
| 507 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 10 | 3 | | sweep, over-topped, minor deadwood |
| 508 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 511 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | 6 | | |
| 512 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | 6 | | |
| 513 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 514 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 515 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 517 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 518 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 520 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 522 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 524 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 525 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 527 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | |
| 528 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 532 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 533 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 534 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 535 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 536 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 14 | 6 | | |
| 537 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 16 | 3 | | over-topped, twist in trunk, double leader |
| 544 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 546 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | 6 | | |
| 547 | **PRESERVE** | | | | | *Pinus strobus* | Eastern White Pine | 7 | 4 | | trunk scar, over-topped, twist in trunk, sparse foliage |
| 548 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 549 | **PRESERVE** | | | | | *Pinus strobus* | Eastern White Pine | 7 | 3 | | one sided, over-topped, slight sweep |
| 550 | **PRESERVE** | | | | | *Pinus strobus* | Eastern White Pine | 9 | 3 | | thin crown, slight lean, one sided |
| 551 | **PRESERVE** | | | | | *Pinus strobus* | Eastern White Pine | 9 | 3 | | one sided, limbed up, minor deadwood |
| 552 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 553 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 554 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 555 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 556 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 22 | 3 | | minor deadwood, twist in trunk, multiple leaders |
| 557 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 15 | 3 | | one sided, sweep, over-topped |
| 558 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 18 | 3 | | heavy deadwood, dieback, slight sweep, double leader |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 559 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 20 | 3 | | weak crotch, slight lean, multiple leaders |
| 561 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 10 | 6 | | |
| 562 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 29 | 3 | | minor deadwood, one sided, slight lean, multiple leaders |
| 563 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 564 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 565 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 14 | 3 | | weak crotch, slight lean, double leader, minor deadwood, suckering |
| 566 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 12 | 3 | | vine infested, slight lean, twist in trunk, weak crotch |
| 567 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 16 | 3 | | slight lean, multiple leaders, decay, minor deadwood, suckering |
| 569 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 11 | 3 | | minor deadwood, weak crotch, slight lean, suckering |
| 570 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 9 | 3 | | minor deadwood, weak crotch, thin crown, slight sweep, suckering |
| 571 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | | minor deadwood, slight lean, twist in trunk |
| 572 | **PRESERVE** | | | | | *Acer saccharinum* | Silver Maple | 9 | 3 | | over-topped, vine infested, slight lean, slight sweep, double leader |
| 573 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 14 | 3 | | minor deadwood, twist in trunk, multiple leaders |
| 575 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 576 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 577 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 580 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 582 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 15 | 6 | | |
| 589 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 590 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 594 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | 6 | | |
| 595 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 12 | 4 | | minor deadwood, thin crown, twist in trunk, trunk scar, crossing branches |
| 596 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 9 | 4 | | minor deadwood, sweep, suckering, over-topped, basal decay, decay |
| 597 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | | minor deadwood, slight lean, slight sweep |
| 598 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 599 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | |
| 600 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 12 | 6 | | |
| 601 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 9 | 3 | Crowded | Adventitious Growth, Tip die-back |
| 602 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | Crowded | 10% dead wood |
| 603 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | Lean, Crown Lean, Crowded | 20% dead wood |
| 604 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | Lean, Crown Lean, Crowded | 40% dead wood |
| 605 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | Crown Lean | Dead Limbs |
| 606 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | V-shaped joint, Double Leader, Crown Lean | 30% dead wood, Dead Leader |
| 607 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 13 | 3 | Lean, Poor Form, Crowded | |
| 608 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 9 | 6 | Lean, Unbalanced, Poor Form, Crown Lean, Broken Limb | |
| 609 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 10 | 3 | Unbalanced, Crown Lean | |
| 610 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 24 | 3 | | broken limbs, slight sweep, minor deadwood |
| 611 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 19 | 3 | | minor deadwood, weak crotch, multiple leaders |
| 613 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 614 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 615 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 616 | **PRESERVE** | | | | | *Ulmus pumila* | Siberian Elm | 13 | 3 | | minor deadwood, basal scar, double leader |
| 617 | **PRESERVE** | | | | | *Ulmus pumila* | Siberian Elm | 9 | 4 | | minor deadwood, vine infested, slight sweep, one sided |
| 619 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 15 | 3 | | one sided, sweep, over-topped, damaged leader, basal scar |
| 620 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | |
| 623 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | 6 | | |
| 624 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 12 | 3 | | minor deadwood, suckering, double leader |
| 625 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 12 | 6 | | |
| 626 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 8 | 4 | | overhead wires |
| 627 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 13 | 6 | | |
| 628 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 9 | 6 | | side wires |
| 629 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 8 | 6 | | |
| 630 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 11 | 6 | | |
| 633 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 12 | 3 | | weak crotch, over-topped, slight sweep, minor deadwood |
| 634 | **PRESERVE** | | | | | *Salix nigra* | Black Willow | 22 | 5 | | heavy deadwood, weak crotch, suckering, dieback, decay |
| 635 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 14 | 3 | | slight sweep, double leader, one sided |
| 637 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 21 | 3 | | broken limbs, slight sweep, minor deadwood |
| 639 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 15 | 3 | | minor deadwood, double leader |
| 640 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 8 | 4 | | minor deadwood, sweep, over-topped, double leader |
| 641 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 2 | | weak crotch, one sided, over-topped, slight sweep |
| 643 | **PRESERVE** | | | | | *Morus alba* | Mulberry | 8 | 3 | | minor deadwood, slight lean, double leader, one sided |
| 644 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 19 | 3 | | weak crotch, one sided, slight sweep, double leader, minor deadwood |
| 645 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | | minor deadwood, slight lean, twist in trunk |
| 646 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 6 | 5 | | suckering, thin crown, slight sweep, minor deadwood, sparse foliage |
| 647 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 11 | 3 | | minor deadwood, slight sweep |
| 648 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 10 | 3 | | weak crotch, over-topped, slight lean, slight sweep, heavy deadwood |
| 649 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 3 | | minor deadwood, one sided, over-topped, slight lean, twist in trunk |
| 650 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 17 | 3 | | slight sweep, minor deadwood |
| 651 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 11 | 3 | | one sided, slight lean, double leader, over-topped, sweep |
| 653 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 21 | 3 | | slight lean, twist in trunk, multiple leaders |
| 654 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 2 | | slight lean, twist in trunk |
| 655 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 20 | 3 | | minor deadwood, one sided, slight lean, twist in trunk, multiple leaders |
| 656 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 5 | | minor deadwood, over-topped, thin crown, slight sweep, sparse foliage, decay |
| 657 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 5 | | minor deadwood, weak crotch, one sided, over-topped, sparse foliage, dieback |
| 658 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 3 | | trunk scar, sweep, excessive lean, growing hori ontally |
| 659 | **PRESERVE** | | | | | *Morus alba* | Mulberry | 8 | 3 | | slight sweep, twist in trunk |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 660 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 3 | | one sided, over-topped, slight lean, slight sweep, double leader, crossing branches |
| 661 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 22 | 2 | | multiple leaders, minor deadwood |
| 662 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 3 | | over-topped, slight sweep, one sided, minor deadwood |
| 663 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 3 | | one sided, over-topped, slight lean, minor deadwood |
| 665 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 7 | 3 | | minor deadwood, over-topped, twist in trunk |
| 666 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 26 | 3 | | minor deadwood, weak crotch, multiple leaders |
| 667 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 3 | | minor deadwood, slight lean, twist in trunk, one sided |
| 668 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 8 | 3 | | one sided, slight lean, twist in trunk, minor deadwood |
| 669 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 9 | 3 | | minor deadwood, trunk scar, one sided, slight lean, twist in trunk |
| 672 | **PRESERVE** | | | | | | | | | | |
| 673 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 10 | 4 | | weak crotch, vine infested, twist in trunk, minor deadwood, split trunk |
| 674 | **PRESERVE** | | | | | *Robinia pseudoacacia* | Black Locust | 10 | 2 | | one sided, twist in trunk, vine infested, minor deadwood |
| 675 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 19 | 3 | | minor deadwood, suckering, multiple leaders, slight lean |
| 676 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | | minor deadwood, weak crotch, double leader |
| 678 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 9 | 3 | | minor deadwood, thin crown, slight lean |
| 679 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | | minor deadwood, one sided, slight lean |
| 680 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 15 | 3 | | minor deadwood, slight lean, one sided |
| 685 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 686 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 687 | **PRESERVE** | | | | | *Quercus macrocarpa* | Bur Oak | 8 | 2 | | twist in trunk, one sided |
| 689 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 8 | 4 | | minor deadwood, thin crown, slight sweep, sparse foliage |
| 691 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | one sided, vine infested, twist in trunk |
| 692 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | basal scar, one sided, over-topped, twist in trunk |
| 693 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | multiple leaders, slight sweep |
| 694 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | one sided, suckering, slight sweep |
| 696 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | basal scar, thin crown |
| 697 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | suckering, thin crown |
| 698 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | suckering, thin crown, double leader |
| 699 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | 6 | | |
| 700 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 7 | 3 | | weak crotch, one sided, suckering, thin crown |
| 701 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 6 | 6 | | |
| 702 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 8 | 3 | | suckering, damaged leader, pruned for overhead wires |
| 704 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | 6 | | |
| 705 | **PRESERVE** | | | | | *Tilia americana* | Basswood | 9 | 3 | | one sided, double leader, suckering |
| 706 | **PRESERVE** | | | | | *Gleditsia triacanthos* | Honeylocust | 10 | 3 | | minor deadwood, one sided, double leader |
| 707 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 8 | 4 | | minor deadwood, sweep, over-topped, sparse foliage |
| 708 | **PRESERVE** | | | | | | | | | | |
| 709 | **PRESERVE** | | | | | *Morus alba* | Mulberry | 11 | 3 | | slight lean, twist in trunk, minor deadwood |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 710 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 11 | 4 | | minor deadwood, excessive lean, weak crotch, suckering |
| 711 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 712 | **PRESERVE** | | | | | *Morus alba* | Mulberry | 18 | 3 | | minor deadwood, weak crotch, one sided, multiple leaders |
| 723 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 10 | 6 | | |
| 724 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 12 | 3 | | one sided, twist in trunk, double leader |
| 725 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 10 | 4 | | thin crown, slight sweep, minor deadwood |
| 726 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 20 | 3 | | minor deadwood, slight lean, twist in trunk, multiple leaders |
| 727 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 16 | 3 | | slight sweep, multiple leaders, minor deadwood |
| 730 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 11 | 3 | | weak crotch, suckering, slight lean, double leader, one sided |
| 732 | **PRESERVE** | | | | | *Ulmus pumila* | Siberian Elm | 12 | 3 | | vine infested, slight lean, twist in trunk, multiple leaders, broken limbs |
| 733 | **PRESERVE** | | | | | *Fraxinus americana* | White Ash | 13 | 4 | | suckering, multiple leaders, minor deadwood, dieback |
| 738 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 9 | 3 | | minor deadwood, excessive lean, slight sweep |
| 743 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 9 | 5 | | minor deadwood, thin crown, twist in trunk, sparse foliage, heavy deadwood |
| 750 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 10 | 4 | | minor deadwood, suckering, dieback, slight sweep, double leader, dead tree caught in crown |
| 751 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | 6 | | |
| 752 | **PRESERVE** | | | | | *Salix nigra* | Black Willow | 13 | 4 | | minor deadwood, excessive lean, double leader, suckering, one sided |
| 753 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 10 | 4 | | minor deadwood, suckering, thin crown, slight lean, double leader, one sided, decay |
| 754 | **PRESERVE** | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | 6 | | |
| 755 | **PRESERVE** | | | | | *Ulmus americana* | American Elm | 12 | 6 | | |
| 756 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 12 | 4 | | basal scar, weak crotch, trunk scar, double leader, slight sweep |
| 757 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 9 | 4 | | weak crotch, suckering, slight sweep, double leader, dieback, multiple leaders |
| 760 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 22 | 3 | | minor deadwood, multiple leaders, vine infested |
| 761 | **PRESERVE** | | | | | *Populus deltoides* | Cottonwood | 9 | 4 | | minor deadwood, thin crown, slight lean, twist in trunk, sparse foliage |
| 765 | **PRESERVE** | | | | | *Acer negundo* | Boxelder Maple | 9 | 3 | | minor deadwood, suckering, slight sweep, twist in trunk |

**TREES LISTED BELOW WERE SURVEYED AND INVENTORIED 11/18/22, BUT WERE NOT FOUND ON-SITE BY GRWA AND ARE CONSIDERED MISSING/DEAD OR REMOVED**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 | MISSING | | | | | *Ulmus americana* | American Elm | 6 | | | |
| 108 | MISSING | | | | | *Acer saccharinum* | Silver Maple | 6 | | | |
| 129 | MISSING | | | | | *Quercus bicolor* | Swamp White Oak | 9 | | | |
| 131 | MISSING | | | | | *Malus spp.* | Crabapple | 6 | | | |
| 137 | MISSING | | | | | *Crataegus spp.* | Hawthorn | 5 | | | |
| 138 | MISSING | | | | | *Crataegus spp.* | Hawthorn | 4 | | | |
| 153 | MISSING | | | | | *Gleditsia triacanthos* | Honeylocust | 9 | | | |
| 631 | MISSING | | | | | *Populus deltoides* | Cottonwood | 15 | | | |
| 632 | MISSING | | | | | *Populus deltoides* | Cottonwood | 14 | | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 636 | MISSING | | | | | *Ulmus americana* | American Elm | 8 | | | |
| 735 | MISSING | | | | | *Ulmus pumila* | Siberian Elm | 18 | | | |
| 736 | MISSING | | | | | *Acer negundo* | Boxelder Maple | 14 | | | |
| 758 | MISSING | | | | | *Morus alba* | Mulberry | 16 | | | |
| 759 | MISSING | | | | | *Ulmus pumila* | Siberian Elm | 10 | | | |
| 767 | MISSING | | | | | *Ailanthus altissima* | Tree-of-Heaven | | | | |
| 771 | MISSING | | | | | *Populus deltoides* | Cottonwood | | | | |
| 777 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 786 | MISSING | | | | | *Populus deltoides* | Cottonwood | 12 | | | |
| 794 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 795 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | | | |
| 798 | MISSING | | | | | *Ulmus pumila* | Siberian Elm | 9 | | | |
| 799 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 800 | MISSING | | | | | *Acer negundo* | Boxelder Maple | 9 | | | |
| 801 | MISSING | | | | | *Populus deltoides* | Cottonwood | 29 | | | |
| 814 | MISSING | | | | | *Populus deltoides* | Cottonwood | | | | |
| 835 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 836 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 837 | MISSING | | | | | *Ulmus pumila* | Siberian Elm | | | | |
| 838 | MISSING | | | | | *Ulmus americana* | American Elm | | | | |
| 839 | MISSING | | | | | *Populus deltoides* | Cottonwood | | | | |
| 845 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 859 | MISSING | | | | | *Gleditsia triacanthos* | Honeylocust | | | | |
| 862 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | | | |
| 863 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | | | |
| 865 | MISSING | | | | | *Populus deltoides* | Cottonwood | 27 | | | |
| 866 | MISSING | | | | | *Populus deltoides* | Cottonwood | 21 | | | |
| 867 | MISSING | | | | | *Populus deltoides* | Cottonwood | 27 | | | |
| 868 | MISSING | | | | | *Populus deltoides* | Cottonwood | 17 | | | |
| 869 | MISSING | | | | | *Acer negundo* | Boxelder Maple | 11 | | | |
| 933 | MISSING | | | | | *Ulmus americana* | American Elm | 7 | | | |
| 938 | MISSING | | | | | *Quercus rubra* | Red Oak | 7 | | | |
| 944 | MISSING | | | | | *Ulmus americana* | American Elm | 20 | | | |
| 945 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 18 | | | |
| 946 | MISSING | | | | | *Ulmus americana* | American Elm | 8 | | | |
| 947 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 13 | | | |
| 948 | MISSING | | | | | *Quercus bicolor* | Swamp White Oak | 10 | | | |
| 950 | MISSING | | | | | *Ulmus americana* | American Elm | 18 | | | |
| 951 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | | | |
| 962 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 9 | | | |
| 964 | MISSING | | | | | *Populus deltoides* | Cottonwood | 18 | | | |
| 966 | MISSING | | | | | *Quercus bicolor* | Swamp white oak | 14 | | | |
| 969 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 970 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 15 | | | |
| 972 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 973 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | | | |
| 978 | MISSING | | | | | *Ulmus americana* | American Elm | 8 | | | |
| 980 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 981 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 11 | | | |
| 999 | MISSING | | | | | *Ulmus americana* | American Elm | 14 | | | |
| 1000 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 6 | | | |
| 1001 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 1011 | MISSING | | | | | *Fraxinus americana* | White Ash | 12 | | | |

| TAG # | OUTCOME | REPLACEM'T REQUIRED | PROTECTED | KEY | HERITAGE | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1055 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 8 | | | |
| 1113 | MISSING | | | | | *Quercus bicolor* | Swamp White Oak | 27 | | | |
| 1231 | MISSING | | | | | *Ulmus americana* | American elm | 11 | | | |
| 1257 | MISSING | | | | | *Fraxinus pennsylvanica* | Green Ash | 7 | | | |
| 1265 | MISSING | | | | | *Pinus nigra* | Austrian pine | 14 | | | |
| 1298 | MISSING | | | | | *Gleditsia triacanthos* | Honeylocust | | | | |
| 1434 | MISSING | | | | | *Ulmus americana* | American elm | 9 | | | |

dickson design
STUDIO

# MEMORANDUM

Date: June 10, 2026

To: Mr. Joel Fontane
*Director of Community Development*
City of Highland Park, IL
Email: jfontane@cityhpil.com

From: Jeff Torrens | *Dickson Design Studio, Inc.*
Email: jtorrens@dicksondesignstudio.com

**RE:** *The Bowery of Highland Park & Highland Park Police Headquarters Final Tree Preservation Plan and Final Landscape Plans.*
Prepared for HDC M/I HP Venture, LLC

**Summary of Changes**

During preliminary and final development plan discussions with the City, plan submittals relied on a Tree Locations & Wetland Areas Survey (prepared by United Survey Service, LLC dated 10/4/18) and Tree Inventory Listing (prepared by Urban Forest Management, Inc., dated 11/15/2018).

On May 14, 2026, a new tree inventory was completed by Gary R. Weber Associates (GRWA). The new inventory included updated sizes and conditions for previously located trees, some additional trees, and confirmed that many previously tagged trees were missing and no longer existed. Trees in the area south of the development area remain unverified as it was deemed unnecessary to include trees south of the drainage channel due to the presence of existing wetlands and woodlands that were planned to remain undisturbed.

In light of this new information, the Tree Preservation and Removal Plan previously dated 2/3/26 and included with the Final Landscape Plan, was updated to reflect the current site conditions and separated from the Final Landscape Plans in order to expeedite the application for permit to remove the necessary trees from the site.

The Final Tree Preservation Plan (dated 5/28/26) *for The Bowery of Highland Park* was expanded to include the removal of 3 additional trees located on the Police Headquarters site, and the Tree Inventory Addendum was updated. This new information spurred changes to the removals required for the new development and the replacements required.

<u>Plan Comparison</u>
Trees with a condition rating of 4-Fair/Poor, 5-Poor, and 6-Dead were excluded from replacement requirements, as were trees known to be an invasive species/nuisance.

| | 2/3/26 Plan | 6/10/2026 Revision |
|---|---|---|
| Heritage Trees Removed | 0 | 0 |
| Key Tree Removed | 21 | 24 |
| Protected Trees Removed | 82 | 45 |
| | | |
| Total Removals Requiring Replacements | 103 | 69 |
| Required Tree Replacements | 227 | 162 |

The Landscape Plan's requirements include providing the required material from The Vehicular Use Area (VUA) – see Title XV, Chapter 150 of the Zoning Code, Article XXII, which is based on the perimeter of the property and Tree Preservation Plan Removals requiring replacement – Per Title IX, Chapter 94, Article IV – Tree Preservation. Replacements for both had to meet specific size and species requirements to qualify for replacement value.

The Final Landscape Plan (dated 6/10/26) was subsequently revised to provide the required replacements on site, while preserving the original intent of providing plantings in excess of the requirements.

| | 2/3/26 Plan | 6/10/26 Revision |
|---|---|---|
| **Chapter 150** | | |
| Trees Required | 174 | 174 |
| Trees Provided | 174 | 174 |
| Shrubs Required | 952 | 952 |
| Shrubs Provided | 3,951 | 3,955 |
| | | |
| **Chapter 94** | | |
| Replacement Trees Required | 227 | 162 |
| Replacement Trees Provided | 227 | 162 |
| | | |
| Trees Provided Exceeding Requirements | 73 | 75 |
| Shrubs Provided Exceeding Requirements | 2,999 | 3,003 |

**Other updates** included in the submitted plan sets, which included a revised *Renovation Landscape Plan for the City of Highland Park Police Headquarters* dated 6/3/26, and a revised *Tree Inventory Addendum* dated 6/10/26:

- Revised Security Bollard spacing and details within existing pedestrian plaza at Police Headquarters
- Revised Woodland path alignment to avoid an existing Oak tree not identified on the prior survey
- Removal of some trees found to be in conflict with utilities, signs, and street lighting locations.
- Updates to engineering base, including grading and utilities
- Addition of mow strips for fencing maintenance purposes
- Addition of signs indicating Environmentally Sensitive Areas/Do not Disturb
- Addition of signs indicating private park hours (Dawn to Dusk)
- Addition of Clustered Mailboxes, Shelter and relocation of bike racks near Club

**Other updates** (continued)

- Addition of Street Names internal to the project
- Addition of Woodland Trail Detail (ADA compliant decomposed granite)
- Additional Monument Construction Details and updated sign face
- Updated Townhome Foundation designs (due to relocation of AC units, electrical and gas meters), relocations only, no plants added or removed.
- Updated Foundation design for the Club (one less shrub provided)
- Updated irrigation limits at NW parking lot due to minor pavement changes.
- Addition of 6 Taylor Junipers along north property line to help screen police station parking

ALL LIGHTING SHALL HAVE A COLOR TEMPERATURE RATING OF 3000K

FOR PARKING AREAS IN THE RM-1 ZONE: POLE MOUNTED LIGHTING FIXTURES SHALL NOT BE MOUNTED GREATER THAN 16'-0" AFG.

FOR AREAS OTHER THAN PARKING IN THE RM-1 ZONE: POLE MOUNTED LIGHTING FIXTURES SHALL NOT BE MOUNTED GREATER THAN 14'-0" AFG.

## ELECTRICAL GENERAL NOTES

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

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

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

Project Number: 2450-70446

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PROFESSIONAL SEAL

| ISSUE DATE | DESCRIPTION |
|---|---|
| 01/16/2026 | FINAL ENGINEERING |

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

HIGHLAND PARK TOWNHOMES
HIGHLAND PARK, IL

HABITAT PROPERTIES

REVISIONS

| Δ | DESCRIPTION | DATE |
|---|---|---|

CHECKED BY | DRAWN BY

SHEET NAME

SITE LIGHTING PLAN

SHEET NUMBER | REVISION

E1.10

N

1 SITE PHOTOMETRIC PLAN

SCALE: 1"=70'-0"

| Luminaire Schedule | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Symbol | Qty | Label | Arrangement | Description | Tag | LLF | Luminaire Lumens | Luminaire Watts | Total Watts | Mounting Height |
| | 189 | S | Single | ARK | | 0.900 | 1124 | 14.716 | 2781.324 | 9 |
| | 57 | PT1 | Single | UR20-56L-110-3K7-4W-BC-PT | | 0.900 | 8436 | 109 | 6213 | 14 |
| | 5 | PT3 | Single | UR20-24L-65-3K7-5W-PT | | 0.900 | 7010 | 65 | 325 | 14 |
| | 2 | PT4 | Single | UR20-24L-25-3K7-2-BC-PT | | 0.900 | 1724 | 25 | 50 | 7.5 |

| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| RIDGE RD PROP LINE SW | Illuminance | Fc | 0.00 | 0.0 | 0.0 | N.A. | N.A. |
| SITE_Planar | Illuminance | Fc | 0.50 | 9.5 | 0.0 | N.A. | N.A. |
| POOL DECK + SURFACE | Illuminance | Fc | 0.11 | 0.6 | 0.0 | N.A. | N.A. |

LPD Area Summary

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

Project Number: 2450-70446

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PROFESSIONAL SEAL

| ISSUE DATE | DESCRIPTION |
|---|---|
| 01/16/2026 | FINAL ENGINEERING |

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

# HIGHLAND PARK TOWNHOMES

HIGHLAND PARK, IL

HABITAT PROPERTIES

REVISIONS

| Δ | DESCRIPTION | DATE |
|---|---|---|
| | | |

CHECKED BY | DRAWN BY

SHEET NAME

SITE PHOTOMETRIC PLAN

SHEET NUMBER: E1.11 | REVISION

# BOWERY OF HIGHLAND PARK
## CONSTRUCTION LOGISTICS PLAN
6/10/26

N

SCALE 1" = 100'

0 100 200

LEGEND

WETLAND BUFFER

NOTES:

1. SEE GR1, GM1, UT1, AND SE1 FOR NOTES AND LEGENDS

Phase 1

Phase 2

Green Space

GENERAL NOTES
-Construction Trade Parking On Site.
-No Construction Traffic Ridge Rd except as necessary to construct improvements along west edge of Property, on Police Department Property, and other required off-site or utility improvements

| NO. | DATE | REMARKS |
|---|---|---|
| | | |

| NO. | DATE | REMARKS |
|---|---|---|
| | | |

OVERALL SITE PLAN

THE RESIDENCES OF HIGHLAND PARK
HIGHLAND PARK, ILLINOIS

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

FILENAME: 11395.02OVSP

DATE: 11/25/25

JOB NO. 11395.02

SHEET OVSP 16 OF 46

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# Proposed Residential Townhome Development 1700 Old Deerfield Road Highland Park, Illinois

## Fiscal Impact Analysis

**June 10, 2026**

**Prepared for**

**HDC M/I HP Venture, LLC**

**By**

**Johnson Research Group, Inc.**

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# Appendix

A. Methodology for Property Tax Revenue Estimates

# 1 Executive Summary

## Introduction

HDC M/I HP Venture, LLC ( the "Developer") engaged Johnson Research Group, Inc. ("JRG") to prepare an estimate of the fiscal impacts on the City of Highland Park ("City") and affected public school districts from a proposed residential development, featuring 227 townhouse units, at 1700 Old Deerfield Road in the City of Highland Park, Illinois ("City"). This study addresses the net fiscal impacts to the City of Highland Park, Deerfield School District 109 ("SD 109"), North Shore School District 112 ("SD 112") and Township High School District 113 ("HSD 113"). The Project site straddles the attendance boundaries of SD 109 and SD 112 and lies wholly within the boundaries of HSD 113.

## The Project

The Developer's proposed "for sale" residential development at 1700 Old Deerfield Road will feature 227 three-bedroom townhome units, of which 177 will be rear-loading and 50 will be front-loading (the "Project"). The Project will include 34 affordable units (15%).

## Net Fiscal Impact

Key impacts of the Project for the City and school districts after stabilization are as follows:

**City of Highland Park**

- The annual net fiscal impact for the City is estimated to be a positive $191,390.
- Estimated revenues for the City include annual property tax revenues of $462,430 as well as $30,230 in utility taxes and $55,170 in sales tax revenue generated by new residential spending at businesses in Highland Park.
- The Project's 227 households could increase annual City expenditures by $356,440 due primarily to providing public safety, fire protection and emergency medical services for 543 new residents, based on the residential multipliers in the City's municipal code.

**Deerfield School District 109**

- The annual net fiscal impact for SD 109 is estimated to be a positive $453,787.
- Annual property tax revenue for SD 109 is estimated to be $1,198,250.
- The Project could have 148 households within SD 109 attendance boundaries and generate as many as 41 public school students in grades K-8.

**North Shore School District 112**

- The annual net fiscal impact for SD 112 is estimated to be a positive $182,007.
- Annual property tax revenue for SD 112 is estimated to be $605,422.
- The Project could have 79 households within SD 112 attendance boundaries and could generate as many as 21 public school students in grades K-8.

**Township High School District 113**

- The annual net fiscal impact for HSD 113 is estimated to be a positive $911,803.
- Annual property tax revenue for SD 113 is estimated to be $1,284,840.
- The Project's 227 households could generate as many 12 public school students in grades 9-12.

# 2 Introduction

Johnson Research Group, Inc. (JRG) was engaged by HDC M/I HP Venture, LLC (the "Developer") to prepare estimates of net fiscal impacts from the redevelopment of 28.6 acres of vacant land into 227 for-sale townhome units, located at 1700 Old Deerfield Road ("Property" or "Site") in the City of Highland Park ("City"). The site was previously home to a Solo Cup factory, which has been demolished. This study summarizes JRG's estimates of property taxes and utility taxes generated by the Project, sales taxes generated in Highland Park by new residential spending, impact fees for public school and park districts, and estimated costs to public school districts — Deerfield School District 109 ("SD 109"), North Shore School District 112 ("SD 112") and Township High School District 113 ("HSD 113") — and the City for providing services to residents of 227 new townhouse units. The Project site straddles the attendance boundaries of SD 109 and SD 112 and lies wholly within the boundaries of HSD 113.

## 2.1 The Project

As shown in Table 1, the proposed 227-unit residential development will feature 177 three-bedroom rear loading and 50 three-bedroom front-loading townhouse units ranging in size from 1,747 square feet to 2,112 square feet (the "Project"). The Project will include 34 affordable units (15%).

Table 1. 1700 Old Deerfield Road - Unit Mix

| Townhouse Type | Market Rate | Affordable | Total |
|---|---|---|---|
| 3 Bedroom Rear Loading | 143 | 34 | 177 |
| 3 Bedroom Front Loading | 50 | 0 | 50 |
| **Total** | **193** | **34** | **227** |

Sources: HDC M/I HP Venture LLC, JRG.

Consistent with other fiscal impact analyses, impacts are presented in today's dollars (2026), rather than dollars inflated to a future point in time when the Project is anticipated to be fully stabilized. Because JRG's estimates are in uninflated dollars, every subsequent year is assumed to have the same impact as the first fully stabilized year.

# 3 Project Revenues

This section presents a summary of reoccurring and one-time estimated revenues generated by the Project. Reoccurring revenues include annual property taxes, City utility taxes, and the local share of sales taxes generated by new residential spending in Highland Park. One-time revenues focus on monetary donations in lieu of land donations for school, park and library facilities. Other one-time revenues such as City fees related to Project development are not included in the estimates as they are typically structured as a fee for service aimed at partial or full cost recovery for the municipality providing the service.

## 3.1 Property Tax Revenues

Annual property tax estimates for the Project are based, in part, on the information provided by the Developer including quantities, potential sale prices for market-rate and affordable units, and timing of construction and absorption. JRG gathered other relevant information from the

following sources: Lake County Assessor, Lake County Clerk, and the Lake County Treasurer. Appendix A provides a detailed explanation of how property taxes are calculated in Lake County.

## 3.2 Current Equalized Assessed Value and Property Taxes

The Site is currently assessed as farmland and generated $1,197.82 in total property taxes for Tax Year 2025.

The Project site consists of nine PINs, listed in Table 2. The table also includes Tax Year 2025 certified assessed values ("AV"), equalized assessed value ("EAV") and the aggregate property tax extension for all taxing agencies by PIN.

Table 2. Assessed Value, Equalized Assessed Value, and Property Tax by PIN, Tax Year 2025

| PIN | Land AV ($) | Improved AV ($) | Current EAV ($) | Property Taxes ($) |
|---|---|---|---|---|
| 16-27-122-001 | 74 | 0 | 74 | 39.42 |
| 16-27-302-005 | 91 | 0 | 91 | 154.34 |
| 16-27-302-006 | 13 | 0 | 13 | 7.14 |
| 16-27-302-007 | 104 | 0 | 104 | 56.40 |
| 16-27-302-008 | 779 | 0 | 779 | 478.30 |
| 16-27-302-009 | 186 | 0 | 186 | 115.88 |
| 16-27-401-001 | 99 | 0 | 99 | 57.42 |
| 16-27-401-002 | 157 | 0 | 157 | 97.38 |
| 16-27-401-003 | 304 | 0 | 304 | 191.54 |
| **Totals** | **1,807** | **0** | **1,807** | **1,197.82** |

Sources: HDC M/I HP Venture LLC, Lake County.

## 3.3 Project Valuation

Table 3 presents the estimated AV and EAV for the entire Project site following stabilization and the portion allocated to SD 109 and SD 112 to produce the property tax estimates in Table 4. AV for the entire Project is estimated to be approximately $54.27 million. Although Lake County's equalization factor is 1.000 the EAV estimates assume all 227 units receive a homeowner exemption that reduces a unit's EAV by $8,000.

For SD 109's portion of the Project site, AV is estimated to be approximately $35.22 million and EAV $34.03 million. AV for SD 112's portion of the Project site is estimated to be approximately $19.05 million and EAV is estimated to be $18.42 million.

Table 3. Project Valuation Estimates

| Assumptions | SD 109 | SD 112 | All Other Taxing Districts |
|---|---|---|---|
| Assessed Value ($) | 35,215,539 | 19,053,843 | 54,269,382 |
| Equalized Assessed Value ($)[2] | 34,031,539 | 18,421,843 | 52,453,382 |

Sources: HDC M/I HP Venture LLC, JRG.

Assumptions & Footnotes:

1. Lake County Equalizer = 1.000.
2. For Sale EAV assumes $8,000 homeowner exception for all units.

### 3.4 Estimated Property Taxes for Affected Taxing Districts

Following full stabilization and using the 2025 tax rates, the Project is estimated to generate annual property taxes of $1.02 million for SD 109, $0.61 million for SD 112, and $1.28 million for HSD 113, as shown in Table 4.

The Project will also generate $0.35 million for the City's Corporate Fund and $0.11 million for the City's Library Fund. Projected property taxes for all other taxing agencies are also identified in Table 4.

Table 4. Comparison of Estimated Property Taxes by Taxing Agency

| Taxing Agency | 2025 Rate (%) | For Sale Estimates ($) |
|---|---|---|
| Deerfield School District 109[a] | 3.520999 | 1,198,250 |
| North Shore School District 112[b] | 3.286435 | 605,422 |
| Township High School District 113 | 2.449490 | 1,284,840 |
| City of Highland Park | 0.668185 | 350,486 |
| Highland Park Library Fund | 0.213417 | 111,944 |
| Park District of Highland Park | 0.558875 | 293,149 |
| College of Lake County | 0.268542 | 140,859 |
| Lake County | 0.519692 | 272,596 |
| Lake County Forest Preserve | 0.156802 | 82,248 |
| Moraine Township | 0.071683 | 37,600 |
| North Shore Water Reclamation District | 0.143690 | 75,370 |
| Southlake Mosquito Abatement District | 0.009117 | 4,782 |
| **Total** | | **4,457,547** |

Sources: Lake County, JRG
Footnotes:

a. 8.580492% is the aggregate tax rate for tax code 18089, which includes SD 109 and all other taxing districts listed except SD 112.
b. 8.345928% is the aggregate tax rate for tax code 18088, which includes SD 112 and all other taxing districts listed except SD 109.

## 4 City Sales Tax & Utility Tax Revenues

The Project's 227 households are estimated to generate $55,170 annually in sales tax revenue and $30,230 annually in utility tax revenue for the City. Table 5 presents annual estimates of the local share of sales tax from household spending in Highland Park and annual estimates of utility taxes that the City imposes on electricity and natural gas consumption.

Table 5. Annual Sales and Utility Tax Estimates

| Tax | Estimate ($) |
|---|---|
| ***Sales Taxes*** | |
| Illinois Municipal Sales Tax | 25,880 |
| Highland Park Home Rule Sales Tax | 21,570 |
| Municipal Grocery Sales Tax | 7,720 |
| ***Subtotal*** | ***55,170*** |
| **Utility Taxes** | |
| Electricity | 16,610 |
| Natural Gas | 13,620 |
| ***Subtotal*** | ***30,230*** |
| **Total** | **85,400** |

Sources: Esri Business Analyst, JRG.

The Project's location and proximity to retail centers in Highland Park and neighboring municipalities will present Project residents with a wide array of choices when deciding how and where to spend disposable household income. Residential spending from the Project will generate sales taxes within the City of Highland Park as well as neighboring municipalities.

JRG has developed a model for residential spending using Esri Business Analysis that allocates household spending among convenience items and comparison goods. The model accounts for the Site's proximity to retail centers in both Highland Park and neighboring communities, as well as the types of retailers at those centers.

JRG estimates that the Projects 227 households will generate $55,170 in combined sales tax revenue for the City. This figure includes $25,880 from the Illinois Municipal Sales Tax (1.00% rate), which applies to all purchases of general merchandise, prescription drugs and certain medical devices. It also includes $21,570 from the Highland Park Home Rule Sales Tax (1.00% rate) which only applies to purchases of general merchandise and $7,720 from the Municipal Grocery Tax (1.00% rate) which applies to the purchase of groceries.

Highland Park imposes an electricity excise tax on the amount of kilowatt hours used by a purchaser of electricity each month. The tax has a tiered rate structure with the marginal rates decreasing as usage increases. The tax rate on the first 2,000 kilowatt hours is 0.610 cents per kw hour. Assuming the Project's 227 households use an average of 1,000 kilowatt hours per month, the Project could generate $16,610 annually in City electricity tax.

Highland Park also imposes a 5.00% tax on the gross receipts of natural gas providers that is passed on to the consumer and appears on the customer's monthly bill. Assuming an average monthly natural gas bill of $100 per household, the Project could generate $13,620 in annual natural gas utility tax revenue.

# 5 Impact Fee Revenue

The Highland Park Municipal Code requires that new residential developments help reduce fiscal impacts on its library system and affected park and school districts by either paying an impact fee or providing land for additional facilities based on a formula in the municipal code.

The formula uses residential unit multipliers developed by the Illinois School Consulting Service / Associated Municipal Consultants, Inc. to estimate residential populations in new developments based on the unit type and number of bedrooms.

Table 6 presents an estimate of the total impact fees required, in lieu of a land donation, for the school and park districts and library system based on the unit mix of the Project and the City's residential multipliers.

Table 6. Impact Fees by Taxing District

| Taxing District | 3-BR TH Fee/Unit ($) | Unit Count | Total Fees ($) |
|---|---|---|---|
| SD 109 | 4,969 | 148 | 735,412 |
| SD 112 | 4,969 | 79 | 392,551 |
| HSD 113 | 1,878 | 227 | 426,306 |
| Library | 546 | 227 | 123,942 |
| Park District | 4,500 | 227 | 1,021,500 |

Sources: City of Highland Park, HDC M/I HP Venture LLC, JRG

# 6 Project Population Estimates

## 6.1 Methodology

This section presents estimates population estimates for the Project including school-age children who might enroll in SD 109, SD 112, and HSD 113 based on per residential unit multipliers in the City of Highland Park Municipal Code. The multipliers for school-age children are grouped by grade levels that allow for aggregation by school type. For purposes of this study, estimates are aggregated by grade for elementary school (grades K-5), junior high (grades 6-8) and high school (grades 9-12).

Table 7 below includes estimates of residents per unit, including adults and children by age (and grade) for each unit based on the number of bedrooms.

Table 7. Estimated Population Per Single Family Attached Dwelling Unit

| Bedrooms | Pre-School (0-4 yrs.) | Grades K-5 (5-10 yrs.) | Grades 6-8 (11-13 yrs.) | Grades 9-12 (14-17 yrs.) | Adults (18+ yrs.) | Total |
|---|---|---|---|---|---|---|
| 3 | 0.212 | 0.234 | 0.058 | 0.059 | 1.829 | 2.392 |

Source: City of Highland Park Municipal Code

Using the per unit multipliers above, Table 8 shows the total estimated population (rounded to the nearest whole number), including adults and school-age children for the whole Project, based on the total number of units and number of bedrooms. The multipliers indicate the Project will generate 543 new residents including 80 school-age children in grades K-12.

Table 8. Project Estimated Population by Number of Bedrooms

| Bedrooms | Units | Pre-School (0-4 yrs.) | Gr. K-5 (5-10 yrs.) | Gr. 6-8 (11-13 yrs.) | Gr. 9-12 (14-17 yrs.) | Adults (18+ yrs.) | Total |
|---|---|---|---|---|---|---|---|
| 3 | 227 | 48 | 53 | 14 | 13 | 415 | 543 |

Sources: City of Highland Park Municipal Code, HDC M/I HP Venture LLC, JRG.

## 6.2 Public School Enrollment

The Project is estimated to generate 67 school age children in grades K-8 and 13 in grades 9-12 based on the City's residential multipliers. As noted earlier, the Project Site straddles the attendance boundaries of SD 109 and SD 112. Table 9 below presents the number of school age children expected to reside within the enrollment boundaries of each school district. The entire project site lies within the boundaries of HSD 113.

Table 9. Estimated School Age Children within District Enrollment Boundaries

| District | Units | Gr. K-5 (5-10 yrs.) | Gr. 6-8 (11-13 yrs.) | Gr. 9-12 (14-17 yrs.) | Total |
|---|---|---|---|---|---|
| SD109 | 118 | 35 | 9 | 0 | 44 |
| SD 112 | 79 | 18 | 5 | 0 | 23 |
| HSD 113 | 227 | 0 | 0 | 13 | 13 |
| **Total** | | **53** | **14** | **13** | **80** |

Sources: City of Highland Park Municipal Code, American Communities Survey, HDC M/I HP Venture LLC, JRG.

Because the multipliers do not account for students who could attend a private school, public/private school enrollment data from the American Community Survey ("ACS") was analyzed. As a result, it is estimated that 41 public school students in grades K-8 would enroll in SD 109, 21 public school students in grades K-8 would enroll in SD 112 and 12 public school students in grades 9-12 would attend HSD 113 (see Table 10).

Table 10. Estimated Public School Enrollment

| Description | SD 109 | SD 112 | HSD 113 | Total |
|---|---|---|---|---|
| Total School Age Children | 44 | 23 | 13 | 80 |
| Public School Enrollment | 93.0% | 92.5% | 89.3% | |
| **Public School Students** | **41** | **21** | **12** | **74** |

Sources: City of Highland Park Municipal Code, American Communities Survey, The Habitat Company, LLC, JRG.

# 7 Public School District Expenditures

## 7.1 Marginal Operating Expenditures

The projected marginal costs from potential public school student generation by the Project are estimated to be $997,940 for SD 109, $577,647 for SD112 and $499,380 HSD 113 (see Table 11). However, in FY 2024-25 the residential property tax base funded 74.6% of SD 109's annual operating costs, 73.3% of SD 112's annual operating costs and 74.7% of HSD 113's annual operating costs (see Table 11). As a result, the share of operating costs that can be fairly attributable to the Project are $744,463 for SD 109, $423,415 for SD 112 and $373,037 for HSD 113.

Table 11. Operating Expenditures by School District from Project Enrollment

| School District | New Students | Infl. Adj. OEPP ($) | Total Op. Exp. ($) | Prop. Tax / All Revenue (%) | Res. Share of Prop. Tax (%) | Res. Eff. Share (%) | Project Share ($) |
|---|---|---|---|---|---|---|---|
| | *A* | *B* | *C = A x B* | *D* | *E* | *F = D x E* | *G = C x F* |
| SD 109 | 41 | 24,340 | 997,940 | 88.1 | 84.7 | 74.6 | 744,463 |
| SD 112 | 21 | 27,507 | 577,647 | 82.7 | 88.6 | 73.3 | 423,415 |
| HSD 113 | 12 | 41,615 | 499,380 | 86.8 | 86.1 | 74.7 | 373,037 |
| **Totals** | **74** | | **2,074,967** | | | | **1,540,915** |

Sources: Illinois State Board of Education, Lake County Clerk, JRG.

## 7.2 Methodology

The estimates of additional expenses from enrollment of new public-school students are based on each district's operating expenditures per pupil ("OEPP") as presented in each district's FY 2024-25 annual financial statements, which are submitted to the Illinois State Board of Education ("ISBE"). Estimates for the Project are based on FY 2024-25 OEPP, which are the most recent figures available, and adjusted for inflation to align with the property tax estimates in Section 3 of this study. Table 12 presents the FY 2024-25 OEPP for each district and an inflation adjusted figure (3.89%) to May 2026, which is the most recent month available from the Bureau of Labor Statistics.

Table 12. Total Operating Expense Per Pupil by School District

| School District | FY 2024-25 OEPP ($) | Infl. Adj. OEPP* ($) | New Students | Total ($) |
|---|---|---|---|---|
| SD 109 | 23,429 | 24,340 | 41 | 997,940 |
| SD 112 | 26,477 | 27,507 | 21 | 577,647 |
| HSD 113 | 40,057 | 41,615 | 12 | 499,380 |
| **Total** | | | **74** | **2,074,967** |

Sources: SD 109, SD112, HSD 113, BLS, JRG
*Adjusted 3.24% for inflation from June 2025 to April 2026.

Data compiled by the ISBE shows that for FY 2024-25 local property taxes accounted for 88.1% of SD 109's funding sources, 82.7% of SD 112's funding sources and 86.8% of HSD 113's funding sources (see Table 13). The remainder came from other local, state and federal sources.

Table 13. School District Revenue by Source, FY2024-25

| Funding Source | SD 109 (%) | SD 112 (%) | HSD 113 (%) |
|---|---|---|---|
| Local Property Taxes | 88.1 | 82.7 | 86.8 |
| Other Local Funding | 6.7 | 8.5 | 8.2 |
| Evidence Based Funding | 2.6 | 3.0 | 1.4 |
| Other State Funding | 1.1 | 2.5 | 1.8 |
| Federal Funding | 1.5 | 3.3 | 1.8 |
| **Totals** | **100.0** | **100.0** | **100.0** |

Sources: Illinois State Board of Education, JRG.

The Tax Year 2025 abstract of valuations and tax extensions published by the Lake County Clerk, shows that property tax revenue from residential property accounted for 84.7% of property tax funding sources for SD 109, 88.6% for SD 112, and 86.1% for HSD 113 (see Table 14).

Table 14. School District Equalized Assessed Value by Valuation Type, Tax Year 2025

| Valuation Type | SD 109 EAV ($) | SD 109 EAV (%) | SD 112 EAV ($) EAV ($) | SD 112 EAV (%) | HSD 113 EAV ($) | HSD 113 EAV (%) |
|---|---|---|---|---|---|---|
| Residential | 1,648,157,911 | 84.7 | 2,749,422,458 | 88.6 | 4,563,545,318 | 86.1 |
| Commercial | 293,493,274 | 15.1 | 346,844,401 | 11.2 | 725,011,983 | 13.7 |
| Industrial | 3,831,264 | 0.2 | 518,381 | 0.0 | 4,351,827 | 0.1 |
| Farm | 965 | 0.0 | 1,977,552 | 0.1 | 3,085,364 | 0.0 |
| Railroad | 152,239 | 0.0 | 3,336,885 | 0.1 | 3,489,124 | 0.1 |
| **Total** | **1,945,635,653** | **100.00** | **3,102,099,677** | **100.0** | **5,299,483,616** | **100.0** |

Sources: Lake County Clerk, JRG.

# 8 Net Fiscal Impact on the City of Highland Park

This section presents a brief recap of the revenues and operating expenses resulting from new residents of the Project and finishes with a comparison of the figures which produce the net fiscal impact for the City of Highland Park.

## 8.1 New City Revenues

As noted earlier, the Project is estimated to generate annual property taxes of $350,486 for the City's Corporate Fund and $111,944 for the City's Library Fund. The Project's 227 households are also projected to annually generate $55,170 in sales taxes at local businesses and $30,230 in utility taxes. These figures are used to estimate the Annual Net Fiscal Impact in Table 15.

## 8.2 City Expenditures

The Project is estimated to generate additional expenses of $356,440 for the City due primarily to providing public safety, fire protection and emergency medical services for 543 new residents based on the residential multipliers in the City's municipal code.

## 8.3 City Net Fiscal Impact

The annual net fiscal impact for the City's Corporate Fund will be a positive $209,696.

Table 15. Project's Annual Net Fiscal Impact on City Finances

| Annual Project Impacts | Amount ($)* |
|---|---|
| Property Tax Revenue - Corp | 350,486 |
| Property Tax Revenue - Library | 111,944 |
| Sales Tax Revenues | 55,170 |
| Utility Tax Revenues | 30,230 |
| Residential Share of Operating Expenses | (356,440) |
| **Annual Net Fiscal Impact** | **191,390** |

Source: JRG
* 2026 dollars

# 9 Net Fiscal Impact on the Public School Districts

This section summarizes the revenues and operating expenses resulting from public school student enrollment from the Project and finishes with a comparison of the figures to produce the net fiscal impact for each school district.

## 9.1 Public School District Revenues

The Project is estimated to generate property taxes for each school district as follows:

- SD 109: $1,198,250;
- SD 112: $605,422; and
- HSD 113: $1,284,840.

The Project is also expected to generate one-time impact fees of $735,412 for SD 109, $392,551 for SD 112 and $426,306 for HSD 113.

## 9.2 Public School District Expenditures

The Project is estimated to generate the following number of students and additional operating expense for each district:

- SD 109: 41 students and $997,940 of additional expenses with 74.6% or $744,463 anticipated to be funded with property tax revenue from the Project;
- SD 112: 21 students and $577,647 of additional expenses with 73.3% or $423,415 anticipated to be funded with property tax revenue from the Project;
- HSD 113: 12 students and $499,380 of additional operating expenses with 74.7% or $373,037 anticipated to be funded with property tax revenue from the Project.

## 9.3 Public School District Net Fiscal Impact

The annual net fiscal impact for each school district will be positive (see Table 16). Specifically for each district:

- SD 109: a positive $458,436;
- SD 112: a positive $184,654; and
- HSD 113: a positive $914,134.

Table 16. Net Fiscal Impact for School Districts

| Annual Project Impacts | SD 109 Amount ($) | SD 112 Amount ($) | HSD 113 Amount ($) |
|---|---|---|---|
| Property Tax Revenue | 1,198,250 | 605,422 | 1,284,840 |
| Total Operating Expense Per Pupil | (744,463) | (423,415) | (373,037) |
| **Annual Net Fiscal Impact** | **453,787** | **182,007** | **911,803** |

Source: JRG

# Appendix A

## Methodology for Property Tax Revenue Estimates

Annual property tax estimates for the Project are based on the assumptions described below. The Developer provided information about the Project components, quantities, pricing levels, construction timing and absorption. JRG gathered all other relevant information from the following sources: Lake County Assessor, Lake County Treasurer, and Lake County Clerk.

**Property Tax Calculation.** The formula for calculation of property taxes is shown in Figure A-1 below.

### Figure A-1. Property Tax Calculation

| Property Tax | = | Assessor's Fair Market Value | X | Assessment Rate | X | Equalization Factor | X | Tax Rate |
|---|---|---|---|---|---|---|---|---|

**Assessor's Fair Market Value (FMV).** The Project's Fair Market Value ("FMV") was estimated using the sales approach. An Assessor Discount Factor of 5% was applied to the estimated market value to estimate the Assessor's Fair Market Value (e.g. estimated market value X 95% = Assessor's Fair Market Value).

**Assessment Level.** The residential units are assessed at 33.33% of FMV.

**State Equalization Factor.** The Tax Year 2025 State Equalization Factor for Lake County is 1.000.

**Property Tax Rates.** For purposes of these estimates, the Tax Year 2025 rates for the City, public school districts and other taxing districts extensions were utilized. The property tax rates for tax assessment year 2025, payable in 2026 are shown in Table 4 in the report.

**Fully Assessed Taxes.** Based on these assumptions, in the first full year following full stabilization the Project will have total AV of $54,269,382 and EAV of $52,453,382 assuming all 227units receive the $8,000 homeowner exemption. As a result, the Project would generate $4,601,425 in total property taxes.

# DRAFT FINDINGS OF FACT

**#PUD-2026-00087 to amend the following: (1) O11-2026, an ordinance approving a Special Use Permit for a Planned Development for 227 residential units (townhomes) with garages, parking, clubhouse amenity, landscaping, other related improvements, and a Special Use Permit for an Off-Street Parking Lot; including modifications from City Code; (2) a plat of re-subdivision approved by resolution R22-2026, with variations; and (3) Design Review, with variations (1660 and 1700 Old Deerfield Rd.)**

*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 amendments to the townhome development and the off-street parking lot, freestanding will not be detrimental to or endanger the public health, safety, or general welfare.

**(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 amendment is within the density allowance of the RM1 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 height modification is acceptable given the proximity to I zoning to the north and setbacks proposed along west and south and amendment reduces the relief by 2'. The Commission finds the off-street parking lot, freestanding, is located next to a street and commercial district and is in harmony with the appropriate, orderly development of the zoning district in which it is located.

**(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 amendment and off-street parking lot, freestanding will not be injurious to properties in the immediate vicinity of the subject property, nor substantially diminish and impair the value of other property in the neighborhood.

**(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 project proposes to retain an I zoning

buffer to not impede development for the northern commercially-zoned properties and provides a restrictive covenant for the subject property regarding setbacks between the subject property and northern commercially-zoned properties.

**(5) Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided;**

Finding: The Commission found with the Planned Development that adequate utilities, access roads, and drainage are provided within the final engineering plans. The Commission finds that Utility Agencies have not objected to the development, and the Commission finds that City staff and third party traffic consultant CivilTech concur with traffic impact findings and subsequent addendums by the Applicant's traffic consultant. The Commission finds the amendment does not change this finding.

**(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 as proposed to be amended is providing all off-street parking facilities required by Article 8 of the Zoning Code and finds that the City's third party traffic consultant has reviewed and concurs with the findings of the Applicant's traffic studies.

**(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:

Modifications:

- Modifications from Section 150.704 of the Zoning Code to increase the maximum height limit for: (i) the townhomes in the Development, from 35 feet to 41 feet.
    a. **Reduction** of two feet for all townhomes; instead of 35 to 41 the amendment proposes 35 to 39 feet.
- From Article 20, as appropriate, and from Sec. 150.2023 to allow temporary marketing-related signage.
    a. Fourteen total signs proposed (which includes the flag).
        i. Onsite or Interior in the Development (twelve total signs)
            1. Proposal for one flagpole, one model info center sign, several onsite model placard signs, and one product pricing sign. Same number as proposed May 19.
        ii. Along streets (two total signs):
            1. UPDATE: one 16' x 9' (144 sq. ft.), 12' high sign along Old Deerfield Rd., to be located at the southside of the proposed entrance, and one 8' x 8' (64 sq. ft.), 11' high sign located along Ridge Rd.

- The following relief is triggered by the change in the plat to create new for-sale lots and is not caused by any physical site plan changes:
    a. From Sec. 150.704 to the RM1 requirement for a min. lot area for multiple-family use of 10,000 sq. ft. New lots are proposed to be as small as 768 sq. ft. (for an accessory structure) to the largest, Outlot A (959,786 sq. ft., for the outlot area). Lots with multiple-family development range from in the ~4k sq. ft. size on up to 8,064 sq. ft.[1]
    b. From Sec. 150.704 to the RM1 requirement for max. lot coverage of 33.3% for the newly proposed multiple-family lots.[2]
    c. From Sec. 150.704 to the RM1 requirements for min. front, side, and rear yard for the new proposed building lots for the townhomes. The proposal is for 0' setbacks for the townhome units on the multiple-family lots.[3]
    d. From Sec. 151.004(A)(2) to allow lots less than 125' in depth.
    e. From Sec. 151.004(A)(5) to allow lots not on public streets.
    f. From Sec. 150.404, to allow accessory structures on a lot where there is no principal structure, such as to allow the shed, the community building, and other accessory structures on lots that are not occupied by the multiple-family structures.[4]

**(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 and off-street parking lot, freestanding 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 and off-street parking lot, freestanding meets the requirements of the Zoning Code with acceptable modifications.

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*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*

[1] This is not a relief to density. The site as a whole complies. Refer to materials for the Feb. 9, 2026 City Council meeting for further review.
[2] The coverage for the site as a whole is not changing, from what was approved related to the Feb. 9, 2026 City Council approvals for this site.
[3] The setbacks proposed for the development site as a whole, to north, east, south, and west site boundaries, is the same.
[4] Though on separate lots due to the changes to the proposed re-subdivision, the shed, community building, tot lots, dog parks, etc., are still accessory to the multiple-family principal use.

*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**

*a) Objectives of the Master Plan*
Finding: The Commission finds the proposed development conforms to the goals and objectives of the Master Plan.

*b) Density and Sketch Plan*
Finding: The Commission finds the density complies with the RM1 zoning district, and a subdivision sketch plan is not required for multiple family zoning districts.

*c) Public Benefit*
Finding: The Commission finds the amendment does not trigger additional public benefit review.

*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 RM1 zoning, with the 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.**

Finding**:** The Commission finds that the one portion of the development is located in an Environmentally Sensitive Area and the proposed development and modification of City Code is acceptable; an impact near the proposed Old Deerfield Rd. access point (the Proposed Drainage Exhibit by Spaceco, identifying the Wetland #1 Impact of 0.096 acres – in Oct. 30, 2025 Council packet). The Commission finds the amendment does not alter this finding.

**(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 Environmentally Sensitive Areas located on the subject property and other than the above encroachment the Applicant is preserving Environmentally Sensitive Areas as open space. The Commission finds the amendment does not alter this finding.

**(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 as the Historic Preservation Commission has made no finding of the presence of historically significant resources on the development site. The Commission finds the amendment does not alter this finding.

**(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 clustering the development on a portion of the property so the Environmentally Sensitive Areas, except one aforementioned encroachment, are being preserved as open space. The Commission finds the amendment does not alter this finding.

**(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 development is (1) related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) has a visual relationship to existing nearby structures. The Commission finds the amendment does not alter this finding.

**(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 amendment 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 amendment satisfies this standard, as the site is a redevelopment of an existing building and parking lot. The Commission finds the Applicant is preserving over 40% of the site as open space.

**(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 was reviewed by the Park District and three School Districts and no objections were presented and that adequate public facilities exist to serve the development. Staff have transmitted the updated fiscal impact study to the Schools for their review.

**(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. The Commission finds that to the extent the development is concentrated away from western and southern boundaries is to preserve Environmentally Sensitive Areas, and, again, pedestrian connections are proposed. The Commission finds the amendment does not alter this finding.

**(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 setbacks and provides for a conservation easement that will preserve open space along abutting residential neighborhoods to the west and south. The Commission finds proposed setbacks ranging from 100.1', 241.75', and more along the west and 210.33' and more along the south. The Commission finds the amendment does not alter this finding.

**(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 storage areas, trash containers, and related items will be located inside the proposed first floor. The Applicant must provide screening if rubbish containers are proposed outside of the building. Exterior mechanical equipment is being screened. The Commission finds the amendment does not alter this finding.

**(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 the development meets this standard. The Commission finds the amendment does not alter this finding.

**(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. The Commission finds the amendment does not alter this finding.

**(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 accesses are adequate. A traffic impact analysis and subsequent addendums verified that the existing street network and nearby intersections have adequate capacity to accommodate traffic generated by this development. The Commission finds that City staff and third party traffic consultant concur with traffic impact findings by the Applicant's traffic consultant. The Commission finds the project includes improving the Richfield Ave. / Old Deerfield Rd. intersection with dedicated left-hand turn lanes. The Commission finds the amendment does not alter this finding.

**(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 is creating private streets, and comply with code for fire access. Off-street parking facilities further comply with code dimension and quantity requirements. The interior parking area is adequate to provide safe, effective vehicular

and pedestrian access within the development. The Commission finds the amendment does not alter this finding.

**(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 provide this to the City's satisfaction and per any Development Agreement. The Commission finds the amendment does not alter this finding.

**(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 provide this to the City's satisfaction and per any Development Agreement. The Commission finds the amendment does not alter this finding.

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**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. The Commission finds the amendment does not alter this finding.

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**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 amendment does not require additional modifications to the regulations of Chapter 150 that trigger public benefit, pursuant to Section 150.515.

*Conditions of Approval for the SUP and PUD:*

- The Commission re-adopts those conditions imposed by the February 9, 2026 City Council approvals, related to this site and project.
- New Conditions, if any, to be added by Commission on June 16 meeting.

## Sec. 151.009. - Variations and Exceptions.

The Commission finds the Subdivision variations requested will not affect the general plan or the spirit of the Subdivision Code.

The Plat of consolidation will need subdivision variances.

- See previous section for plat of re-subdivision variances.

DRAFT

**Burhop, Karl**

**Subject:** FW: Please distribute to Commission and post

**From:** Lisa Radin < >
**Sent:** Wednesday, May 20, 2026 12:44 PM
**To:** Burhop, Karl <kburhop@cityhpil.com>
**Subject:** Please distribute to Commission and post

*[EXTERNAL EMAIL]*

Here are some of my takeaways from the Planning Commission 5/19 meeting on Solo.

* During all of our meetings the common thread was "We trust Habitat". Habitat will not be building these homes - it's M/1.
 * Has M1 been vetted by HP?
 * M1 hires subcontractors to build. This would seem to put more weight on HP's approvals of systems - Are multiple subs used to build? Will each unit need to be reviewed to assure building/materials meet proper code? Would like you to think about this and its implications.
  * Found this out on page 16 of M/1 annual report https://s26.q4cdn.com/420683219/files/doc_financials/2025/ar/MI-Homes-2025-Annaul-Report.pdf
   * Note they had $11.2 mil in warranty claims in Florida due to subcontractor failures
* Found a Facebook page called: M1 Homes Owners Complaints and Issues with 931 members. Some good comments, many bad.

* I've tried to determine if they have Better Business Bureau accreditation. From what I found the answer is NO. tbd. Would that be concerning?

* M/1 recommendation of putting 6 signs along the Old Deerfield/Ridge corridor, it tells me that they don't understand HP lifestyle/culture.
* Personally, the name is horrible. The Bowery of NY has a history of being known as skid row.

* While the pre-packet provided for the 5/19 meeting indicated all Affordable Units would go from 2-bedroom to 3 bedroom, Mr. Henry on Commision asked how many total units will become 3 bedrooms and the answer was 63.
 * How does that impact affordability overall?
 * Indicates more families/traffic
 * takes whatever architectural detail they had (long upper windows) and eliminated
* Am assuming increasing 2 to 3 bedrooms will not impact o/a sq ft of development?
* M/1 rationale was: We can sell more. Is this self motivating rationale good for HP?

* While I'm not an interested buyer, I noted (tbd) there are no storage lockers available to units. The units are small and storage is relatively horrible. Something to think about.

I asked at the meeting the following:
* Where's the plan to make crossing the RR tracks safe and whistle free?

* How can permits be issued when storm has not been approved by Lake County?
* Ed Brill and I were having conversation re schools, he thought only 1 district would serve the community. If 2 districts, that's 2 grammar school buses, 2 middle school buses and 2 hs school buses for a total of 6 going in and out of the development 2x/day. Has anyone thought about the long term traffic implications of Solo having 2 districts?
* I asked for a guarantee not a plan objective of making sure both storm and sewer do NOT go into existing HP lines. On 4/15 I had a significant sewer back up that was caused by manholes on Ridge, all the way to Edgewood. Not even close to my home. SWHP should not be burdened by Solo sewer or storm.
* On package sent for 5/19 on attachment 8A there seems to be a lot of lines (red/water) crossing Ridge. Tell me it's not going into our pipes.
* I noted that the woodland trail at one point comes very close to Ridge Road. Someone might want to check that out - it doesn't seem safe to me. And, perhaps it's due to wetland and trees - but safety is #1?

Think that's it. Gotta go. Thanks for your hard work.

Lisa

PS Rush to do this, please ignore any typos.

Lisa Radin
Strategist
www.linkedin.com/in/lisaradinbrandstrategist/

http://twitter.com/milguy23

Curated Content:
http://www.scoop.it/topic/men-in-nanotechnology
http://www.scoop.it/t/50-plus-technology
http://www.scoop.it/t/cognitive-cues

## Burhop, Karl

**Subject:** FW: parking lot landscape buffer
**Attachments:** bluegrass patio screening june 12 26.jpg

**From:** jim < >
**Sent:** Saturday, June 13, 2026 4:41 PM
**To:** Fontane, Joel <jfontane@cityhpil.com>; Burhop, Karl <kburhop@cityhpil.com>
**Cc:** cityhp <cityhp@cityhpil.com>; Neukirch, Ghida <gneukirch@cityhpil.com>; Jason, Erin <ejason@cityhpil.com>
**Subject:** FW: parking lot landscape buffer

*[EXTERNAL EMAIL]*

City Council & City Staff,

I am very concerned and would like these emails provided to the PDC before Tuesday's meeting.

Since the redevelopment was proposed, I have attempted to work collaboratively with the new neighbors to find a reasonable solution. Unfortunately, I do not feel there has been meaningful consideration given to the impacts on our property and customers.

The true concern is not merely a matter of inches. The issue is that a 26-acre redevelopment is asking my landlord to relinquish 6 to 12 inches of property simply to create approximately three feet of planting area between our properties. At the same time, I am only asking for adequate screening to preserve the dining experience on our patio.

The approved plan appears to prioritize cost savings of hundreds of thousands of dollars, while the additional screening necessary to create a compatible transition between the properties is estimated to cost only $5,000 to $10,000. I do not believe an existing business should bear the cost of screening its patio from impacts created by a new development.

This is fundamentally an issue of compatibility and neighborhood character. Bluegrass patrons choose to dine on our patio expecting privacy, warmth, and a neighborhood atmosphere—not to sit directly adjacent to a parking lot with little or no visual buffering.

The City had an opportunity to protect neighboring properties through appropriate setbacks and screening requirements, and in this case, I believe it fell short. The proposed plantings lack meaningful height and therefore provide virtually no screening whatsoever. Once constructed, this interface between the properties will exist for decades. It should be designed thoughtfully now rather than accepted as a permanent compromise.

I respectfully ask the PDC to require enhanced screening that creates an appropriate transition between these properties and protects the experience of existing businesses and their patrons.

Thanks,

Jim Lederer
www.Bluegrasshp.com

1636 Old Deerfield Road
Highland Park, IL 60035

4x4 Cedar Posts
Top of Trellis
6' from Top
of Blacktop
(MAX)
Custom Cedar
Planting Box
20" Tall
19" Tall Brick Wall

Exclusive Parking Lot 1 Deer Ridge Business Center
No Bluegrass Restaurant Parki
STELVIO
DT 98081

APPROX PROP. LINE

Bluegrass
APPROX. PROP. LINE

APPROX. PROP. LINE

JIU-JITSU
FITNESS
1630
RESERVED PARKING
$250 FINE
1
CARRYOUT ONLY
2
CARRYOUT ONLY
3
CARRYOUT ONLY

To the Plan and Design Commission:

I am a resident of Ridge Road, two blocks south of the development, and I strongly oppose the proposed amendments for the redevelopment of 1700 Old Deerfield Road.

While these changes are presented as minor revisions, they collectively increase the intensity of the development and reduce protections that were part of the original approval.

**1. Increased Density Through Additional Bedrooms**

The proposal would convert 63 units from two-bedroom homes to three-bedroom homes. While the number of units remains unchanged, this will likely result in more residents, more vehicles, increased traffic, and greater demand on local infrastructure. The practical effect is a denser development than originally approved.

Residents should not be asked to accept this increase without updated analysis of traffic, parking, and neighborhood impacts.

**2. Removal of a Portion of the Public Easement at Ridge Road and Devonshire Court**

As a Ridge Road resident, I am particularly concerned about the proposal to remove a portion of the public use easement at the Ridge Road/Devonshire Court intersection.

Public easements protect long-term community interests and, once removed, are difficult to restore. The applicant has not demonstrated a compelling public benefit that justifies giving up public rights at this location. The City should preserve flexibility for future transportation, utility, pedestrian, and public access needs—not reduce it.

Unless a clear public benefit is established, this easement should remain intact.

**3. Increased Construction Impacts From Fewer Phases**

The proposal would reduce construction from three phases to two. While this may benefit the developer, it will likely concentrate construction activity into fewer, more intensive periods.

For nearby residents, that means more trucks, noise, dust, and traffic disruptions. Compressing the work appears designed to accelerate the project schedule while increasing the burden on surrounding neighborhoods.

**Conclusion**

These amendments move in one direction: greater development intensity and fewer protections for the public.

The City approved a specific plan after extensive review. The applicant is now seeking changes that increase occupancy, reduce public easement protections, and intensify construction impacts. Nearby residents should not bear additional burdens for the convenience of the developer.

I respectfully urge the Plan and Design Commission to recommend denial of these amendments.

Thank you for your consideration.

Sincerely,

Doug Snower
809 Ridge Road

# REPORT – PLAN & DESIGN COMMISSION

**TO:** Plan and Design Commission ("***Commission***")

**FROM:** Community Development Department

**DATE:** for the June 16, 2026 Commission meeting

**RE:** **Public Hearing #PUD-2026-00086 for a Special Use Permit in the Nature of a Preliminary and Final Planned Development; Design Review; variations and modifications from City Codes; and to amend the Planned Development approval O29-98 for property commonly known as "Town of Fort Sheridan" including the Town of Fort Sheridan Master Redevelopment Plan (0 Patten Rd.; a vacant parcel with PIN 1611301063 adjacent to the property 3535 Patten Rd.)**

**RECOMMENDATION.**
The Applicant has requested a continuance to the July 21, 2026 Commission meeting.

Staff recommend the item be continued to the July 21 Commission meeting without discussion.