



# VILLAGE OF LINCOLNSHIRE

## AGENDA ZONING BOARD Village Hall – Board Room Tuesday, March 10, 2020 7:00 p.m.

*Reasonable accommodations or auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings. Please contact the Village Administrative Office (847-883-8600) at least 48 hours in advance if you need any special services or accommodations. The Zoning Board will not proceed past 10:30 p.m. unless there is a consensus of the majority of the Zoning Board members to do so. Any agenda items or other business that are not addressed within this time frame will be continued to the next regularly-scheduled Zoning Board Meeting.*

### CALL TO ORDER

#### 1.0 ROLL CALL

#### 2.0 APPROVAL OF MINUTES

- 2.1 Approval of the November 12, 2019, Zoning Board Meeting Minutes

#### 3.0 ITEMS OF GENERAL BUSINESS

- 3.1 **Public Hearing** for a Major Amendment to a Special Use (Ordinance No. 92-1226-04), as Amended, for the Construction of a 106,400-Square-Foot Building Addition and Related Zoning Variances (1-3 Stevenson Drive - Adlai E. Stevenson High School District 125)
- 3.2 **Public Hearing** regarding Zoning Variances to Ratify Existing Improvements related to the Construction of a 106,400-Square-Foot Building Addition (1-3 Stevenson Drive - Adlai E. Stevenson High School District 125)
- 3.3 **Public Hearing** regarding Text Amendments to Revise Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code to Define and Regulate Certain Accessory Structures and Uses, including Greenhouses, Hoop Houses, the Harboring of Chickens on Residential Property, and the Harboring of Bees on Nonresidential Property (Village of Lincolnshire)
- 3.4 **Public Hearing** regarding Text Amendments to Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code to Define and Regulate Massage Businesses as Special Accessory Uses (Village of Lincolnshire)

#### 4.0 UNFINISHED BUSINESS

#### 5.0 NEW BUSINESS

#### 7.0 CITIZEN COMMENTS

#### 8.0 ADJOURNMENT



# VILLAGE OF LINCOLNSHIRE

## MINUTES ZONING BOARD MEETING November 12, 2019

Present:

~~Chair Bichkoff~~

Member Hersh

~~Member Kalina~~

Alternate Member Kelly

Assistant Village Manager/Community &

Economic Development Director Gilbertson

Member Udoni

Member Curtin

Member Josephson

Trustee Harms Muth

Planning & Development Manager Zozulya

### 1.0 ROLL CALL

**AVM/CEDD Gilbertson** stated Chair Bichkoff is unavailable for tonight's meeting. The Zoning Board must appoint a Chair Pro Tem prior to proceeding with the meeting agenda.

**Member Hersh** moved and **Member Josephson** seconded a motion to appoint Member Udoni Chair Pro Tem.

Motion passed unanimously by voice vote.

**Chair Pro Tem Udoni** called to order the Regular Meeting of the Zoning Board for November 12, 2019 at 7:02 p.m.

PDM Zozulya called the roll and declared a quorum to be present.

### 2.0 APPROVAL OF MINUTES

2.1 Approval of the minutes of the Zoning Board meeting held on Tuesday, October 10, 2019

**Member Josephson** moved and **Member Hersh** seconded the motion to approve the minutes of the Regular Meeting of the Zoning Board.

The motion passed unanimously by voice vote.

### 3.0 ITEMS OF GENERAL BUSINESS

3.1 Public Hearing regarding a Special Use Permit for Daniel Wright Junior High School related to a Building Addition – 1370 Riverwoods Road (Lincolnshire-Prairie View School District 103)

3.2 Public Hearing regarding Variations to Ratify Existing Improvements on Daniel Wright Junior High School Property related to a Building Addition – 1370 Riverwoods Road (Lincolnshire-Prairie View School District 103)

**Chair Pro Tem Udoni** recommended the Zoning Board consider public hearings for Items 3.1 and 3.2 together, given the relatedness between the requests. She then reviewed the public hearing rules and procedures. **Chair Pro Tem Udoni** recessed the Zoning Board meeting and convened the Public Hearings on Items 3.1 and 3.2.

**PDM Zozulya** summarized the request before the Zoning Board. She stated Lincolnshire-Prairie View School District 103 is seeking a Special Use permit for a public school with multiple variations outlined in the packet and public hearing notice. She added the school was constructed in unincorporated Lake County in 1972, annexed by the Village in 1989 in the R-1 Single-Family zoning district but did not receive a Special Use designation at that time. **PDM Zozulya** stated the district is planning a 1,800-square-foot addition of the building which requires a Special Use. She stated the variations being reviewed tonight are not a result of the proposed addition but are intended to memorialize the existing improvements for the record. She added the petitioner submitted responses to the required Special Use and Variation Standards, and the Zoning Board must review the responses and find each standard has been addressed to provide a favorable recommendation to the Village Board. **PDM Zozulya** said a public notice was published in the newspaper and the petitioner notified surrounding property owners within 250' of the property lines. Staff received one inquiry from a resident regarding clarification of the scope of the project. **PDM Zozulya** said the variation seeking approval of existing parking stalls in the required 30' side yard setback, which was part of staff's reports to the Village Board and Zoning, has been eliminated and is not required based upon additional staff review of a detailed site plan provided by the petitioner.

Mr. Kenneth Florey, an attorney with Robbins Schwartz representing School District 103, introduced the design team present for the hearing. **Chair Pro Tem Udoni** requested anyone representing the petitioner wanting to give testimony to step forward to be sworn in. The following persons were sworn in: Matt Bickel of Wold Architects; Jodi McCarthy of Gewalt Hamilton Associates; Scott Gaunky of School District 103; Leo Morand of Gewalt Hamilton Associates; Terry Fielden of ICI; and Kenneth Florey of Robbins Schwartz.

**Mr. Bickel** presented an overview of existing conditions as well as the student and staff population. He said the district is planning a 1,800-square-foot classroom addition, interior renovations, and relocation of the main entrance. Site improvements include upgrades to the storm water detention areas of the property.

**Ms. McCarthy** presented the storm water detention plans stating final permits were granted by Lake County Storm Water Management Commission (SMC) for detention basin retrofit and expansion. She added due to the sensitive nature of surrounding properties, SMC would not allow any substantial changes to the detention areas or storm water outlets. She noted SMC will allow the detention basins to be enlarged, but outflow will be reduced.

**Mr. Bickel** stated the plans for the addition and interior renovations will enhance the learning environment for students as well as provide additional and improved spaces to accommodate the School District 103's educational programming and projected growth in enrollment.

**Mr. Florey** reviewed each of the variation requests, which are a result of existing conditions and not due to the addition. **Mr. Bickel** discussed the variation request for impervious surface area and that the school will reduce the impervious area from approximately 39% to 38% due to removal of sidewalks and hard surfaces on the athletic field. He also stated the existing 11'-tall fence along the south property line was installed at the neighbors' request to screen the transportation building and buses. He presented the requests for the

remaining variations in the petition. **Mr. Florey** reviewed the responses to the required Special Use and Variation standards and requested a favorable recommendation from the Zoning Board. He also requested the Findings of Fact for the Special Use and variations be entered into the record.

**Chair Pro Tem Udoni** asked if the Zoning Board had comments or questions. **Member Hersh** inquired about the construction schedule. **Mr. Florey** responded they plan a January 2020 bid opening, with construction commencing in April or May and ready for school late summer. **Alternate Member Kelly** asked about the proposed reduction of one ADA parking stall. **Mr. Gaunky** noted there are currently seven ADA stalls and, at most, only two are utilized on a daily basis. **Alternate Member Kelly** asked about the variations and implications of future improvements and additions. **PDM Zozulya** stated the Special Use and variations under consideration will address the current conditions at the school; however, if a new addition or more site improvements were planned, they will require an amendment to the Special Use. **Member Curtin** asked if School District 103 is contemplating future building additions. **Mr. Gaunky** said the school district does not anticipate increasing the building footprint and prefers to reconfigure the existing space. **Member Hersh** asked about the use of the large amounts of open space on the school property and asked about a possible track addition for student athletes. **Mr. Gaunky** replied the open space is used by the students for P.E. class and other after-school field games, and they do not anticipate adding a track due to funding and impervious surface issues. **Alternate Member Kelly** inquired about standing water in the detention basins and mosquitos. **Ms. McCarthy** said the basins will be planted with native vegetation, are designed to hold water for a few days, and will not pose a nuisance.

**Bruce Malter**, 203 Brampton Lane, was sworn in by Chair Pro Tem Udoni. **Mr. Malter** inquired about the existing basin vegetation. **Ms. McCarthy** stated the northeast basin has turf grass and is mowed. The southwest basin has native vegetation and the plantings will be enhanced. **Mr. Malter** stated when the northeast basin was previously modified, it did not have native vegetation. **Ms. McCarthy** stated ordinances now require native plantings and reported drainage issues to the west required improvements that were part of the current SMC review and approvals.

Martin Weiner, 211 Brampton Lane, was sworn in by Chair Pro Tem Udoni. **Mr. Weiner** stated he has lived in his house since 1992 and never had ponding in his yard until the school started with the building additions and site changes. He appreciates the efforts in detention basin improvements, but would like to see less impervious surface and requested the school district explore ways to mitigate flooding in residents' backyards, such as pervious surface for the parking lot. **Mr. Florey** stated the plan received approval of SMC. **Mr. Weiner** said this would be a good time to make changes to come into compliance with the impervious surface requirements. **Ms. McCarthy** stated topography maps do not indicate any type of sheet flow to adjacent properties. All drainage pipes are directed to the detention ponds and storm water is kept on site. **Mr. Weiner** stated he still experiences ponding in his yard in the spring and believes it is getting worse. **Ms. McCarthy** said they are working with the Village to provide better access from school property to a trail that leads to the residential subdivision detention pond, thereby allowing the Village to maintain the detention basin and potentially eliminate the ponding problems. **Mr. Florey** stated the improvements made to the detention basins are designed to improve water flow in the area.

**Mr. Malter** asked if the Village has considered code changes to allow use of more modern material for parking lot improvements. **PDM Zozulya** stated the Village is in the process of conducting a village-wide drainage study and will relay **Mr. Malter's** concerns to the

Village’s Engineering staff and will add **Mr. Malter’s** and **Mr. Weiner’s** contact information to the list of interested residents for the study.

There was discussion regarding the parking lot and the requested variation. **PDM Zozulya** noted the school district has indicated they will bring the parking lot into compliance in the future when they obtain permits for parking lot improvements. **Mr. Gaunkey** indicated the improvements may take place in 2025.

There was discussion on the outdoor storage facilities, specifically the building used as a central paper storage facility. **Chair Pro Tem Udoni** if the new school district offices at an off-site location would open up an opportunity to move central storage to the new offices and thereby eliminate one of these structures. **Mr. Gaunkey** indicated there is no loading dock at the new office location and the structure will need to stay in its current location.

**Chair Pro Tem Udoni** closed the public hearings.

**Member Hersh** moved and **Member Josephson** seconded the motion for Item 3.1 that, having made findings based on facts covered in a Public Hearing on November 12, 2019, the Zoning Board recommended approval to the Village Board a Special Use Permit for the Daniel Wright Junior High School property at 1370 Riverwoods Road, as presented in the petitioner’s presentation packet and based on the Special Use Findings of Fact, dated November 6, 2019, and further subject to the parking lot being brought into compliance with any future parking lot improvements.

**Mr. Florey** requested clarification on the existing parking lot setback and the motion being made. He stated that reconfiguring the parking lot to bring it out of the setback could create a hardship for the school district. **PDM Zozulya** noted it was the school district that suggested bringing the parking lot into compliance in the future. The Zoning Board elected to keep this language in the motion.

**Roll Call:**

**Ayes:** Udoni, Hersh, Kelly, Curtin and Josephson

**Nays:** None

Motion passed.

**Member Josephson** moved and **Member Curtin** seconded the motion for Item 3.2 that, having made findings based on facts covered in a Public Hearing on November 12, 2019, the Zoning Board recommended approval to the Village Board variations to ratify existing improvements for the Daniel Wright Junior High School property at 1370 Riverwoods Road, as presented in the petitioner’s presentation packet and based on the Variation Findings of Fact, dated November 6, 2019.

**Roll Call:**

**Ayes:** Udoni, Hersh, Kelly, Curtin and Josephson

**Nays:** None

Motion passed.

- 3.3 Public Hearing regarding an Ordinance Amending the Lincolnshire Village Code, Title 6 (Zoning), Chapters 2 (Zoning Definitions), 3 (General Zoning Regulations). And 8 (Office/Industrial Districts), Defining and Prohibiting Adult-Use Cannabis Business Establishments (Village of Lincolnshire)

**Chair Pro Tem Udoni** reviewed the rules and procedures for those in attendance. **Chair Pro Tem Udoni** recessed the Zoning Board meeting and convened the Public Hearing.

**AVM/CEDD Gilbertson** summarized the State of Illinois Cannabis Regulation and Tax Act that will take effect January 1, 2020. He stated during the October 15, 2019 Committee of the Whole meeting, the Village Board received a presentation from staff summarizing the Act and its impact on local zoning control. The Village Board also heard public comment. It was the consensus of the Village Board to prohibit adult use cannabis businesses in Lincolnshire, indicating they did not believe it was necessary for Lincolnshire to be one of the first communities to allow recreational cannabis sales. **AVM/CEDD Gilbertson** clarified medical cannabis dispensaries have been permitted by Special Use in the O/I district since 2014. He further requested the Findings of Fact be entered into the record.

**Trustee-Liaison Harms Muth** stated the Village has to specifically codify prohibition of adult use cannabis business establishments before January 1, 2020. **AVM/CEDD Gilbertson** noted the state holds all the potential business licenses for adult use cannabis business, which is different from how the Village can regulate liquor licenses.

**Member Josephson** commented on sales tax implications. He stated sales tax numbers are down, and there are retail vacancies. With the proposed text amendment, he felt the Village would preclude potential revenue sources. He stated current and proposed regulations are very strict for cannabis-based industries, and that the proposed zoning prohibition will be overly restrictive. **Trustee-Liaison Harms Muth** said the discussion with the Village Board was mostly on retail sales and repercussion of retail sales, adding research from other states did not indicate a substantial tax revenue increase.

**Alternate Member Kelly** said he would have liked to have heard from industry leaders on this topic and have been provided more information on other benefits of cannabis businesses besides retail sales.

**Member Josephson** suggested putting a time limit or a moratorium on the proposed zoning restrictions. It may be beneficial to wait and see other communities' experiences that have approved cannabis business establishments and revisit in two years. **Member Josephson** added once restrictions are approved and adopted, it may be difficult to remove them. **AVM/CEDD Gilbertson** stated the Village Attorney indicated putting a moratorium for a period of time would create a deadline burden, and that the Village Board would be requiring itself to visit at a specific time, whereas under an outright-prohibition, the matter can be revisited at any time.

**Member Curtin** also suggested more time to review this subject and putting a time limit on the zoning restrictions versus an outright prohibition. **Member Hersh** agreed it would have been better to have more time to review this matter. **Alternate Member Kelly** agreed that more time to review would be beneficial and would like the opportunity to review this again.

**Member Curtin** stated village residents presume this matter has concluded. **Member Josephson** suggested recommending a moratorium. The Village Board can reject that recommendation and overturn the Zoning Board's recommendation. He stated he also would have preferred more time, as well as more public and industry input before implementing a zoning ban on these types of uses.

There was further discussion regarding the desire for more time and information before a recommendation is made that would prohibit these uses. Members noted other services and uses associated with cannabis will be impacted, and not just retail sales. It was determined

the timeline implemented by the State for sales to begin is requiring quick zoning and Village Board action in order to implement code changes to prohibit adult use cannabis establishments in the Village.

**Chair Pro Tem Udoni** closed the public hearing.

**Member Hersh** moved and **Member Josephson** seconded the following motion that, having made findings based on facts covered in a public hearing on November 12, 2019, the Zoning Board recommends approval to the Village Board a text amendment to Sections 6-2, 6-3, and 6-8 Lincolnshire Village Code, to define and prohibit adult-use cannabis business establishments, as presented by staff and based upon the Text Amendment Findings of Fact.

**Roll Call:**

**Ayes:** Udoni, Hersh, Kelly, Curtin and Josephson

**Nays:** None

Motion passed.

**AVM/CEDD Gilbertson** stated this matter will now go to the Village Board for further discussion, consideration, and recommendations. He added staff will continue to evaluate and research this matter as has been tasked by the Village Board and that the Village Board can assign this as a goal for staff.

3.4 Approval of 2020 Zoning Board Calendar and Meeting Schedule (Village of Lincolnshire)

**AVM/CEDD Director Gilbertson** stated the Illinois Open Meetings Act requires all advisory boards to approve their meeting schedule and calendar prior to or at the first meeting of the year. **AVM/CEDD Director Gilbertson** reviewed the 2020 dates for the Zoning Board meeting schedule, noting the one change out of the regular second Tuesday of the month occurs in October 2020.

**Member Curtin** moved and **Alternate Member Kelly** seconded approval of the 2020 Zoning Board meeting dates as prepared by staff.

The motion was unanimously approved upon a voice vote.

**4.0 UNFINISHED BUSINESS**

**5.0 NEW BUSINESS**

**AVM/CEDD Gilbertson** summarized the Village Board's discussion regarding bulk regulations at the October 11 Committee of the Whole meeting. During deliberation, the Village Board elected to pursue a vote on the more restrictive measures recommended by staff. **AVM/CEDD Gilbertson** also stated while the Village Board reviewed Zoning Board minutes, the Village Board would like to hear from Zoning Board members more directly. **Trustee-Liaison Harms Muth** said she tried to convey the direction of the Zoning Board; however, the Village Board noted the changing nature of neighborhoods with tear downs and very large houses being built next to smaller houses, and this remains a concern for the Village Board. There was discussion regarding lot consolidation as a factor limiting construction of large homes. **AVM/CEDD Gilbertson** stated it was determined in consultation with the Village Attorney that the Village could not prohibit lot consolidation.

**PDM Zozulya** stated several trustees commented they felt there may be a miscommunication between the goals of the Village Board and the findings of the Zoning Board and said the Village

Board would be interested in hearing the Zoning Board’s perspective on this issue. Staff will advise Zoning Board members of future Village Board dates where this item will be discussed.

**Member Hersh** suggested notifying the community about the proposed changes to allow the public to comment on this issue before the regulations are changed.

**6.0 CITIZENS COMMENTS (None)**

**7.0 ADJOURNMENT**

There being no further business, the meeting was adjourned at 9:45 p.m.

Minutes submitted by Carol Lustig, Administrative Assistant, Community & Economic Development Department

DRAFT



**ITEM SUMMARY**

|  |   |
|--|---|
| <b>Reviewing Body:</b>                 | Zoning Board  |
| <b>Meeting Date:</b>                   | March 10, 2020  |
| <b>Subject:</b>                        | Adlai E. Stevenson High School – East Building Addition Phase II  |
| <b>Property Address:</b>               | 1-3 Stevenson Drive   |
| <b>Petitioner:</b>                     | Adlai E. Stevenson High School District 125   |
| <b>Action Requested:</b>               | 3.1 <b>Public Hearing</b> for a Major Amendment to a Special Use (Ordinance No. 92-1226-04), as Amended, for the Construction of a 106,400-Square-Foot Building Addition<br><br>3.2 <b>Public Hearing</b> regarding Zoning Variances to Ratify Existing Improvements related to the Construction of a 106,400-Square-Foot Building Addition |
| <b>Prepared By:</b>                    | Ben Gilbertson – Assistant Village Manager/Community & Economic Development Director  |
| <b>Staff Recommendation:</b>           | Favorable recommendation to the Village Board for further consideration at the April 13, 2020, Committee of the Whole meeting.  |
| <b>Meeting History</b>                 | <a href="#">Committee of the Whole – January 13, 2020</a>   |
| <b>Tentative Meeting Schedule:</b>     | Architectural Review Board – March 17, 2020<br>Committee of the Whole – April 13, 2020<br>Regular Village Board – April 27, 2020  |
| <b>Reports and Documents Attached:</b> | 1) Petitioner’s submittal packet dated March 2, 2020<br>2) Certificate of publication for the public hearing notice in the February 21 edition of the <i>Daily Herald</i>   |

**Background**

The Board of Education for Adlai E. Stevenson High School District 125 (“D125”) seeks a major amendment to a special use for the construction of a 106,400-square-foot building addition. The addition is contemplated for the existing 930,000-square-foot school facility to accommodate projected student enrollment growth. D125 is branding the project as the “East Building Addition – Phase II” (“Phase II”). A major amendment to the special use is required per [Village code section 6-14-11-F-1](#) as the addition will “substantially increase scale of structures or site improvements”.

Additionally, D125 is requesting variances for the following:

- Exceed the 0.25 floor area ratio requirement per [Village code section 6-5A-3-A-4](#) (currently 0.2852, increasing to 0.3172).
- Exceed the 30% maximum impervious surface requirement per [Village code section 6-5A-3-A-6](#) (currently 41.78%, increasing to 43.17%).
- Ratify a reduction in the minimum required length of a parking stall from 19’ per [Village code section 6-11-2-C](#) (currently 18’ in Lot D, immediately east of the proposed addition).
- Ratify a reduction in the minimum required width of drive aisles from 27’ per [Village code section 6-11-2-C](#) (currently 24’ aisles in Lot D).



- Request a reduction in the number of parking lot islands per [Village code section 6-11-2-E-5](#) and Figure 2 in [Village code section 6-11](#) (required number is 15, while D125 proposes 11). This variance was identified after the January 13, 2020, Committee of the Whole meeting and after the public hearing notice was published.

The 76.6-acre property was developed in 1963 in unincorporated Lake County and annexed into Lincolnshire in two phases in 1981 and 1992. The property received special use and R1 zoning approvals in 1992 (Ordinance No. 92-1226-04). In 2017, the residential property at 16139 W. Port Clinton Road was annexed into Lincolnshire for the school's use as a transition house with R1 zoning and is covered by the same special use ordinance.

Adjacent zoning and land uses include:

- North: single family residences (unincorporated Lake County) and Port Clinton Road
- South: the Westgate subdivision (zoned R3 with a PUD) and Half Day Road
- East: the Westgate subdivision (zoned R3 with a PUD) and single family residences to the east (the majority of which are in unincorporated Lake County)
- West: single family residences to the west (the majority of which are in unincorporated Lake County)

More than 10 building additions have occurred since the school was originally constructed. The most recent 56,800-square-foot addition (referred to as "East Building Addition Phase I" by D125) was approved as a major amendment to the special use in 2017 to accommodate projected enrollment growth (Ordinance No. 17-3745-173). The current total square footage of the existing school building is approximately 930,300 square feet, with all existing campus buildings totaling approximately 949,600 square feet. With Phase II, the total square footage for the entire campus would increase to 1,056,000 square feet.

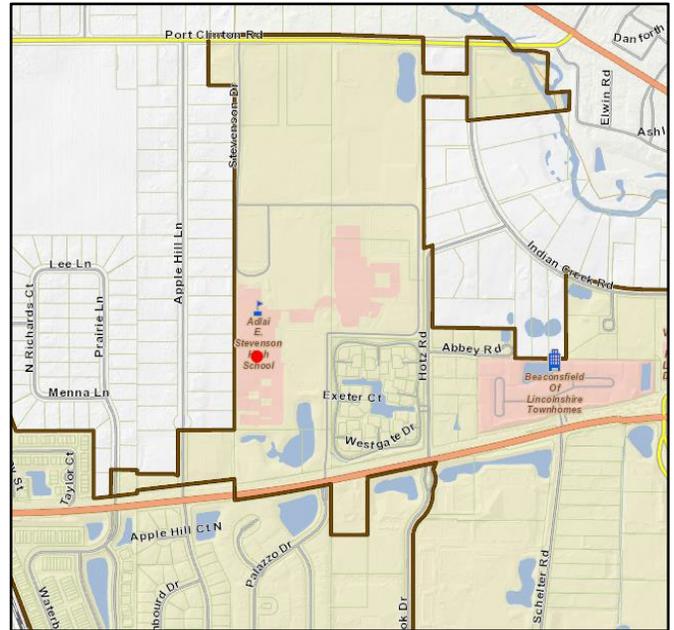
D125 has also requested recent minor amendments to the special use, which require only Architectural Review Board ("ARB") approval. These projects include:

- Construction of a 100-stall parking lot over inactive tennis courts along the east side of the property, immediately adjacent to the current project site (February 2019).
- Construction of a stadium hall of fame and a pergola at the transition house (August 2019).

At the January 13, 2020, Committee of the Whole meeting, the Village Board performed a preliminary evaluation of the proposal. The petition was received favorably and referred to the Zoning Board and Architectural Review Board for further consideration, with the following direction:

- Incorporate a proper balance of landscaping and green space concurrent with the building addition, given the loss of pervious surface associated with the project; and
- Perform additional analysis of parking and circulation patterns throughout the campus, given the loss of parking stalls associated with the project.

**Figure 1: Location Map**





## **Project Overview**

### Project Summary

D125 indicates the Phase II field house addition will accommodate projected student enrollment growth of approximately 10% over the next several years (4,350 students as of the 2019-20 school year, growing to approximately 4,800 students).

In addition to the primary 106,400-square-foot addition, D125 also proposes a minor addition on the north end of the existing field house, a small storage addition, and peaker plant expansion to the west side of the existing field house to accommodate peak electricity demand throughout the campus. Phase II is also intended to be neutral with respect to its energy consumption, aided by a solar panel installation on top of the existing field house and other energy-saving technologies. Staff have requested a utility study of the campus and will review the study during later stages of review.

Of the 106,400-square-foot addition, approximately 63,600 square-feet is comprised of instructional, multi-purpose, and office uses. The balance of square footage is dedicated to circulation, electrical, mechanical, support spaces, and restroom facilities.

### Building Design and Materials

D125 intends to maintain a similar design between the Phase I and Phase II additions, in that it will be "modern architectural language that is pervasive across the campus". A mix of masonry, metal, and glass are key materials within the design. These elements will be further reviewed by the Architectural Review Board during their meeting on March 17, 2020.

### Landscaping

A variety of landscape materials are proposed with the building addition, including 20 deciduous trees of 4 caliper inches. A mix of understory trees, deciduous shrubs, evergreen shrubs, grasses, and ground covers are also contemplated. These will replace existing landscaping to be removed as part of the construction, including 28 trees of various species along the northern, eastern, and western edges of the existing field house. D125 plans to protect and maintain 15 existing trees as part of the building addition project. The landscape plans will be further reviewed by the Architectural Review Board during their meeting on March 17, 2020, to ensure compliance with Title 13 (Tree Preservation & Landscaping) of the Lincolnshire Village Code ("Village code").

### Parking and Circulation

D125 has provided a traffic/parking study as part of their submittal in an attempt to demonstrate circulation within the site, future parking needs, and impacts to level of service (LOS) on adjacent roadways. D125 contends future LOS changes will be impacted by additional school traffic and regional traffic growth over the next eight years, per data provided by the Chicago Metropolitan Agency for Planning (CMAP) and analyzed by Eriksson Engineering Associates, Ltd. Table 1 below is taken from the traffic study and depicts current (2019) and future (2027) LOS at various intersections in and around the campus.



**Table 1: Intersection Level of Service and Total Delay (seconds)**

| Intersection  | Approach     | Morning Arrival |            | Afternoon Dismissal |          |
|---|--------------|-----------------|------------|---------------------|----------|
|   |              | 2019            | 2027       | 2019                | 2027     |
| <b>Route 22 at Stevenson / Palazzo Drives (traffic signal)</b>      | Intersection | C (32.9)        | D (37.2)   | B (19.3)            | C (22.3) |
| <b>Route 22 / Lot A Access (right-in/right-out)</b>                 | SB Right     | B (12.8)        | B (13.3)   | C (20.9)            | C (22.5) |
| <b>Port Clinton Road / Stevenson Drive Access (stop controlled)</b> | WB Left      | B (10.7)        | C (15.5)   | A (8.3)             | A (8.4)  |
|   | NB Left      | F (100.0+)      | F (100.0+) | D (30.6)            | E (45.7) |
|   | NB Right     | B (11.4)        | B (11.8)   | A (9.8)             | A (9.9)  |
| <b>Port Clinton Road / Student Lot Access (stop controlled)</b>     | WB Left      | A (8.2)         | A (8.3)    | A (7.9)             | A (7.9)  |
|   | NB Approach  | B (12.5)        | B (13.0)   | B (11.9)            | B (12.4) |

Table 2 shows the existing parking inventory and usage based on parking surveys performed by the engineering firm on Friday, November 15, 2019.

**Table 2: Existing Parking Inventory and Usage**

| Parking Lot                    | User                        | Total Spaces | Accessible Spaces | Parked Vehicles | %         |
|--------------------------------|-----------------------------|--------------|-------------------|-----------------|-----------|
| <b>A</b>                       | Staff                       | 56           | 2                 | 54              | 96        |
| <b>B</b>                       | Staff / Visitors            | 273          | 7                 | 253             | 93        |
| <b>C</b>                       | Staff                       | 112          | 4                 | 105             | 94        |
| <b>D</b>                       | Staff / Students            | 396          | 10                | 254             | 64        |
| <b>E</b>                       | Staff / Visitors / Students | 221          | 7                 | 207             | 94        |
| <b>Port Clinton Lot</b>        | Students                    | 94           | 3                 | 63              | 67        |
| <b>Port Clinton Drive</b>      | Students                    | 40           | 2                 | 18              | 45        |
| <b>Administration Building</b> | Staff                       | 41           | 1                 | 25              | 61        |
| <b>TOTAL</b>                   |                             | <b>1,223</b> | <b>36</b>         | <b>980</b>      | <b>79</b> |

The study concludes that improvements at Port Clinton Road associated with the building addition will accommodate additional growth in school and regional traffic, and can be accommodated by area roadways.

Since initial review by the Village Board, staff have worked closely with D125 officials to better understand past, present, and future parking and circulation conditions in and around campus. After further analysis, based on 2019-20 enrollment and employee figures, staff determined the Stevenson campus is adequately parked per high school parking requirements in [Village code section 6-11-2-G](#) (1 each employee + ¼ students aged 16 years or older). Specifically, Stevenson reports:

- 2,125 juniors and seniors = 531 parking stalls
- 703 faculty, staff, and contractors = 703 parking stalls
- Total = 1,234 required parking stalls

Currently, the Stevenson campus houses 1,238 parking stalls (slightly higher than the number previously reported in the traffic study). After completing construction of the East Building Addition, Phase II, the campus will lose 95 parking stalls, the majority of which are currently in Lot D, immediately east of the proposed field house. This reduction in parking stalls would bring the campus into a legally-nonconforming status for the 2020-21 school year and beyond; however, because these are only projections, a variance for the total number of parking stalls is not part of the current petition. Given the projected enrollment and staffing increases in future years, staff have urged D125 officials to communicate all future construction projects as early as possible to ensure compliance with Village code, or to receive proper approvals from the Village Board. D125 officials will also be prepared to make a detailed presentation at the March 10, 2020, Zoning Board meeting to discuss current and future plans to accommodate parking demands and mitigate congestion.



Additionally, D125 has expanded the existing sidewalk to 10' in width, connecting Hotz Road and Stevenson Drive to provide emergency access to the campus.

#### Storm Water Detention

The proposed addition plans for an additional 46,256 square feet of impervious surface throughout the Stevenson Campus. The Lake County Stormwater Management Commission (SMC) has preliminarily determined the plans submitted by the petitioner do not warrant additional on-site storm water improvements. Previous construction projects for the Stevenson High School campus incorporated additional storm water detention design, which SMC estimates will address the current building addition proposal. SMC will confirm the adequacy of storm water detention once engineering review of the final design is completed. Should the Board recommend this petition for subsequent stages of review, the petitioner will continue to share preliminary development plans with SMC for review and approval. If the petition receives final approval from the Village Board, SMC's final approval will be required before any construction or building permits are issued.

#### Findings of Fact

D125 included their responses to the findings of fact to the Special Use and Zoning Variance standards, prepared by Wight & Company (architects for the project) on behalf of D125. Staff requests the Zoning Board review the responses and determine if each standard has been satisfied prior to recommending approval of the request.

#### Public Hearing Notice

The petitioner provided a formal notice to adjacent property owners within a 250' radius prior to the public hearing on February 21, 2020, as required by Village code. A newspaper notice was also published in the February 21, 2020, edition of the Daily Herald.

#### Staff Recommendation / Conditions

The proposed addition will impact the floor area ratio and maximum impervious surface requirements. These floor area ratio and maximum impervious surface zoning restrictions currently exceed code requirements, and will increase with the proposed building addition. Although these improvements are not expected to negatively impact adjacent properties, staff will defer to SMC to ensure compliance with storm water regulations.

During the preliminary evaluation stage of review, staff recommended to the Village Board they condition approval of the major amendment to the special use and variances such that any future lot parking improvements require impacted parking facilities to be brought into compliance with Village code. This condition would be consistent with the recent approvals of the special use permit for Daniel Wright Junior High School and the associated zoning variance requests.

However, after further discussion between staff and D125 officials, staff now recommends the parking stall length, drive aisle width, and number of landscape islands in Lot D be treated as variances and be allowed to remain non-compliant in perpetuity. The demand for parking and circulation patterns of Stevenson High School are materially different than Daniel Wright Junior High School, thus requiring the two properties to be treated differently. The parking stall and drive aisle variances have existed for many years (if not decades) and are not impacted by the proposed building addition. Were the petitioner to bring all parking stalls and drive aisles throughout campus into conformance with Village code, this would reduce the total number of parking stalls on campus by approximately 180 spots.

As such, staff recommends favorable recommendation of the major amendment to the special use, as amended, as well as the related zoning variances.



**Approval Process**

[Village code section 6-14-8](#) outlines the general application process for special use requests and associated major amendments. Specifically, for the current application, a preliminary evaluation is required with the Village Board, which occurred on January 13, 2020. Following preliminary evaluation, the petitioner worked with the Village's internal Development Review Team per [Village code section 6-14-6](#) consisting of Village staff and fire protection district representatives, in preparation for a public hearing with the Zoning Board (for the major amendment to the special use and related variances) and ARB (for building and site design review). Following the Zoning Board and ARB's consideration and recommendations, the petitioner will return to the Village Board for final consideration and potential approval. As indicated in the Item Summary section on page 1, staff has worked with D125 to formulate a tentative meeting schedule to accommodate their bidding and construction schedule.

**Motion**

*Item 3.1: The Zoning Board moves to recommend approval to the Village Board the proposed major amendment to a special use for the construction of a 106,400-square-foot building addition located at 1-3 Stevenson Drive, as presented in the petitioner's presentation packet, with the cover letter dated March 2, 2020, and further subject to...*

*Item 3.2: The Zoning Board moves to recommend approval to the Village Board the proposed zoning variances to ratify existing improvements related to the construction of a 106,400-square-foot building addition located at 1-3 Stevenson Drive, as presented in the petitioner's presentation packet, with the cover letter dated March 2, 2020, and further subject to...*



Adlai E. Stevenson High School District 125  
One Stevenson Drive, Lincolnshire, IL 60069

**Village of Lincolnshire  
Zoning Board Submittal  
for  
East Building Addition Phase II  
3/2/2020**

Prepared By:

Wight & Company  
2500 North Frontage Rd.  
Darien, IL 60561  
630.969.7000



Eriksson Engineering Associates  
145 Commerce Drive, Ste A,  
Grayslake, IL 60030  
847.223.4804



# Village of Lincolnshire Zoning Board Submittal East Building Addition Phase II 3/2/2020



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- 08 Sitework
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- 09 Architectural Drawings
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- 11 Manufacturers / Material Information
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- 01 Special Function Parking
- 02 Parking/Enrollment History
- 03 Existing Special Use Permit (1992)



March 2, 2020

Chair Bichkoff and Zoning Board Members  
Village of Lincolnshire  
One Olde Half Day Road  
Lincolnshire, IL 60069

RE: Stevenson High School – East Building Addition II

Dear Chair Bichkoff and Zoning Board Members,

Thank you again for the opportunity to work with you and your staff through the village approval phase of this important project for Stevenson High School and the community. Since our initial meeting with village officials in October of 2019, Stevenson High School, along with their consultants, have worked closely with the Department of Community & Economic Development to prepare this final presentation packet for consideration by the Lincolnshire Village Board.

**Background/Project Overview:**

Adlai E. Stevenson High School – District 125 is an established and respected institution in the Village of Lincolnshire and has served the community as one of the most highly recognized secondary education organizations in the nation. Stevenson currently serves students from grades 9-12 and has developed a distinguished reputation for delivering progressive educational delivery and producing high performing students and life-long learners.

The existing facility consists of multiple buildings ranging from 2-4 stories and has a footprint of approximately 949,600 square feet. Current enrollment for the school for the 2019-20 school year is 4,350 students which is projected to increase to approximately 4,500 students over the next several years. Stevenson High School is currently recognized under a special use permit within an R1 residential district. As such, a few amendments to the existing special use permit is required to construct the instructional addition as envisaged. They are as follows:

1. *Floor Area Ratio Requirement – we are requesting to raise existing F.AR. percentage by 3.2%.*
    - *Code Maximum FAR = 25%*
    - *Current FAR = 28.52%*
    - *Proposed FAR = 31.72%*
- |  |
|--|
| <i>949,592 existing square feet</i>          |
| <i>106,437 proposed addition square feet</i> |
| <hr style="width: 100%;"/>                   |
| <i>1,056,029 proposed total square feet</i>  |

**OUR MISSION: SUCCESS FOR EVERY STUDENT**



2. *Maximum Impervious Surface Percentage – we are requesting to raise the existing impervious area percentage by 1.39%.*
  - *Code Maximum Impervious Surfaces = 30%*
  - *Current Impervious Surfaces = 41.78%*                      *1,391,194 existing impervious square feet*
  - *Proposed Impervious Surfaces = 43.17%*                      *1,437,450 proposed total impervious square feet*
  
3. *Parking Stall Size – we are requesting to maintain all stall length dimensions of 18’0” as they currently exist and operate – please refer to Traffic and Parking Study of the submittal for further details.*
  
4. *Number of Parking Lot Islands – we are requesting 11 islands in Parking Lot D.*
  - *Code Required Parking Lot Islands = 15*
  - *Proposed Parking Lot Islands = 11*

The proposed new East Building Addition II for Stevenson HS follows a legacy of thoughtfully planned expansions at the Lincolnshire campus. This three-story instructional building is sited along the east side of the existing fieldhouse as envisioned in the Stevenson Master Plan. A minor expansion of the existing fieldhouse at the north end as well as a small storage addition and peaker plant expansion on the west side is also proposed. The primary purpose for the additions is to accommodate the projected enrollment increases over the next decade and to advance the learning environment to meet the changing demands in instructional delivery and the student learning experience.

Similar to the just completed East Building Addition I at Stevenson, this addition maintains the modern architectural language that is pervasive across the campus dating from its inception in 1965. Our new proposal draws on the existing masonry, metal and glass materials common throughout campus and composes them with a unique expression indicative of its advanced learning environments and latest building technologies. The new addition will project a forward-looking design aesthetic and fit naturally within the architectural “family portrait” that comprises Stevenson.

The District is currently targeting a “Net-Zero” designation as defined by the Living Building Challenge. Simply stated, this goal requires the building to generate as much electrical energy as it consumes over the course of a calendar year. A field of photo-voltaic panels will be arrayed on top of the existing fieldhouse and new building’s mechanical penthouse. Combined with other energy saving technologies designed into the mechanical infrastructure, this new addition



will potentially alternate between consuming energy from the local electrical grid to generating power back onto that grid depending on the season.

Additional design features incorporated in the new addition include a landscape plan enhancing the foundation plantings around the exterior footprint, modifications to the adjoining parking lot and drop off lane, and a green roof over the student service portion of the design. Rooftop air handling systems and will be designed to provide full visual and acoustical screening from neighboring properties.

Appendices 1 and 2 provide analysis of special function parking and historical parking stall counts and enrollment statistics, respectively, to demonstrate how Stevenson's parking compares with Village Code requirements for parking. Please note that if Stevenson complied with Village Code parking stall dimension requirements it would lose approximately 180 parking stalls. A detailed presentation regarding parking and circulation will be provided during the public hearing.

### **Construction Schedule:**

The process of constructing a new building addition involves many challenges and impacts many people from planning to completion. Stevenson High School understands and is sensitive to the impact this process will have on the neighborhood. With this in mind, construction activity will be done in the most expedited way possible. Assuming the permitting process with the Village follows along the current schedule, we anticipate construction will begin late spring of 2020 and then be completed about twenty-eight months later, late summer 2022.

### ***Village Board / Committee of the Whole Meeting 1/13/2020:***

Consensus of the Board to refer the project to the Zoning and Architectural Review Boards with the following considerations:

1. It was suggested that the project incorporate landscaping/green space, similar to East Building Addition Phase I.

*Response: The Design Team has utilized East Building Addition Phase I as inspiration for the landscaping design incorporated in the project. The School District has been willing in the past to plant landscaping in areas of the campus in locations acceptable to the neighbors and where it does not create safety concerns such as blocking views from security cameras.*

2. It was indicated that parking/circulation on and around the Stevenson campus continues to be a concern of the Village and community.



*Response: The School District and Design Team are aware of the ongoing concern regarding parking and circulation on the campus. Currently there is a surplus of 4 total parking spaces above the Village of Lincolnshire Zoning Ordinance requirements. The proposed project involves the reduction of 95 spaces. The District is currently working with Village Staff to determine a viable solution for both the District and the Village.*

*In addition to the traffic and parking study included in this submittal, the School District continues to explore parking opportunities such as adding additional parking, ride sharing, busing, changing availability of parking permits for students, etc.*

On behalf of Stevenson High School, I am grateful for the time and effort put forth by the Village Trustees, advisory boards and staff in reviewing this important project for the School and the community. Please accept our gratitude for your consideration of our request and feel free to contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sean Carney'.

Sean Carney  
Assistant Superintendent for Business



## PLANNING & ZONING APPLICATION

| GENERAL INFORMATION   |                                   |                                     |                            |                                     |                                     |
|---|-----------------------------------|-------------------------------------|----------------------------|-------------------------------------|-------------------------------------|
| Property Address (including lot/suite #): 1 Stevenson Drive, Lincolnshire, IL 60069   |                                   |                                     |                            |                                     |                                     |
| PIN(s): Property Index Numbers (PIN) of 15-09-100-008, 15-15-300-15, 15-15-300-16, 15-16-400-006, 15-16-400-007, 15-16-400-008, 15-16-400-15, 15-16-402-014, 15-21-200-05, 15-21-200-006  |                                   |                                     |                            |                                     |                                     |
| Applicant Name (name of individual/company): Board of Education for Adlai E. Stevenson High School - District 125   |                                   |                                     |                            |                                     |                                     |
| Email: scarney@d125.org   |                                   |                                     |                            |                                     |                                     |
| Applicant Address: 2 Stevenson Drive  |                                   |                                     |                            |                                     |                                     |
| City: Lincolnshire  |                                   | State: IL                           |                            | Zip Code: 60069                     |                                     |
| Phone: 847-415-4117   |                                   | Cell:                               |                            | Fax:                                |                                     |
| APPLICATION REQUEST(S) (check all that apply)   |                                   |                                     |                            |                                     |                                     |
| <input type="checkbox"/>  | Amendment – Map (Rezoning)        | <input checked="" type="checkbox"/> | New Structure/ Development | <input checked="" type="checkbox"/> | Special Use / PUD – Major Amendment |
| <input type="checkbox"/>  | Amendment – Text (Village Code)   | <input type="checkbox"/>            | Sign(s) – New              | <input type="checkbox"/>            | Special Use / PUD – Minor Amendment |
| <input type="checkbox"/>  | Annexation – New                  | <input type="checkbox"/>            | Sign(s) – Modifications    | <input type="checkbox"/>            | Subdivision – In-Village            |
| <input type="checkbox"/>  | Annexation – Agreement Amendment  | <input type="checkbox"/>            | Sign(s) – Variance         | <input type="checkbox"/>            | Subdivision – Out-of-Village        |
| <input type="checkbox"/>  | Appeal of Administrative Decision | <input type="checkbox"/>            | Special Use / PUD – New    | <input checked="" type="checkbox"/> | Zoning Variance                     |
| <input type="checkbox"/>  | Modification to Building/ Site    | <input type="checkbox"/>            | Other                      |                                     |                                     |
| DESCRIPTION OF REQUEST(S)   |                                   |                                     |                            |                                     |                                     |
| <p>Based primarily on a recent series of analyses of current facility capacity and projected student enrollment growth, the District has discovered the need for additional (non-traditional) classroom space and is seeking approval to construct a new building addition located to the north, east and west sides of the existing fieldhouse.</p> <p>Under the current zoning ordinances, Stevenson High School is recognized under a special use permit within an R1 residential district. As such, special use permits are required should the District need to further develop the existing facility on the current site.</p> <p>Stevenson High School currently serves students from grades 9-12. The existing facility consists of multiple buildings ranging from 1-4 stories and has a footprint of approximately 930,000 s.f. Current enrollment for the 2019-20 school year is 4,350 students, which is . The proposed East Building Addition Phase II will incorporate a fieldhouse expansion and renovation, new fitness center, and 3 new multipurpose classrooms to increase schedulable teaching stations to accommodate immediate and projected student enrollment increases. The proposed addition will also incorporate small storage/mechanical and peaker pant expansion on the west side of existing fieldhouse. The proposed addition will have an approximate footprint of 61,000 s.f. with a total area of 106,400 s.f. over three floors.</p> <p>Requested variances are included on page 7 of this application.</p> |                                   |                                     |                            |                                     |                                     |

**Planning & Zoning Application – Village of Lincolnshire, IL –  
Community & Economic Development**

| CONTACT INFORMATION                                    |           |                 |
|--|-----------|-----------------|
| <b>Owner Information (if different than applicant)</b> |           |                 |
| Name: Mr. Sean Carney                                  |           |                 |
| Company: Stevenson High School                         |           |                 |
| Email: scarney@d125.org                                |           |                 |
| Address (including suite #): 2 Stevenson Drive         |           |                 |
| City: Lincolnshire                                     | State: IL | Zip Code: 60069 |
| Phone: 847-415-4117                                    | Cell:     | Fax:            |

|                              |        |           |
|------------------------------|--------|-----------|
| <b>Attorney Information</b>  |        |           |
| Name:                        |        |           |
| Company:                     |        |           |
| Email:                       |        |           |
| Address (including suite #): |        |           |
| City:                        | State: | Zip Code: |
| Phone:                       | Cell:  | Fax:      |

|   |           |                 |
|---|-----------|-----------------|
| <b>Architect Information</b>                          |           |                 |
| Name: Craig Siepka                                    |           |                 |
| Company: Wight & Company                              |           |                 |
| Email: csiepka@wightco.com                            |           |                 |
| Address (including suite #): 2500 North Frontage Road |           |                 |
| City: Darien  | State: IL | Zip Code: 60561 |
| Phone: 630-969-7000                                   | Cell:     | Fax:            |

|  |           |                 |
|--|-----------|-----------------|
| <b>Landscape Architect Information</b>             |           |                 |
| Name: Steve Gregory                                |           |                 |
| Company: Eriksson Engineering Associates, Ltd.     |           |                 |
| Email: sgregory@eea-ltd.com                        |           |                 |
| Address (including suite #): 145 Commerce Drive #A |           |                 |
| City: Grayslake                                    | State: IL | Zip Code: 60030 |
| Phone: 847-223-4804                                | Cell:     | Fax:            |

|  |           |                 |
|--|-----------|-----------------|
| <b>Engineer/Land Surveyor Information</b>          |           |                 |
| Name: George Dreger                                |           |                 |
| Company: Eriksson Engineering Associates, Ltd.     |           |                 |
| Email: gdreger@eea-ltd.com                         |           |                 |
| Address (including suite #): 145 Commerce Drive #A |           |                 |
| City: Grayslake                                    | State: IL | Zip Code: 60030 |
| Phone: 847-223-4804                                | Cell:     | Fax:            |

**Planning & Zoning Application – Village of Lincolnshire, IL –  
Community & Economic Development**

**APPLICANT/OWNER ACKNOWLEDGEMENTS**

The Applicant(s) and Owner(s) do hereby certify, acknowledge, and affirm that:

1. I (We) have carefully and fully read this application, and all of the statements contained in this application packet are true.
2. I (We) fully understand and agree to comply with the terms and provisions outlined in this application and the [Lincolnshire Village Code](#).
3. I (We) agree to pay all applicable filing fees and assume responsibility for the payment of all

  
\_\_\_\_\_  
Signature of Applicant

  
\_\_\_\_\_  
Signature of Property Owner

1/6/2020  
\_\_\_\_\_  
Date

1/6/2020  
\_\_\_\_\_  
Date

**REQUIRED MATERIALS**

The materials identified below must be included with the Application. Incomplete submittals will not be accepted. Prior to submitting an application packet, a pre-application meeting with the Village staff is recommended.

- Letter of Request:** The Applicant must provide a letter to the appropriate review bodies (i.e., Mayor and Board of Trustees, Chair and Members of the Architectural Review Board, and/or Chair and Members of the Zoning Board) with this application describing the request(s) and outlining the reason(s) for the request(s).
- Legal Description:** The legal description of all subject properties must be submitted in an accurate and legible 8½" x 11" paper as well as electronic formats.
- Plat of Survey:** An accurate Plat of Survey prepared by a registered land surveyor or professional engineer.
- Application Fee(s):** See page 4 of this application.
- Escrow Account Deposit:** See page 4 of this application
- Accompanying Documents Identified in Information Packet (if necessary)**

**DEVELOPMENT REVIEW FEE SCHEDULE**

For an application to be placed on a meeting agenda, cash or check payment in the amount equal to the total application fees plus the required escrow account for each request must accompany the application. Checks can be made payable to "Village of Lincolnshire".

The escrow account system provides immediate funds for payment of actual expenses incurred by the Village as a result of processing the application. The cash advance account is established based on the estimated costs for services to be rendered. If the actual costs for the services exceed the amount of the initial deposit, the applicant will be required to replenish the account upon request. Any funds remaining in the account at the completion of the project will be refunded to the applicant.

**Planning & Zoning Application – Village of Lincolnshire, IL –  
Community & Economic Development**

| <b>REQUEST</b>   | <b>APPLICATION FEE</b>          | <b>CASH ADVANCE ACCOUNT<br/>INITIAL DEPOSIT</b> |
|--|---------------------------------|---|
| <b>Text / Map Amendment</b>  | \$500                           | \$1,000   |
| <b>Annexation</b>  | \$500/acre                      | \$1,000   |
| <b>Appeals to Administrative Decision</b>  | \$100                           | \$250   |
| <b>Architectural Review Board</b>  |                                 |   |
| Minor Improvement(s)   | \$250                           | \$250   |
| Major Improvement(s)   | \$500/structure                 | \$500   |
| <b>Planned Unit Development</b>  | \$2,000                         | \$4,000   |
| <b>Pre-Annexation Agreement</b>  | \$500                           | \$1,000   |
| <b>Site Plan Review</b>  |                                 |   |
| Single-Family Residential  | Minimum: \$150                  |   |
| Non-Residential Property   | Maximum: \$2,500<br>(\$50/acre) |   |
| <b>Special Use</b>   |                                 |   |
| Single-Family Residential  | \$500                           | \$500   |
| All Other Requests   | \$500                           | \$1,000   |
| <b>Subdivision*</b>  | \$1,000                         | \$3,000   |
| *Additional Acreage Impact and Donation Fees may be required. Please refer to the Subdivision Supplemental Information Packet. |                                 |   |
| <b>Variance</b>  |                                 |   |
| Single-Family Residential  | \$250                           | \$250   |
| All Other  | \$250                           | \$500   |



February 20, 2020

Name  
Address  
C/S/Z

### Notice of Public Hearing

Notice is hereby given that the Zoning Board of the Village of Lincolnshire will conduct a Public Hearing on *Tuesday, March 10, 2020*, beginning at 7:00 p.m., or as soon thereafter as practical, in the Board Room of the Lincolnshire Village Hall, 1 Olde Half Day Road, Lincolnshire, Illinois 60069, to consider the following requests for the Adlai E. Stevenson High School property at 1-3 Stevenson Drive in the R1 Single-Family Residence zoning district:

1. Major Amendment to an existing Special Use (Ordinance No. 92-1226-04), as amended, for the construction of a 106,300-square-foot building addition.
2. A variance to Village Code Section 6-5A-3-A-4 to exceed the 0.25 floor area ratio requirement.
3. A variance to Village Code Section 6-5A-3-A-6 to exceed the 30% maximum impervious surface requirement.
4. A variance to Village Code Section 6-11-2-C to ratify a reduction in the minimum required length of parking stalls.
5. A variance to Village Code Section 6-11-2-C to ratify a reduction in the minimum required width of drive aisles.

The property is identified as Property Index Numbers 15-21-200-005, 15-21-200-006, 15-16-400-006, 15-16-400-007, 15-16-400-008, 15-15-300-015, 15-15-300-016, 15-16-400-015, and 15-16-402-014.

The petitioner is Adlai E. Stevenson High School District 125. The project file is available for viewing in the Community & Economic Development Department of the Village of Lincolnshire during normal business hours to any interested persons who wish to obtain additional information regarding this request. All interested persons present at the Public Hearing will be given an opportunity to be heard. Interested parties may also submit written evidence or testimony in advance to the Community & Economic Development Department. The above indicated hearing may be continued from time to time and without further notice, on the motion of the Zoning Board.

**OUR MISSION: SUCCESS FOR EVERY STUDENT**



/s/ Brian Bichkoff, Chairman  
Zoning Board  
Village of Lincolnshire  
*02/20/2020*

For more information regarding this application or to view additional background, meeting agendas and packets, visit "New Lincolnshire Developments" webpage on the Village of Lincolnshire website at:

<http://www.gisconsortium.org/webapps/storymaps/vol/planningzoning/mapseries/Index.html#map>

Should you have any questions regarding this matter, please contact Sean Carney, Asst. Superintendent for Business, Adlai E. Stevenson High School (847-415-4117; [scarney@d125.org](mailto:scarney@d125.org)) or Ben Gilbertson, Assistant Village Manager/Community & Economic Development Director, Village of Lincolnshire (847-913-2312; [bgilbertson@lincolnshireil.gov](mailto:bgilbertson@lincolnshireil.gov)).

Sincerely,

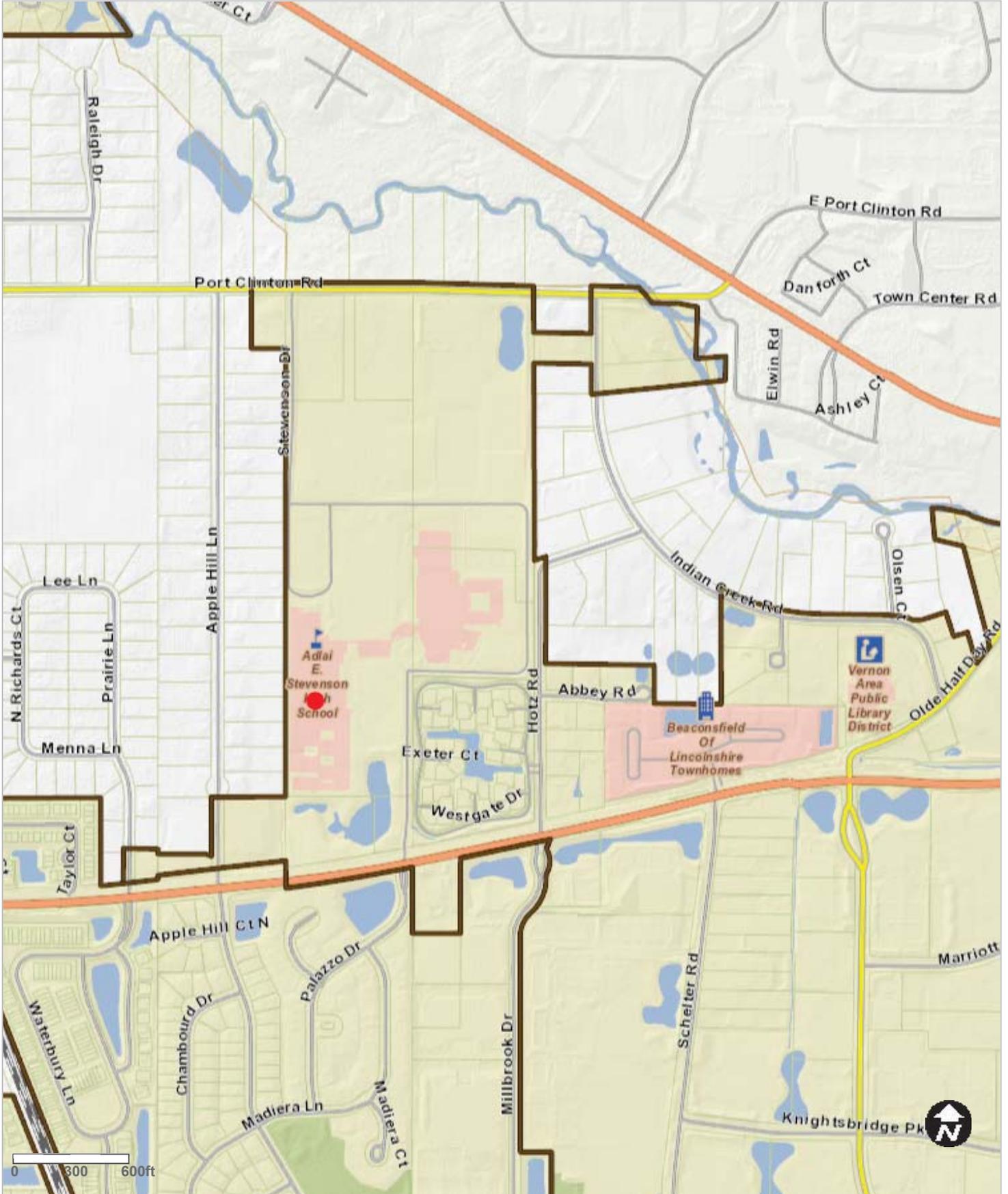
ADLAI E. STEVENSON HIGH SCHOOL DISTRICT NO. 125

A handwritten signature in black ink, appearing to read 'Sean P. Carney'.

Sean P. Carney  
Assistant Superintendent for Business



# MapOffice™ Location Map - 1 Stevenson Drive



Map created on January 8, 2020.  
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| OBJECTID | PIN        | status_addr_line_1      | status_addr_line_2 | status_addr_line_3          | situs_cmpctac_situs_addr_city | taxpayer_name                             | taxpayer_addr_line_1      | taxpayer_addr_line_3        |
|----------|------------|-------------------------|--------------------|-----------------------------|-------------------------------|---|---------------------------|-----------------------------|
| 238749   | 1521207058 | 2470 PALAZZO CT         | UNIT 4-2470-3      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | DEBAJYOTI NAYAK & SWATI PATTANAIK         | 2470 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238750   | 1521207059 | 2472 PALAZZO CT         | UNIT 4-2472-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | R JAYARAMAN, V CHANDRAMOULI & S KANDASAMY | 4 SUNSET CT               | BUFFALO GROVE IL 60089-4677 |
| 238751   | 1521207060 | 2474 PALAZZO CT         | UNIT 4-2474-2      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | MARTIN J WEINBERGER                       | 2474 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238752   | 1521207061 | 2476 PALAZZO CT         | UNIT 4-2476-3A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | ALEXANDER MUROYANNY                       | 20405 N WEATHERSTONE RD   | BUFFALO GROVE IL 60089-4677 |
| 238709   | 1521207017 | 2460 PALAZZO CT         | UNIT 5-2460-3B     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | PACTA B CABRERA                           | 2460 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238710   | 1521207018 | 2462 PALAZZO CT         | UNIT 5-2462-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | VASEKARAN JANARTHANAM                     | 4729 WESTBURY DR          | BUFFALO GROVE IL 60089-4677 |
| 238711   | 1521207019 | 2464 PALAZZO CT         | UNIT 5-2464-2      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | SEON HWA KIM                              | 2464 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238753   | 1521207021 | 2468 PALAZZO CT         | UNIT 5-2468-3A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | MARK D HANSEN                             | 2468 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238754   | 1521207062 | 2450 PALAZZO CT         | UNIT 6-2450-3A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | SRINIVAS VASLAWANI                        | 2450 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238755   | 1521207063 | 2452 PALAZZO CT         | UNIT 6-2452-1A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | PETER & LAURA GREGG                       | 2452 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238756   | 1521207064 | 2454 PALAZZO CT         | UNIT 6-2454-2      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | RABINSKY GARY, SOFIA & YURI               | 2454 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238757   | 1521207065 | 2456 PALAZZO CT         | UNIT 6-2456-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | ALOK ANAND                                | 2456 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238758   | 1521207066 | 2458 PALAZZO CT         | UNIT 6-2458-3      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | BURRER, PHILLIP                           | 2458 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238759   | 1521207067 | 2440 PALAZZO CT         | UNIT 7-2440-3B     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | MATTHEW M & EFRAT KUDLOWITZ               | 2440 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238760   | 1521207068 | 2442 PALAZZO CT         | UNIT 7-2442-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | LIANG, PHILIP HUI                         | 2442 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238761   | 1521207069 | 2444 PALAZZO CT         | UNIT 7-2444-2      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | JIN LIANG & YING WANG                     | 2444 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238762   | 1521207070 | 2446 PALAZZO CT         | UNIT 7-2446-3      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | WEN-CHING LIM & CHIEN-JU LEE              | 2446 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238763   | 1521207038 | 2430 PALAZZO CT         | UNIT 8-2430-3A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | CHICAGO TITLE LAND TRUST CO               | 2430 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238730   | 1521207039 | 2432 PALAZZO CT         | UNIT 8-2432-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | JEROME A MARIASENGOLE                     | 10 S LA SALLE ST STE 2750 | BUFFALO GROVE IL 60089-4677 |
| 238731   | 1521207040 | 2434 PALAZZO CT         | UNIT 8-2434-2      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | XINGZHI CAO                               | 2434 PALAZZO CT           | BUFFALO GROVE IL 60089-4677 |
| 238732   | 1521207041 | 2436 PALAZZO CT         | UNIT 8-2436-3B     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | RAKESH & ALKA VERMA                       | 10320 GRANDVIEW SQ        | BUFFALO GROVE IL 60089-4677 |
| 238733   | 1521207042 | 2420 PALAZZO DR         | UNIT 9-2420-3A     | BUFFALO GROVE IL 60089-4675 | BUFFALO GROVE                 | JOSEPH C ZHANG                            | 2420 PALAZZO DR           | BUFFALO GROVE IL 60089-4675 |
| 238734   | 1521207043 | 2422 PALAZZO CT         | UNIT 9-2422-1      | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | ANTON & LYDIA MINNIE                      | 2422 PALAZZO DR           | BUFFALO GROVE IL 60089-4675 |
| 238735   | 1521207044 | 2424 PALAZZO CT         | UNIT 9-2424-2A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | SACHS, ANN                                | 2424 PALAZZO DR           | BUFFALO GROVE IL 60089-4675 |
| 238736   | 1521207045 | 2426 PALAZZO CT         | UNIT 9-2426-3A     | BUFFALO GROVE IL 60089-4677 | BUFFALO GROVE                 | TIMOTHY & NATASHA MAH                     | 2426 PALAZZO DR           | BUFFALO GROVE IL 60089-4675 |
| 239481   | 1522105001 | 1 DARTMOUTH CT          | UNIT 1-239481-1    | LINCOLNSHIRE IL 60069-2108  | LINCOLNSHIRE                  | SURESH BALACHANDRAN                       | 1 DARTMOUTH CT            | LINCOLNSHIRE IL 60069-2108  |
| 235357   | 1515304023 | 1 EXETER CT             | UNIT 1-235357-1    | LINCOLNSHIRE IL 60069-2107  | LINCOLNSHIRE                  | IRENE M YARIGIN, TRUSTEE                  | 1 EXETER CT               | LINCOLNSHIRE IL 60069-2107  |
| 235342   | 1515304008 | 1 GROTON CT             | UNIT 1-235342-1    | LINCOLNSHIRE IL 60069-2106  | LINCOLNSHIRE                  | ISRAEL KLINGHOFFER                        | 1 GROTON CT               | LINCOLNSHIRE IL 60069-2106  |
| 235344   | 1515304010 | 1 HOTCHKISS CT          | UNIT 1-235344-1    | LINCOLNSHIRE IL 60069       | LINCOLNSHIRE                  | KENNETH M WOLFSON                         | 1 HOTCHKISS CT            | LINCOLNSHIRE IL 60069-2112  |
| 235350   | 1515304016 | 1 MIDDLESEX CT          | UNIT 1-235350-1    | LINCOLNSHIRE IL 60069-2112  | LINCOLNSHIRE                  | NIRESH & RATNANGI MALPEKAR                | 1 MIDDLESEX CT            | LINCOLNSHIRE IL 60069-2112  |
| 235273   | 1515303040 | 10 N HOTZ RD            | UNIT 10-235273-1   | LINCOLNSHIRE IL 60069       | LINCOLNSHIRE                  | ROBERT J KATZ                             | 10 HOTZ RD                | LINCOLNSHIRE IL 60069-2829  |
| 234682   | 1515100009 | 15872 W PORT CLINTON RD | UNIT 15-15100009-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | AMY GARRARD                               | 2043 W SAINT PAUL AVE     | CHICAGO IL 60647-5518       |
| 234681   | 1515100008 | 15914 W PORT CLINTON RD | UNIT 15-15100008-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | MARK R & SHANNON M SCHROEDER CO-TTEES     | 15914 W PORT CLINTON RD   | PRAIRIE VIEW IL 60069-2712  |
| 234684   | 1515100018 | 15966 W PORT CLINTON RD | UNIT 15-15100018-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | EDUARD SINIARADZE                         | 15966 W PORT CLINTON RD   | PRAIRIE VIEW IL 60069-2712  |
| 234683   | 1515100017 | 15984 W PORT CLINTON RD | UNIT 15-15100017-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | RICHARD & MICHELE DITTMAN                 | 16050 W PORT CLINTON RD   | PRAIRIE VIEW IL 60069-2712  |
| 235876   | 1516200039 | 16050 W PORT CLINTON RD | UNIT 15-16200039-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | JUDITH SHATKIN                            | 16100 W PORT CLINTON RD   | LINCOLNSHIRE IL 60069-2712  |
| 235874   | 1516200037 | 16100 W PORT CLINTON RD | UNIT 15-16200037-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | ROBERT BLUMENTHAL                         | 16144 W PORT CLINTON RD   | LINCOLNSHIRE IL 60069-2712  |
| 235872   | 1516200035 | 16144 W PORT CLINTON RD | UNIT 15-16200035-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | TERPAY, KATIE                             | 16208 W PORT CLINTON RD   | LINCOLNSHIRE IL 60069-3005  |
| 235871   | 1516200033 | 16160 W PORT CLINTON RD | UNIT 15-16200033-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | PEARLAND NV LLC                           | 2336 PANISSE AVE          | LINCOLNSHIRE IL 60069-2740  |
| 235869   | 1516200031 | 16208 W PORT CLINTON RD | UNIT 15-16200031-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | ROBERT BARNHILL                           | 318 W HALF DAY RD         | HENDERSON NV 89044          |
| 235270   | 1515303037 | 2 ABBEY RD              | UNIT 15-15303037-1 | LINCOLNSHIRE IL 60069       | LINCOLNSHIRE                  | GAIL BURLAND                              | 2 EXETER CT               | BUFFALO GROVE IL 60089-6547 |
| 239482   | 1522105002 | 2 DARTMOUTH CT          | UNIT 2-239482-1    | LINCOLNSHIRE IL 60069-2107  | LINCOLNSHIRE                  | ROBERT BARNHILL                           | 2 EXETER CT               | LINCOLNSHIRE IL 60069-2107  |
| 235358   | 1515304024 | 2 EXETER CT             | UNIT 2-235358-1    | LINCOLNSHIRE IL 60069-2107  | LINCOLNSHIRE                  | KOO CHON & CHUN, BOKKI CHUN               | 2 GROTON CT               | LINCOLNSHIRE IL 60069-2106  |
| 235343   | 1515304009 | 2 GROTON CT             | UNIT 2-235343-1    | LINCOLNSHIRE IL 60069       | LINCOLNSHIRE                  | ANDREW & CENA GLASER                      | 2 HOTCHKISS CT            | LINCOLNSHIRE IL 60069-2113  |
| 235345   | 1515304011 | 2 HOTCHKISS CT          | UNIT 2-235345-1    | LINCOLNSHIRE IL 60069-2113  | LINCOLNSHIRE                  | YELENA R SHVARTSMAN                       | 400 SKOKIE BLVD STE 220   | LINCOLNSHIRE IL 60069-2113  |
| 235349   | 1515304015 | 2 MIDDLESEX CT          | UNIT 2-235349-1    | LINCOLNSHIRE IL 60069-2112  | LINCOLNSHIRE                  | EDWARD & PAIGE WERNER CO-TTEES            | 2 NORTHFIELD CT           | NORTHBROOK IL 60062-7924    |
| 235361   | 1515304027 | 2 NORTHFIELD CT         | UNIT 2-235361-1    | LINCOLNSHIRE IL 60069       | LINCOLNSHIRE                  | SARATOGA FUND II LLC-SERIES 22961 APPLE   | 100 SAUNDERS RD STE 150   | LINCOLNSHIRE IL 60069-2111  |
| 236350   | 1516402019 | 23025 N APPLE HILL LN   | UNIT 15-16402019-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | DONALD A & SHARON M KNOLL                 | 23025 N APPLE HILL LN     | PRAIRIE VIEW IL 60069-2828  |
| 236349   | 1516402018 | 23037 N APPLE HILL LN   | UNIT 15-16402018-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | LORETTA M THORNE                          | 23037 N APPLE HILL LN     | PRAIRIE VIEW IL 60069-2828  |
| 236348   | 1516402017 | 23061 N APPLE HILL LN   | UNIT 15-16402017-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | VERNON T KOTO                             | 23061 N APPLE HILL LN     | LINCOLNSHIRE IL 60069-2828  |
| 236347   | 1516402016 | 23077 N APPLE HILL LN   | UNIT 15-16402016-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | JAMES Z SHEN & LINDA H YU                 | 23077 N APPLE HILL LN     | LINCOLNSHIRE IL 60069-2828  |
| 236346   | 1516402015 | 23115 N APPLE HILL LN   | UNIT 15-16402015-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | PETER & JANA IWANOWSKI                    | 23115 N APPLE HILL LN     | LINCOLNSHIRE IL 60069-2811  |
| 236344   | 1516402013 | 23127 N APPLE HILL LN   | UNIT 15-16402013-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | REMIJUSZ & BARBARA GRANICZNY              | 23127 N APPLE HILL LN     | PRAIRIE VIEW IL 60069-2811  |
| 236258   | 1515303007 | 23153 N HOTZ RD         | UNIT 15-15303007-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | VICTOR KUPCHENKO                          | 23153 N HOTZ RD           | PRAIRIE VIEW IL 60069-2816  |
| 236343   | 1516402012 | 23161 N APPLE HILL LN   | UNIT 15-16402012-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | CHUNG, DUKE KYO & YOUNG                   | 23161 N APPLE HILL LN     | LINCOLNSHIRE IL 60069-2811  |
| 236342   | 1516402011 | 23179 N APPLE HILL LN   | UNIT 15-16402011-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  | MERLE L LYNCH & DONALD J AXELROD          | 23179 N APPLE HILL LN     | PRAIRIE VIEW IL 60069-2811  |
| 235267   | 1515303033 | 23201 N HOTZ RD         | UNIT 15-15303033-1 | PRAIRIE VIEW IL 60069       | PRAIRIE VIEW                  |   | 23201 N HOTZ RD           | LINCOLNSHIRE IL 60069-2816  |



**Planning & Zoning Application – Village of Lincolnshire, IL –  
Community & Economic Development**

**PUBLICATION NOTIFICATION FOR PUBLIC HEARINGS**

Applications for Special Use, Planned Unit Development, Rezoning, Variance and Text Amendment requests must provide public notification of the public hearing. The Applicant must obtain a list of all owners of record for all lots within 250 feet of the subject parcel for which the application is being sought. Information on all persons to whom the current real estate tax bills are sent, mailing address, property address, and Permanent Index Number (PIN) for all properties within 250 feet of the subject parcel(s) is available on Lake County's online mapping portal ([maps.lakecountyil.gov/maponline/](http://maps.lakecountyil.gov/maponline/)). Village staff can provide instructions for using this tool.

Staff will also provide the applicant with an electronic copy of the public hearing notice and location map for use in mailing. The applicant will be required to send such notices by certified or registered mail, with return receipt requested, no more than 30 calendar days nor less than 15 calendar days in advance of the Public Hearing. Upon completion of the public notification mailings, a sworn affidavit (see below) verifying the mailing occurred shall be filed with the Community & Economic Development Department no less than four business days in advance of the Public Hearing.

**NOTIFICATION OF PUBLIC HEARING AFFIDAVIT**

I, Sean P. Carney, hereby certify under penalty of perjury as follows:

1. That on the 21 day of February, 2020, such day being not less than 15 days before the hearing so described, affiant caused to be mailed, through certified or registered mail, return receipt requested, in the Post Office of Lincolnshire, Illinois, copies of the attached Notice of Public Hearing to the owners, as recorded in the office of the recorder of deeds or the registrar of titles of the county in which the property is located and as appears from the authentic tax records of such county, of all property within 250 feet in each direction of the location for which the application has been filed, excluding public rights of way of the subject site, located at 1-3 Stevenson Drive, Lincolnshire, IL 60069, and to the owners, or representatives, of property listed as exempt.
2. That the parties to whom said notice was mailed are set forth on the attached list (*attach list to this affidavit*).

Sean P. Carney  
Signature

SUBSCRIBED AND SWORN TO ME before this 3 day of March, 2020

(SEAL)

Lorena Garcia  
Notary Public



State of Illinois  
County of Lake

# COMMITMENT FOR TITLE INSURANCE



## Chicago Title Insurance Company

CHICAGO TITLE INSURANCE COMPANY, a Florida corporation, herein called the Company, for valuable consideration, commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the Proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest in the Land described or referred to in Schedule A, upon payment of the premiums and charges and compliance with the Requirements; all subject to the provisions of Schedule A and B and to the Conditions of this Commitment.

This Commitment shall be effective only when the identity of the Proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A by the Company.

All liability and obligation under this Commitment shall cease and terminate 6 months after the Effective Date or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue the policy or policies is not the fault of the Company.

The Company will provide a sample of the policy form upon request.

IN WITNESS WHEREOF, Chicago Title Insurance Company has caused its corporate name and seal to be affixed by its duly authorized officers on the date shown in Schedule A.

Issued By:

CHICAGO TITLE COMPANY, LLC  
820 PARKVIEW BLVD  
LOMBARD, IL 60148

Refer Inquiries To:  
(800) 284-7545



CHICAGO TITLE INSURANCE COMPANY

By

Authorized Signatory

Commitment No.: 1408 010019964 HE

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE A**

YOUR REFERENCE: STEVENSON HIGH SCHOOL

ORDER NO. : 1408 010019964 HE

**EFFECTIVE DATE:** MARCH 9, 2017

**1. POLICY OR POLICIES TO BE ISSUED:**

OWNER' S POLI CY: ALTA OWNER' S 2006 W/SI GNATURE  
AMOUNT: \$10,000.00  
PROPOSED I NSURED: I NFORMATI ONAL COMMI TMENT

**2. THE ESTATE OR INTEREST IN THE LAND DESCRIBED OR REFERRED TO IN THIS COMMITMENT IS FEE SIMPLE, UNLESS OTHERWISE NOTED.**

**3. TITLE TO THE ESTATE OR INTEREST IN THE LAND IS AT THE EFFECTIVE DATE VESTED IN:**  
REGIONAL BOARD OF SCHOOL TRUSTEES OF LAKE COUNTY, ILLINOIS, FOR THE USE AND BENEFIT OF  
CONSOLIDATED HIGH SCHOOL DISTRICT #125, AS TO PARCELS 1 THROUGH 5

THE BOARD OF EDUCATION, SCHOOL DISTRICT #125, A BODY POLI TIC ORGANIZED UNDER THE

CONTINUED ON NEXT PAGE

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE A (CONTINUED)**

ORDER NO. : 1408 010019964 HE

**3. VESTED IN (CONTINUED):**

SCHOOL CODE OF THE STATE OF ILLINOIS, AS TO PARCEL 6

THE COUNTY BOARD OF SCHOOL TRUSTEES OF LAKE COUNTY, ILLINOIS, FOR THE USE AND BENEFIT OF ELA-VERNON CONSOLIDATED HIGH SCHOOL DISTRICT #125 OF LAKE COUNTY, ILLINOIS, AS TO PARCELS 7 AND 8

COUNTY BOARD OF SCHOOL TRUSTEES OF LAKE COUNTY, ILLINOIS, AND THEIR SUCCESSORS IN OFFICE, FOR THE USE AND BENEFIT OF CONSOLIDATED HIGH SCHOOL DISTRICT #125 AS TO PARCEL 9

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE A (CONTINUED)**

ORDER NO. : 1408 010019964 HE

**4A. LOAN POLICY 1 MORTGAGE OR TRUST DEED TO BE INSURED:**

NONE

**4B. LOAN POLICY 2 MORTGAGE OR TRUST DEED TO BE INSURED:**

NONE



**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE A (CONTINUED)**

ORDER NO. : 1408 010019964 HE

**5. THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:**

PARCEL 1: THAT PART OF THE SOUTHWEST 1/4 OF SECTION 15, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID QUARTER SECTION; RUNNING THENCE SOUTH 88 AND THREE-FOURTHS DEGREES EAST 9.53 CHAINS; THENCE SOUTH 20 MINUTES WEST TO A POINT ON THE WEST LINE OF HOLTZ ROAD THAT IS 1619.97 FEET SOUTH OF THE NORTH LINE OF SAID QUARTER SECTION; THENCE WEST ALONG A LINE PARALLEL TO SAID NORTH LINE, 100 FEET; THENCE NORTH ALONG A LINE PARALLEL TO THE WEST LINE OF SAID ROAD TO A POINT THAT IS 1352.44 FEET SOUTH OF THE NORTH LINE OF SAID QUARTER SECTION; THENCE WEST ALONG A LINE PARALLEL TO THE NORTH LINE OF SAID QUARTER SECTION TO THE WEST LINE OF SAID QUARTER SECTION; THENCE NORTH ALONG THE WEST LINE OF SAID QUARTER SECTION TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 2: THE SOUTH 344.30 FEET OF THE NORTH 2024.30 FEET (AS MEASURED ALONG THE WEST LINE THEREOF) OF THAT PART OF THE SOUTHWEST 1/4 OF SECTION 15 AND OF THE NORTHWEST 1/4 OF SECTION 22, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 15 AND RUNNING THENCE SOUTH 88 3/4 DEGREES EAST 9.53 CHAINS (628.98 FEET); THENCE SOUTH 20 MINUTES WEST 42.25 CHAINS (2788.50 FEET) TO A STAKE; THENCE SOUTH 79 DEGREES WEST 9.75 CHAINS (643.50 FEET) TO A POINT 4.37 CHAINS (288.42 FEET) SOUTH OF THE CORNER OF SECTIONS 16, 15, 21 AND 22; AND THENCE NORTH 20 MINUTES EAST TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 3: THE SOUTH 60.03 FEET OF THE NORTH 1680 FEET OF THE EAST 100 FEET AND THE SOUTH 327.56 FEET OF THE NORTH 1680 FEET, EXCEPTING THEREFROM THE EAST 100 FEET (ALL AS MEASURED ALONG THE WEST LINE THEREOF OR AT RIGHT ANGLES TO THE EAST LINE THEREOF) OF THAT PART OF THE SOUTHWEST 1/4 OF SECTION 15 AND OF THE NORTHWEST 1/4 OF SECTION 22, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 15 AND RUNNING THENCE SOUTH 88 DEGREES 3/4 DEGREEE 9.53 CHAINS (628.98 FEET); THENCE SOUTH 20 MINUTES WEST 42.25 CHAINS (2788.50 FEET) TO A STAKE; THENCE SOUTH 79 DEGREES WEST 9.75 CHAINS (643.50 FEET) TO A POINT 4.37 CHAINS (288.42 FEET) SOUTH OF THE CORNER OF SECTIONS 16, 15, 21 AND 22; AND THENCE NORTH 20 MINUTES EAST TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 4: THE WEST 301.65 FEET OF THE NORTH 583.59 FEET OF THE EAST 1/2 OF THE EAST 1/2 OF THE SOUTH EAST 1/4 (BEING PART OF LOT 29 IN SCHOOL TRUSTEES' SUBDIVISION) OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

PARCEL 5: THE NORTH 583.59 FEET LYING EASTERLY OF THE WEST 361.65 FEET OF THE EAST 1/2 OF THE EAST 1/2 OF THE SOUTH EAST 1/4 (BEING PART OF LOT 29 IN SCHOOL TRUSTEES' SUBDIVISION) OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN LAKE COUNTY, ILLINOIS.

PARCEL 6: THE EAST 1/2 OF THE EAST 1/2 OF THE SOUTH EAST 1/4 (BEING PART OF LOTS

CONTINUED ON NEXT PAGE

**COMMITMENT FOR TITLE INSURANCE  
SCHEDULE A (CONTINUED)**

ORDER NO. : 1408 010019964 HE

**5. THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS (CONTINUED):**

29 AND 35 IN SCHOOL TRUSTEES' SUBDIVISION) (EXCEPT THE WEST 301.65 FEET OF THE NORTH 583.59 FEET AND EXCEPT THE NORTH 583.59 FEET LYING EASTERLY OF THE WEST 361.65 FEET) IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

PARCEL 7: THE WEST 465.25 FT TO THE EAST 665.25 FEET OF THAT PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CENTER LINE OF STATE BOND ISSUE ROUTE 22 (AS MEASURED ON THE NORTH LINE OF SAID QUARTER SECTION), IN LAKE COUNTY, ILLINOIS.

PARCEL 8: THE EAST 200 FEET OF THAT PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, (AS MEASURED ON THE NORTH LINE OF SAID QUARTER SECTION), LYING NORTH OF THE CENTER LINE OF STATE BOND ISSUE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 9: THE EAST 10 FEET OF LOTS 29 AND 30 IN PRAIRIE RIDGE SUBDIVISION, BEING A SUBDIVISION OF THE WEST 1/2 OF LOT 35 AND PART OF THE WEST 1/2 OF LOT 29 IN SCHOOL TRUSTEES' SUBDIVISION OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID PRAIRIE RIDGE SUBDIVISION RECORDED DECEMBER 13, 1960 AS DOCUMENT 1092456, IN BOOK 36 OF PLATS, PAGE 68, IN LAKE COUNTY, ILLINOIS.

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE B**

ORDER NO. : 1408 010019964 HE

SCHEDULE B OF THE POLICY OR POLICIES TO BE ISSUED WILL CONTAIN EXCEPTIONS TO THE FOLLOWING MATTERS UNLESS THE SAME ARE DISPOSED OF TO THE SATISFACTION OF THE COMPANY.

GENERAL EXCEPTIONS

1. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY PUBLIC RECORDS.
2. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
3. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY PUBLIC RECORDS.
4. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
5. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.
6. IF EXTENDED COVERAGE OVER THE FIVE GENERAL EXCEPTIONS IS REQUESTED, WE SHOULD BE FURNISHED THE FOLLOWING:
  - A. A CURRENT ALTA/ACSM OR ILLINOIS LAND TITLE SURVEY CERTIFIED TO CHICAGO TITLE INSURANCE COMPANY;
  - B. A PROPERLY EXECUTED ALTA STATEMENT;

MATTERS DISCLOSED BY THE ABOVE DOCUMENTATION WILL BE SHOWN SPECIFICALLY.

NOTE: THERE WILL BE AN ADDITIONAL CHARGE FOR THIS COVERAGE.

7. NOTE FOR INFORMATION: THE COVERAGE AFFORDED BY THIS COMMITMENT AND ANY POLICY ISSUED PURSUANT HERETO SHALL NOT COMMENCE PRIOR TO THE DATE ON WHICH ALL CHARGES PROPERLY BILLED BY THE COMPANY HAVE BEEN FULLY PAID.

- N
8. TAXES FOR THE YEARS 2016 AND 2017

PERMANENT INDEX NUMBERS:

15-15-300-016, PARCEL 1  
15-15-300-015, PARCELS 2 AND 3  
15-16-400-006, PARCEL 4  
15-16-400-008, PARCEL 5  
15-16-400-007, PARCEL 6  
15-21-200-005, PARCEL 7  
15-21-200-006, PARCEL 8  
15-16-402-014, PARCEL 9

NOTE: 2015 TAXES ARE MARKED EXEMPT ON THE COLLECTORS BOOKS.

2016 AND 2017 TAXES ARE NOT YET DUE OR PAYABLE.

- M
9. MUNICIPAL REAL ESTATE TRANSFER TAX STAMPS (OR PROOF OF EXEMPTION) MUST ACCOMPANY ANY CONVEYANCE AND CERTAIN OTHER TRANSFERS OF PROPERTY LOCATED IN LINCOLNSHIRE. PLEASE CONTACT SAID MUNICIPALITY PRIOR TO CLOSING FOR ITS SPECIFIC REQUIREMENTS, WHICH MAY INCLUDE THE PAYMENT OF FEES, AN INSPECTION OR OTHER APPROVALS.

- L
10. NOTE: THE LAND DESCRIBED IN SCHEDULE A EITHER IS UNSUBDIVIDED PROPERTY OR

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE B (CONTINUED)**

ORDER NO. : 1408 010019964 HE

CONSTITUTES PART OF A SUBDIVIDED LOT. AS A RESULT, A PLAT ACT AFFIDAVIT SHOULD ACCOMPANY ANY CONVEYANCE TO BE RECORDED. IN THE ALTERNATIVE, COMPLIANCE SHOULD BE HAD WITH THE PROVISIONS OF THE PLAT ACT (765 ILCS 205/1 ET SEQ.).

A 11. RIGHTS OF THE PUBLIC, MUNICIPALITY AND THE STATE OF ILLINOIS IN AND TO THAT PART OF THE LAND HEREIN FALLING IN PORT CLINTON ROAD.

B 12. ORDINANCE GRANTING ZONING VARIATIONS TO FALCON DEVELOPMENT COMPANY FOR WINCHESTER MANOR, A PLANNED UNIT DEVELOPMENT, RECORDED AUGUST 16, 1982, AS DOCUMENT 2172677, AND THE TERMS, CONDITIONS AND PROVISIONS THEREIN CONTAINED.

(AFFECTS THAT PART OF PARCEL 1 FALLING 2 THE FOLLOWING DESCRIBED LAND:  
BEGINNING AT A POINT ON THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 22, SAID POINT BEING 4.37 CHAINS (RECORD) SOUTH OF THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 22; THENCE NORTHERLY ALONG SAID WEST LINE OF THE NORTHWEST 1/4 OF SECTION 22, A DISTANCE OF 4.37 CHAINS (RECORD) TO THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 22; THENCE NORTHERLY ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 15, A DISTANCE OF 647 FEET; THENCE EASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED LINE TO A POINT ON THE EASTERLY LINE OF SAID PARCEL 1; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID PARCEL 1 TO THE SOUTHEAST CORNER OF SAID PARCEL 1; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY LINE OF SAID PARCEL 1, A DISTANCE OF 9.75 CHAINS (RECORD) TO THE POINT OF BEGINNING).

C 13. RIGHTS OF WAY FOR DRAINAGE TILES, DITCHES, FEEDERS AND LATERALS, IF ANY.

D 14. RIGHTS OF THE PUBLIC, MUNICIPALITY AND ADJOINING OWNERS IN AND TO THE UNINTERRUPTED FLOW OF THE WATERS OF THE STREAM RUNNING THROUGH THE LAND HEREIN.

E 15. RIGHTS OF THE PUBLIC, MUNICIPALITY AND ADJOINING OWNERS IN AND TO THAT PART OF THE LAND HEREIN FALLING IN ROADS AND HIGHWAYS.

F 16. RIGHTS OF THE PUBLIC AND STATE OF ILLINOIS IN AND TO SO MUCH OF THE LAND HEREIN AS DEDICATED FOR ROAD PURPOSES BY INSTRUMENT DATED NOVEMBER 12, 1924 AND RECORDED DECEMBER 12, 1924 AS DOCUMENT 250066.

(AFFECTS PARCELS 7 AND 8).

G 17. EASEMENT FOR PUBLIC UTILITIES OVER THE LAND, AS SHOWN ON PLAT OF SAID SUBDIVISION

(AFFECTS PARCEL 9).

H 18. COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE INSTRUMENT MADE BY FIRST NATIONAL BANK OF LAKE FOREST, AS TRUST NUMBER 1669 DATED MARCH 24, 1961 AND RECORDED MARCH 28, 1961 AS DOCUMENT 1103111

NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION

(AFFECTS PARCEL 9).

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**  
**SCHEDULE B (CONTINUED)**

ORDER NO. : 1408 010019964 HE

- I 19. RECAPTURE FEES IN FAVOR OF NORTHGATE INVESTMENT, INC. FOR THE CONSTRUCTION OF A SANITARY SEWER SYSTEM AS DISCLOSED BY AGREEMENT MADE BY AND BETWEEN THE VILLAGE OF LINCOLNSHIRE, NORTHGATE INVESTMENT, INC. AND TOWER PARKWAY ASSOCIATES, DATED APRIL 10, 1989 AND RECORDED JUNE 1, 1989 AS DOCUMENT 2797286.
- J 20. TERMS AND PROVISIONS CONTAINED IN AN ORDINANCE BY THE VILLAGE OF LINCOLNSHIRE RECORDED JULY 16, 1981 AS DOCUMENT 2122012, PROVIDING FOR ESTABLISHMENT OF EXTENSION, CONNECTION, TAP ON AND RECAPTURE CHARGES TO THE SPECIAL FIRE PROTECTION AREA SYSTEM.
- K 21. TERMS AND PROVISIONS CONTAINED IN THE AGREEMENT FOR WATER MAIN AND SANITARY SEWER FINANCING, CONSTRUCTION AND OWNERSHIP MADE BY AND BETWEEN THE COUNTY OF LAKE AND THE VILLAGE OF LINCOLNSHIRE DATED MAY 8, 1989 AND RECORDED JUNE 1, 1989 AS DOCUMENT 2797285.
- O 22. TERMS AND PROVISIONS SET FORTH IN ANNEXATION AGREEMENT FOR ADALI E. STEVENSON HIGH SCHOOL DISTRICT 125 RECORDED FEBRUARY 18, 1992 AS DOCUMENT 3116733.
- P 23. VARIANCE FOR WATER WELL RECORDED DECEMBER 2, 1997 AS DOCUMENT 4054298 MADE BY THE LAKE COUNTY HEALTH DEPARTMENT FOR THE ADLAI STEVENSON HIGH SCHOOL.
- Q 24. EASEMENT IN FAVOR OF VILLAGE OF LINCOLNSHIRE, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED/FILED AS DOCUMENT NO. 5594552.
- (SEE DOCUMENT FOR EXACT LOCATION)
- S 25. AGREEMENT PERTAINING TO REGULATION OF TRAFFIC AND PARKING ON THE ADLAI E. STEVENSON HIGH SCHOOL DISTRICT NO. 125 RECORDED SEPTEMBER 28, 2012 AS DOCUMENT 6903009 MADE BETWEEN THE VILLAGE OF LINCOLNSHIRE AND ADLAI E. STEVENSON HIGH SCHOOL DISTRICT NO. 125.
- R 26. THIS COMMITMENT IS FOR INFORMATIONAL PURPOSES ONLY. ANY POLICY ISSUED WILL BE SUBJECT TO PAYMENT OF THE FULL POLICY PREMIUM.

\*\* END \*\*

**CHICAGO TITLE INSURANCE COMPANY**  
**COMMITMENT FOR TITLE INSURANCE**

ORDER NO. : 1408    010019964 HE

**CONDITIONS**

1. The term mortgage, when used herein, shall include deed of trust, trust deed, or other security instrument.
2. If the proposed Insured has or acquired actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 or these Conditions.
3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and Conditions and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.
4. This Commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.
5. The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at < <http://www.alta.org/> > .

# **CHICAGO TITLE INSURANCE COMPANY**

## **1031 EXCHANGE SERVICES**

**If your transaction involves a tax deferred exchange, we offer this service through our 1031 division, IPX1031. As the nation's largest 1031 company, IPX1031 offers guidance and expertise. Security for Exchange funds includes segregated bank accounts and a 100 million dollar Fidelity Bond. Fidelity National Title Group also provides a 50 million dollar Performance Guaranty for each Exchange. For additional information or to set-up an Exchange, please call Scott Nathanson at (312) 223-2178 or Anna Barsky at (312) 223-2169.**

# FIDELITY NATIONAL FINANCIAL

## PRIVACY NOTICE

Effective Date: January 6, 2015

Fidelity National Financial, Inc. and its majority-owned subsidiary companies providing real estate- and loan-related services (collectively, "FNF", "our" or "we") respect and are committed to protecting your privacy. This Privacy Notice lets you know how and for what purposes your Personal Information (as defined herein) is being collected, processed and used by FNF. We pledge that we will take reasonable steps to ensure that your Personal Information will only be used in ways that are in compliance with this Privacy Notice. The provision of this Privacy Notice to you does not create any express or implied relationship, or create any express or implied duty or other obligation, between Fidelity National Financial, Inc. and you. See also **No Representations or Warranties** below.

This Privacy Notice is only in effect for any generic information and Personal Information collected and/or owned by FNF, including collection through any FNF website and any online features, services and/or programs offered by FNF (collectively, the "Website"). This Privacy Notice is not applicable to any other web pages, mobile applications, social media sites, email lists, generic information or Personal Information collected and/or owned by any entity other than FNF.

### How Information is Collected

The types of personal information FNF collects may include, among other things (collectively, "Personal Information"): (1) contact information (e.g., name, address, phone number, email address); (2) demographic information (e.g., date of birth, gender, marital status); (3) Internet protocol (or IP) address or device ID/UDID; (4) social security number (SSN), student ID (SIN), driver's license, passport, and other government ID numbers; (5) financial account information; and (6) information related to offenses or criminal convictions.

In the course of our business, we may collect Personal Information about you from the following sources

- o Applications or other forms we receive from you or your authorized representative;
- o Information we receive from you through the Website;
- o Information about your transactions with or services performed by us, our affiliates, or others; and
- o From consumer or other reporting agencies and public records maintained by governmental entities that we either obtain directly from those entities, or from our affiliates or others.

### Additional Ways Information is Collected Through the Website

**Browser Log Files.** Our servers automatically log each visitor to the Website and collect and record certain information about each visitor. This information may include IP address, browser language, browser type, operating system, domain names, browsing history (including time spent at a domain, time and date of your visit), referring/exit web pages and URLs, and number of clicks. The domain name and IP address reveal nothing personal about the user other than the IP address from which the user has accessed the Website.

**Cookies.** From time to time, FNF or other third parties may send a "cookie" to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive and that can be re-sent to the serving website on subsequent visits. A cookie, by itself, cannot read other data from your hard disk or read other cookie files already on your computer. A cookie, by itself, does not damage your system. We, our advertisers and other third parties may use cookies to identify and keep track of, among other things, those areas of the Website and third party websites that you have visited in the past in order to enhance your next visit to the Website. You can choose whether or not to accept cookies by changing the settings of your Internet browser, but some functionality of the Website may be impaired or not function as intended. See the **Third Party Opt Out** section below.

**Web Beacons.** Some of our web pages and electronic communications may contain images, which may or may not be visible to you, known as Web Beacons (sometimes referred to as "clear gifs"). Web Beacons collect only limited information that includes a cookie number; time and date of a page view; and a description of the page on which the Web Beacon resides. We may also carry Web Beacons placed by third party advertisers. These Web Beacons do not carry any Personal Information and are only used to track usage of the Website and activities associated with the Website. See the **Third Party Opt Out** section below.

**Unique Identifier.** We may assign you a unique internal identifier to help keep track of your future visits. We may use this information to gather aggregate demographic information about our visitors, and we may use it to

personalize the information you see on the Website and some of the electronic communications you receive from us. We keep this information for our internal use, and this information is not shared with others.

**Third Party Opt Out.** Although we do not presently, in the future we may allow third-party companies to serve advertisements and/or collect certain anonymous information when you visit the Website. These companies may use non-personally identifiable information (e.g., click stream information, browser type, time and date, subject of advertisements clicked or scrolled over) during your visits to the Website in order to provide advertisements about products and services likely to be of greater interest to you. These companies typically use a cookie or third party Web Beacon to collect this information, as further described above. Through these technologies, the third party may have access to and use non-personalized information about your online usage activity.

You can opt-out of online behavioral services through any one of the ways described below. After you opt-out, you may continue to receive advertisements, but those advertisements will no longer be as relevant to you.

- o You can opt-out via the Network Advertising Initiative industry opt-out at <http://www.networkadvertising.org/>.
- o You can opt-out via the Consumer Choice Page at [www.aboutads.info](http://www.aboutads.info).
- o For those in the U.K., you can opt-out via the IAB UK's industry opt-out at [www.youronlinechoices.com](http://www.youronlinechoices.com).
- o You can configure your web browser (Chrome, Firefox, Internet Explorer, Safari, etc.) to delete and/or control the use of cookies.

More information can be found in the Help system of your browser. Note: If you opt-out as described above, you should not delete your cookies. If you delete your cookies, you will need to opt-out again.

### Use of Personal Information

Information collected by FNF is used for three main purposes:

- o To provide products and services to you or one or more third party service providers (collectively, "Third Parties") who are obtaining services on your behalf or in connection with a transaction involving you.
- o To improve our products and services that we perform for you or for Third Parties.
- o To communicate with you and to inform you about FNF's, FNF's affiliates and third parties' products and services.

We may provide your Personal Information (excluding information we receive from consumer or other credit reporting agencies) to various individuals and companies, as permitted by law, without obtaining your prior authorization. Such laws do not allow consumers to restrict these disclosures. Disclosures may include, without limitation, the following:

- o To agents, brokers, representatives, or others to provide you with services you have requested, and to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure in connection with an insurance transaction;
- o To third-party contractors or service providers who provide services or perform marketing services or other functions on our behalf;
- o To law enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoenas or court orders; and/or
- o To lenders, lien holders, judgement creditors, or other parties claiming an encumbrance or an interest in title whose claim or interest must be determined, settled, paid or released prior to a title or escrow closing.

In addition to the other times when we might disclose information about you, we might also disclose information when required by law or in the good-faith belief that such disclosure is necessary to: (1) comply with a legal process or applicable laws; (2) enforce this Privacy Notice; (3) respond to claims that any materials, documents, images, graphics, logos, designs, audio, video and any other information provided by you violates the rights of third parties; or (4) protect the rights, property or personal safety of FNF, its users or the public.

We maintain reasonable safeguards to keep the Personal Information that is disclosed to us secure. We provide Personal Information and non-Personal Information to our subsidiaries, affiliated companies, and other businesses or persons for the purposes of processing such information on our behalf and promoting the services of our trusted business partners, some or all of which may store your information on servers outside of the United States. We require that these parties agree to process such information in compliance with our Privacy Notice or in a similar, industry-standard manner, and we use reasonable efforts to limit their use of such information and to use other appropriate confidentiality and security measures. The use of your information by one of our trusted business partners may be subject to that

party's own Privacy Notice. We do not, however, disclose information we collect from consumer or credit reporting agencies with our affiliates or others without your consent, in conformity with applicable law, unless such disclosure is otherwise permitted by law.

We also reserve the right to disclose Personal Information and/or non-Personal Information to take precautions against liability, investigate and defend against any third-party claims or allegations, assist government enforcement agencies, protect the security or integrity of the Website, and protect the rights property, or personal safety of FNF, our users or others.

We reserve the right to transfer your Personal Information, as well as any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets. We also cannot make any representations regarding the use or transfer of your Personal Information or other information that we may have in the event of our bankruptcy, reorganization, insolvency, receivership or an assignment for the benefit of creditors, and you expressly agree and consent to the use and/or transfer of your Personal Information or other information in connection with a sale or transfer of some or all of our assets in any of the above described proceedings. Furthermore, we cannot and will not be responsible for any breach of security by any third parties or for any actions of any third parties that receive any of the information that is disclosed to us.

### Information from Children

We do not collect Personal Information from any person that we know to be under the age of thirteen (13). Specifically, the Website is not intended or designed to attract children under the age of thirteen (13). You affirm that you are either more than 18 years of age, or an emancipated minor, or possess legal parental or guardian consent, and are fully able and competent to enter into the terms, conditions, obligations, affirmations, representations, and warranties set forth in this Privacy Notice, and to abide by and comply with his Privacy Notice. In any case, you affirm that you are over the age of 13, as **THE WEBSITE IS NOT INTENDED FOR CHILDREN UNDER 13 THAT ARE UNACCOMPANIED BY HIR OR HER PARENT OR LEGAL GUARDIAN.**

Parents should be aware that FNF's Privacy Notice will govern our use of Personal Information, but also that information that is voluntarily given by children - or others - in email exchanges, bulletin boards or the like may be used by other parties to generate unsolicited communications. FNF encourages all parents to instruct their children in the safe and responsible use of their Personal Information while using the Internet.

### Privacy Outside the Website

The Website may contain various links to other websites, including links to various third party service providers. FNF is not and cannot be responsible for the privacy practices or the content of any of those other websites. Other than under agreements with certain reputable organizations and companies, and except for third party service providers whose services either we use or you voluntarily elect to utilize, we do not share any of the Personal Information that you provide to us with any of the websites to which the Website links, although we may share aggregate, non-Personal Information with those other third parties. Please check with those websites in order to determine their privacy policies and your rights under them.

### European Union Users

If you are a citizen of the European Union, please note that we may transfer your Personal Information outside the European Union for use for any of the purposes described in this Privacy Notice. By providing FNF with your Personal Information, you consent to both our collection and such transfer to your Personal Information in accordance with this Privacy Notice.

### Choices with Your Personal Information

Whether you submit Personal Information to FNF is entirely up to you. You may decide not to submit Personal Information, in which case FNF may not be able to provide certain services or products to you.

You may choose to prevent FNF from disclosing or using your Personal Information under certain circumstances ("opt out"). You may opt out of any disclosure or use of your Personal Information for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization by notifying us by one of the methods at the end of this Privacy Notice. Furthermore, even where your Personal Information is to be disclosed and used in accordance with the stated purposes in this Privacy Notice, you may elect to opt out of such disclosure to and use by a third party that is not acting as an agent of FNF. As described above, there are some uses from which you cannot opt-out.

Please note that opting out of the disclosure and use of your Personal Information as a prospective employee may prevent you from being hired as an employee by FNF to the extent that provision of your Personal Information is required to apply for an open position.

If FNF collects Personal Information from you, such information will not be disclosed or used by FNF for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization unless you affirmatively consent to such disclosure and use.

You may opt out of online behavioral advertising by following the instructions set forth above under the above section "Additional Ways That Information Is Collected Through the Website," subsection "Third Party Opt Out."

### Access and Correction

To access your Personal Information in the possession of FNF and correct inaccuracies of that information in our records, please contact us in the manner specified at the end of this Privacy Notice. We ask individuals to identify themselves and the information requested to be accessed and amended before processing such requests, and we may decline to process requests in limited circumstances as permitted by applicable privacy legislation.

### Your California Privacy Rights

Under California's "Shine the Light" law, California residents who provide certain personally identifiable information in connection with obtaining products or services for personal, family or household use are entitled to request and obtain from us once a calendar year information about the customer information we shared, if any, with other business for their own direct marketing uses. If applicable, this information would include the categories of customer information and the names and addresses of those businesses with which we shared customer information for the immediately prior calendar year (e.g., requests made in 2014 will receive information regarding 2012 sharing activities).

To obtain this information on behalf of FNF, please send an email message to [privacy@fnf.com](mailto:privacy@fnf.com) with "Request for California Privacy Information" in the subject line and in the body of your message. We will provide the requested information to you at your email address in response.

Please be aware that not all information sharing is covered by the "Shine the Light" requirements and only information on covered sharing will be included in our response.

Additionally, because we may collect your Personal Information from time to time, California's Online Privacy Protection Act requires us to disclose how we respond to "do not track" requests and other similar mechanisms. Currently, our policy is that we do not recognize "do not track" requests from Internet browsers and similar devices.

### No Representations or Warranties

By providing this Privacy Notice, Fidelity National Financial, Inc. does not make any representations or warranties whatsoever concerning any products or services provided to you by its majority-owned subsidiaries. In addition, you also expressly agree that your use of the Website is at your own risk. Any services provided to you by Fidelity National Financial, Inc. and/or the Website are provided "as is" and "as available" for your use, without representations or warranties of any kind, either express or implied, unless such warranties are legally incapable of exclusion. Fidelity National Financial, Inc. makes no representations or warranties that any services provided to you by it or the Website, or any services offered in connection with the Website are or will remain uninterrupted or error-free, that defects will be corrected, or that the web pages on or accessed through the Website, or the servers used in connection with the Website, are or will remain free from any viruses, worms, time bombs, drop dead devices, Trojan horses or other harmful components. Any liability of Fidelity National Financial, Inc. and your exclusive remedy with respect to the use of any product or service provided by Fidelity National Financial, Inc. including on or accessed through the Website, will be the re-performance of such service found to be inadequate.

### Your Consent to This Privacy Notice

By submitting Personal Information to FNF, you consent to the collection and use of information by us as specified above or as we otherwise see fit, in compliance with this Privacy Notice, unless you inform us otherwise by means of the procedure identified below. If we decide to change this Privacy Notice, we will make an effort to post those changes on the Website. Each time we collect information from you following any amendment of this Privacy Notice will signify your assent to and acceptance of its revised terms for all previously collected information and information collected from you in the future. We

may use comments, information or feedback that you may submit in any manner that we may choose without notice or compensation to you.

If you have additional questions or comments, please let us know by sending your comments or requests to:

Fidelity National Financial, Inc.  
601 Riverside Avenue  
Jacksonville, Florida 32204  
Attn: Chief Privacy Officer  
(888)934-3354  
privacy@fnf.com

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Effective as of January 6, 2015  
Last Updated January 25, 2015

ANNEXATION PARCEL: (16139 Port Clinton Road) THE EAST 177.63 FEET OF THE NORTH 312 FEET OF THE WEST 1/2 OF LOT 29 TOGETHER WITH THE EAST 177.63 FEET OF THE SOUTH 30 FEET OF LOT 27, ALL IN SCHOOL TRUSTEE'S SUBDIVISION IN SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 20, 1844, IN LAKE COUNTY, ILLINOIS.



# ZONING VARIATION

As a part of this application, the School District is requesting the following variances.

1.) 6-5A-3.4 - Floor Area Requirement. *The maximum floor area ratio shall not exceed 0.25 and the minimum floor area per dwelling unit shall not be less than 1,750 square feet. The ground floor area of one story dwellings shall not be less than 1,750 square, or for dwellings with more than one story, the ground floor area shall not be less than 1,000 square feet.*

| FAR Calculations                         |  |                               |              |  |
|--|--|-------------------------------|--------------|--|
| Building/Level                           |  |                               |              |  |
| Existing School Building                 |  |                               |              |  |
| Level 01 Existing Building               |  |                               | 460,531.00   |  |
| Level 02 Existing Building               |  |                               | 402,353.00   |  |
| Level 03 Existing Building               |  |                               | 62,358.00    |  |
| Level 04 Existing Building               |  |                               | 5,100.00     |  |
|  |  | Subtotal                      | 930,342.00   |  |
| Administration Building                  |  |                               |              |  |
| Level 01 Existing Building               |  |                               | 9,817.00     |  |
|  |  | Subtotal                      | 9,817.00     |  |
| Pole Barn                                |  |                               |              |  |
| Level 01 Existing Building               |  |                               | 4,160.00     |  |
|  |  | Subtotal                      | 4,160.00     |  |
| Transition House                         |  |                               |              |  |
| Level 01 Existing Building               |  |                               | 3,502.00     |  |
| Level 02 Existing Building               |  |                               | 1,771.00     |  |
|  |  | Subtotal                      | 5,273.00     |  |
|  |  | Existing Buildings Total      | 949,592.00   |  |
|  |  | Existing FAR (Non-Conforming) | 28.52%       |  |
| Proposed East Building Addition Phase II |  |                               |              |  |
| Level 01 Addition                        |  |                               | 61,237.00    |  |
| Level 02 Addition                        |  |                               | 36,200.00    |  |
| Level 03 Addition                        |  |                               | 9,000.00     |  |
|  |  | Subtotal                      | 106,437.00   |  |
|  |  | Proposed Buildings Total      | 1,056,029.00 |  |
|  |  | Proposed FAR                  | 31.72%       |  |

Floor Area Ratio - R1 25.00%

Existing Conditions (Non Conforming) 28.52%  
With Proposed Addition 31.72%

Existing Overage: 3.52%  
Proposed Overage: 6.72%  
Net Change: 3.20%

2.) 6-5A-3.6 - Maximum Impervious Surface. The maximum impervious surface may not exceed 30% of the Gross Lot Area, notwithstanding whether the calculation of the Buildable Area for the subject Lot results in a larger area for permitted structures and uses. (Amd. Ord. 07-2973-01B, eff. 1/22/07)

The total percent impervious for the existing site is 41.78%. The building addition and associated walks (some removed as part of project) will bring the total to 43.17%.

| Zoning Classification  | R-1    |       |              |      |
|--|--------|-------|--------------|------|
| Total Gross Area of Site (without Transition House Property)               | 75.17  | Acres | 3,274,413.00 | S.F. |
| Total Gross Area of Site (with Transition House Property)                  | 76.44  | Acres | 3,329,635.00 | S.F. |
| Total Area of Rights of Way as Occupied                                    | 1.58   | Acres | 68,711.00    | S.F. |
| *Total Net Area of Site (without Transition House Property)                | 73.73  | Acres | 3,211,533.00 | S.F. |
| *Total Net Area of Site (with Transition House Property)                   | 74.86  | Acres | 3,260,924.00 | S.F. |
| Total Gross Area of Impervious Surfaces (Existing, incl. Transition House) | 31.94  | Acres | 1,391,194.00 | S.F. |
| Total Gross Area of Impervious Surfaces (Proposed, incl. Transition House) | 33.00  | Acres | 1,437,450.00 | S.F. |
| Total Gross Area of Open Space (Existing, incl. Transition House)          | 44.50  | Acres | 1,938,441.00 | S.F. |
| Total Gross Area of Open Space (Proposed, incl. Transition House)          | 43.44  | Acres | 1,892,185.00 | S.F. |
| Proposed % Impervious Surfaces   | 43.17% |       |              |      |
| Permitted % Impervious Surfaces  | 30%    |       |              |      |
| Requested Variance for Change in Impervious Surfaces                       | 13.17% |       |              |      |
| * Net area subtracts Right of Way as Occupied                              |        |       |              |      |

Impervious Surfaces - R1 30.00%

Existing Conditions (Non Conforming) 41.78%  
With Proposed Addition 43.17%

Existing Overage: 11.78%  
Proposed Overage: 13.17%  
Net Change: 1.39%

3.) 6-11-3 Parking Space Size in accordance with size chart - acceptance of 18.0' stall length in Lot D

All parking spaces have 18' stall length and generally 25' drive aisles (Lot D has 24' aisles). We have field verified lots B, C, D, and E to confirm that the dimensions are as shown on these drawings. All spaces in these lots are pre-existing and have been functioning for quite some time (20+ years minimum).

## ZONING VARIATION

### 4.) 6-11-2-E-5 Number of Parking Lot Islands - Acceptance of (11) in Lot D

Parking facilities containing forty (40) parking spaces or more shall one (1) landscape island for every (15) parking spaces (see figure 2). Landscape islands shall be a minimum width of (9) feet and a minimum length of nineteen (19) feet. Landscaping shall be in accordance with Chapter 2, Landscaping, of Title 13.

In an effort to match the existing conditions and in an effort to avoid a reduction in the number of parking stalls the number of interior landscaped islands is reduced from the required 15 to 11 proposed.

All parking lot islands are pre-existing and have been functioning for quite some time (20+ years minimum).

## FINDINGS OF FACT FOR VARIANCE

Adlai E. Stevenson High School – East Building Addition Phase II  
1 Stevenson Drive  
Lincolnshire, IL 60069

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1. *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out;*

Stevenson High School has been in existence on its current site since 1965 and has expanded their facility to accommodate enrollment growth and the progression of educational delivery over the years. Recent projections in student enrollment has caused the district to explore ways to accommodate projected growth as the District remains landlocked with residential homes to the East and West, Route 22 (state highway) to the South and Port Clinton Road to the North. Following a full facility analysis and master plan, the district has determined that the enrollment projections are best accommodated by the construction of a new addition located immediately east and north of the 1996 field house. The current facility is currently zoned under R1 with a special use permit granted in 1992 and exhibited in this zoning submittal. The school district has gone to great lengths to accommodate the enrollment projections with an addition that is of a similar language and scale as the existing facility. Despite these efforts the proposed addition will increase the impervious surfaces and FAR requirements. Relief from these requirements are requested as variances described in the zoning application. In addition, relief from the size of parking stalls and width of aisles would allow the District to continue to operate in the manner desired by administration and our community.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

2. *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the zoning district in which it is located;*

The measurement of a reasonable return for a school district is not monetary. Rather, it is measured by whether it is meeting the educational needs of its students. Stevenson High School has a nationally recognized program of high performing students and faculty. The educational aspirations of the school district for delivering high performing students can be directly attributed to the way their facility has grown and responded to developing educational trends. The proposed east addition represents the latest evolution of the school facility to meet these needs.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

3. *The conditions upon which an application for a variance is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification;*

As stated above, Stevenson High School is known nationally for their ability to consistently provide education at the highest level possible. This includes program offerings to all students. Through the project feasibility stage, it was determined that the addition would be necessary to prevent the administration from lessening or eliminating current programs which are in demand from the students. Moreover, the loss of these programs would not be viewed favorably by the community.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

- 4. The alleged difficulty or hardship is not based primarily upon desire by any persons presently having an interest in the property or to increase financial gain;*

The proposed addition is not relying on a public ballot referendum, nor will the school district realize monetary gain from it's construction.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

- 5. The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located;*

The impact of the proposed addition will have a positive impact on the inhabitants of the Village. In addition to providing the much needed facility growth, the addition will be constructed with mass and materials consistent with the existing facility. Moreover, the proposed addition will pursue "net-zero" certification in that the energy needed to run the new addition will be produced on site through photovoltaic panels on the existing field house roof and addition roof.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

- 6. The granting of the variance will not alter the essential character of the neighborhood or locality;*

Since 1965 there has been a school building on the current site. As such, the character juxtaposition from the school and the surrounding neighborhood will not change. The proposed improvements are simply an extension of the current architecture using similar and repeatable materials and massing.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

- 7. The proposed variance will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood;*

Setback or Building Height variations are not being requested. The proposed

addition remains compliant with building height and setbacks and as such will not impair sunlight as presupposed by the existing zoning code. The school has included a traffic and parking study with this application which addresses how the changes in public street congestion will be accommodated. Existing fire and police access to the existing facility will not be impacted. The proposed addition will follow Lake County Stormwater Management Commission and Village requirements and as such will not impair natural drainage or create drainage problems on adjacent properties. Property values should not be impacted as the proposed addition will further enhance the educational facility shared by adjacent neighbors.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

8. *The proposed variance is consistent with the official Comprehensive Plan of the Village and other development codes of the Village.*

The variances requested with the proposed addition have no impact on the comprehensive plan for the Village.

The variances being requested are floor area ratio, maximum impervious surface, parking stall size, and number of parking lot islands.

Prepared by:

Wight & Company  
2500 North Frontage Rd.  
Darien, IL 60561

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# Adlai E. Stevenson High School

## Traffic and Parking Study

### Lincolnshire, Illinois

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**Prepared For:**

School District 125

**Prepared by:**

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

[www.eea-ltd.com](http://www.eea-ltd.com)

# 1 – INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Stevenson High School District 125 to conduct a traffic and parking study for the East Addition Phase Two at Adlai Stevenson High School in Lincolnshire, Illinois. The school is located at 1 Stevenson Drive and currently serves 4,310 students. It will be built in phases over the next three years as shown below:

**Phase 1: Enabling Projects (2020)**

- Relocate transformer
- New ComEd Power Service
- Relocate Natural Gas Service
- Peaker Plant Expansion
- Parking Lot D Bus Lane
- Modifications to Fieldhouse

**Phase 2: Fieldhouse Expansion (2021)**

- Additional Courts
- 200 Meter Track
- New Air Handling Unit(s)
- Possible Photovoltaic Array

**Phase 3: Wellness Addition (2022)**

- East Student Services
- Athletic Director Suite
- Locker Rooms
- Training
- Fitness Center

EEA's evaluation of the transportation network included an analysis of the transportation network around the site. Data was collected of the existing traffic volumes along with traffic control devices, sidewalks, bike routes, traffic lanes, and parking counts. Traffic projections were made for the Year 2027, five years after project completion, for the anticipated growth in student enrollment and regional traffic growth. Capacity analyses were conducted and the recommendations were developed to improve the school's transportation system:

Based on the following analyses, the following recommendations were developed.

1. **Transportation** – With the improvements constructed at the Port Clinton Road entrance for Phase 1 of the project, the additional growth in school and regional traffic can be accommodated by area roadways and school driveways.
2. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.

## 2 – EXISTING TRANSPORTATION NETWORK

### Site Location and Area Land-Use

Adlai E. Stevenson High School is located between IL Route 22 to the south and Port Clinton Road to the north in the Village of Lincolnshire, Illinois. The eastern edge of the campus is bordered by residential homes located along Westgate Drive, Hotz Road, and Indian Creek Road. Residential homes along Apple Hill Lane form the western border of the campus. Single-family subdivisions are located around the perimeter of the campus. The Millbrook Business Center is located southeast of the campus across IL Route 22. **Figure 1** illustrates the school's location and area roadways.

### Bicycle/Pedestrian Routes

Multi-use pedestrian and bike paths are currently located along both sides of IL Route 22 by the campus and on the south side of Port Clinton Road. Pedestrian crosswalks and signals are provided at the IL 22/Stevenson Drive/Palazzo Drive traffic signal.

### Existing Roadway System

**IL Route 22** is an east-west arterial road that extends west from Highland Park to Fox River Grove. There are two travel lanes in each direction and a barrier median for left-turn lanes at its signalized intersection with Stevenson Drive/Palazzo Drive. A westbound right-turn lane is provided for turns into the school. It is under the jurisdiction of the Illinois Department of Transportation with a 35 miles per hour (mph) speed limit.

**Port Clinton Road** is an east-west major collector road that extends between US Route 45 and Buffalo Grove Road. It has one travel lane in each direction with no median. It is under the jurisdiction of the Vernon Township and the Village of Lincolnshire with a 35 miles per hour (mph) speed limit.

**Palazzo Drive** is a local residential street extending south from IL 22. It has one travel lane in each direction with on-street parking. At Route 22, Palazzo Drive has a northbound left-turn lane and a shared thru/right-turn lane. Parking is restricted near the school. It has a 25-mph speed limit and is under the jurisdiction of the Village of Lincolnshire.

**Apple Hill Lane** is a north-south local residential road that runs between Route 22 and Port Clinton Road. It has a 25-mph speed limit and is under the jurisdiction of the Village of Lincolnshire and Vernon Township.

**Hotz Road** is a local north-south local residential road that runs between Route 22 and Indian Creek Road. It has a 30-mph speed limit and portions of the road are under the jurisdiction of the Village of Lincolnshire and Vernon Township.

**Indian Creek Road** is a local north-south local residential road that runs between Olde Half Day Road and Port Clinton Road. It has a 25-mph speed limit and is under the jurisdiction of the Vernon Township.

**Figure 2** illustrates the existing study area, travel lanes, and traffic control.

### Existing Traffic Volumes

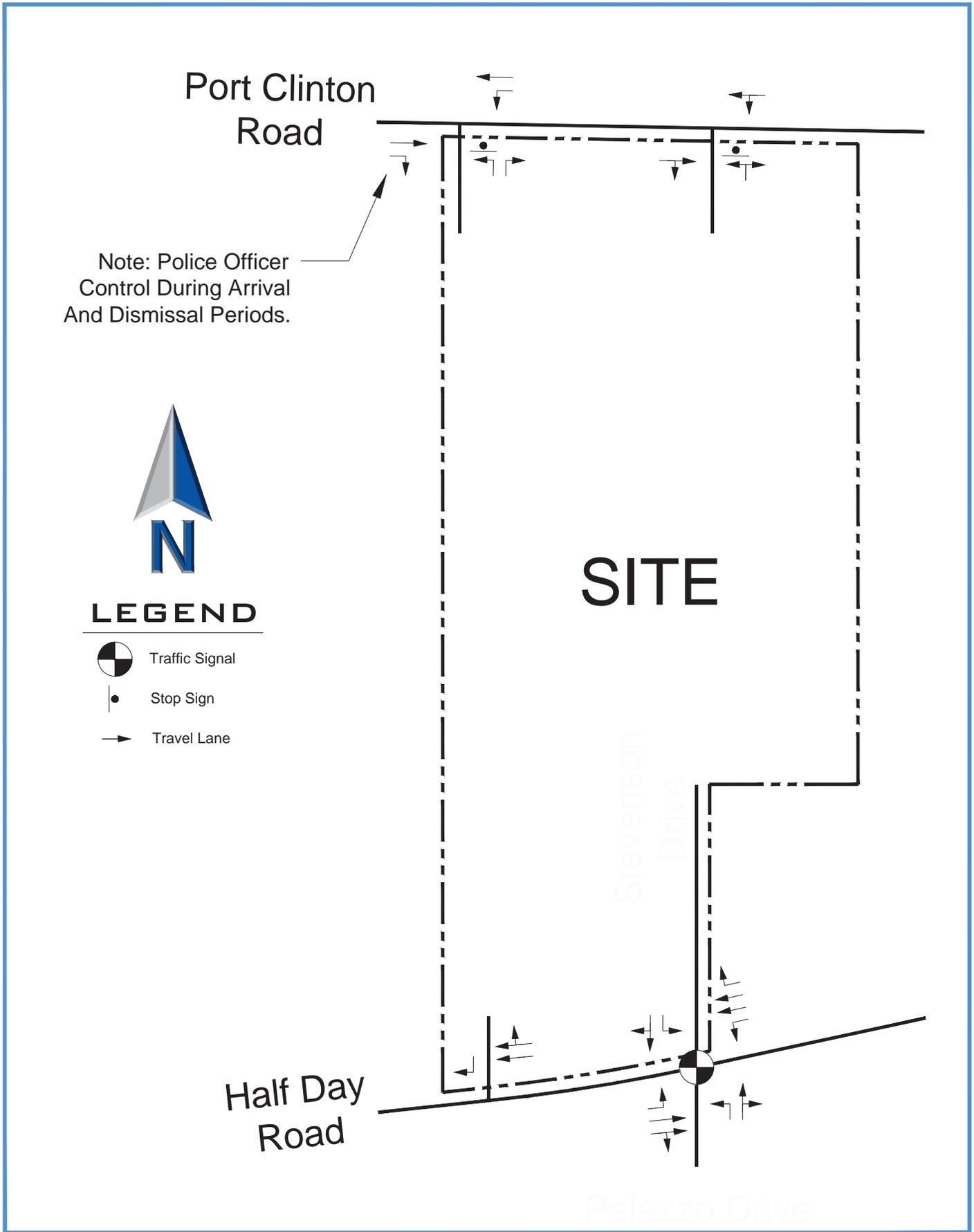
Weekday morning (6:00 to 8:00 AM) and afternoon (2:00 to 4:00 PM) manual counts were conducted at the four entrances serving the campus. These counts showed the peak-hours of school traffic occurring from 7:30 to 8:30 AM and 3:15 to 4:15 PM which coincides with the school's 8:30 AM start of classes and 3:25 PM dismissal time. **Figure 3** summarizes the existing traffic volumes with copies of the counts in the **Appendix**. Daily traffic counts from the Illinois Department of Transportation show that Route 22 carries 22,000 vehicles per day (2017) and Port Clinton Road handles 5,750 vehicles per day (2015).

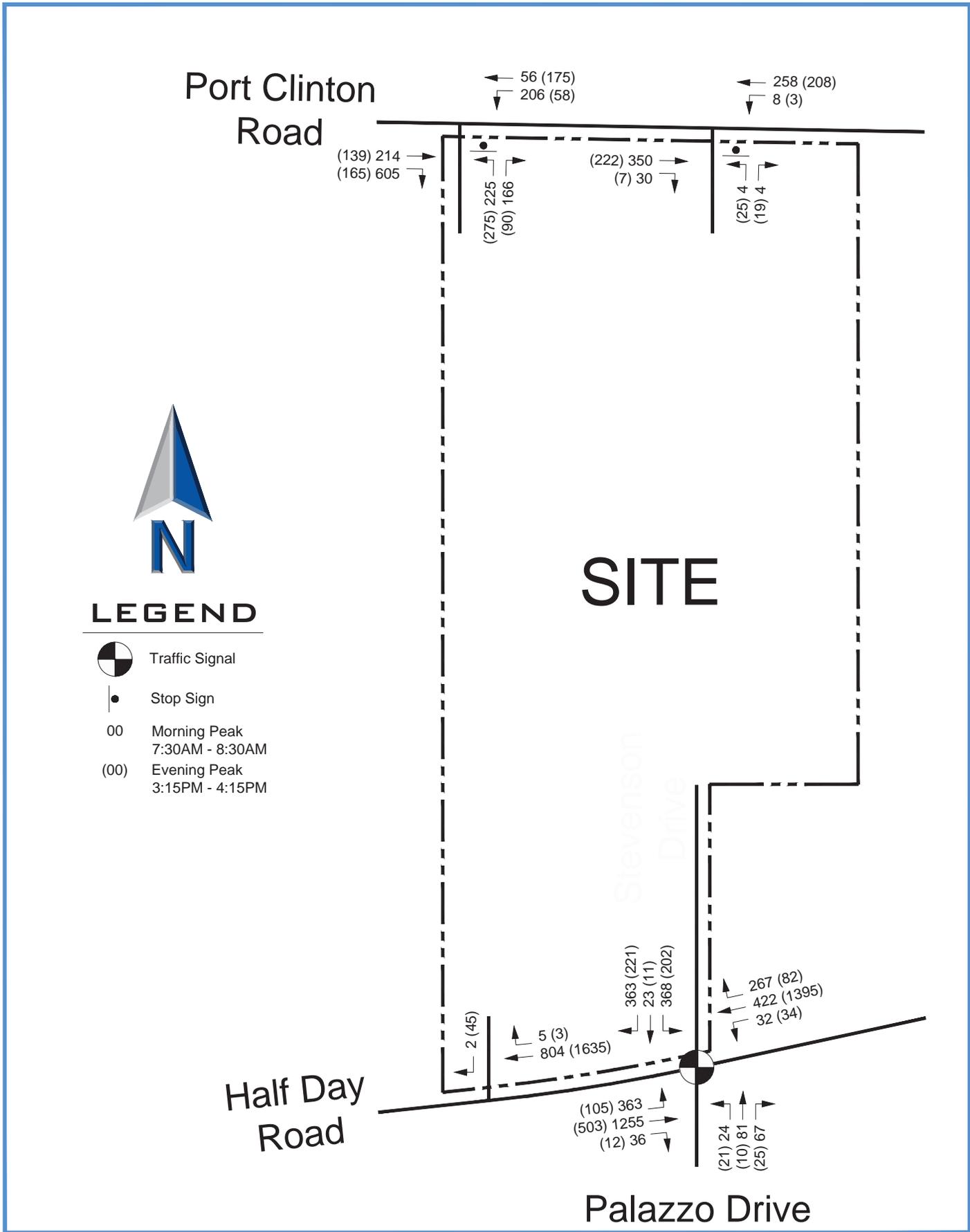


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## Site Location & Area Roadways

Figure 1





## 3 – SCHOOL TRANSPORTATION CHARACTERISTICS

### School Boundaries

The attendance boundary for Stevenson High School is irregularly shaped and includes the communities of Lincolnshire, Buffalo Grove, Kildeer, Long Grove, Lake Zurich, Hawthorn Woods, Mundelein, Mettawa, and portions of unincorporated Lake County. A copy of the attendance boundary can be found in the **Appendix**. Stevenson High School is located in the middle of the district along a north-south axis with about two thirds of the district located west of the school.

### School Arrival and Dismissal Procedures

The campus has two entrances on both Route 22 and Port Clinton Road. The west access on Route 22 is for Lot A, a restricted staff-only lot with minimal traffic and the east access on Port Clinton Road is restricted to the student-only Port Clinton Lot. Neither of these lots is connected internally to the other portions of the campus road system.

The west access on Port Clinton Road and the east access on Route 22 serve the main portion of the campus parking and circulation system which allows students, staff, and parents to enter the campus to park or load students. Within the campus, traffic circulation is divided in northern and southern areas that do not permit traffic to enter from one road and exit to the other road (i.e. traffic entering from Route 22 cannot exit onto Port Clinton Road). During the morning arrival and afternoon dismissal, Stevenson Drive is blocked just north of Lot C to prevent cross-traffic. School staff is provided at multiple locations within the campus to direct traffic.

Students are loaded on the buses along the periphery of Lots B, D and E and use the west Port Clinton drive and the signalized Route 22 intersection for access. Parents also use Lots E and B to load students. Staff parking occurs in Lots A, B, C and portions of E and D. Student parking is in the Port Clinton Lot and portions of Lots E, and D.

**Figures 4A, 4B, and 4C** summarize the existing circulation patterns on campus for school buses, staff, and students, respectively.

### Directional Distribution

The directional distribution of school related traffic approaching or departing the campus was derived from the existing traffic counts. The school trip distribution is shown on **Table 1** and **Figure 5**. IL 22 is the main route to and from the campus with 22% of school traffic from the east and 32% from the west. Port Clinton Road carries 30% of the school traffic from the west and 13% from the east. Most traffic approached the school from the west (62%) on either route which is consistent with the distribution of student residences within the school's boundaries. Please note that about 3% of the school traffic from the west shifted from Half Day Road to Port Clinton Road with the recent improvements to the west entrance on Port Clinton.

The distribution of site traffic at the individual school access drives access was also determined from the traffic counts as shown on **Table 2** and **Figure 5**. As expected, Lot A and the Port Clinton student lot has the least amount of traffic (4% total) due to the limited number of parking spaces in each lot. The signalized entrance on Route 22 is used by 52% of the school traffic and Port Clinton carries the remaining 44% of the traffic into the campus.

**Table 1  
School Traffic Distribution  
on Adjacent Roadways**

| Direction                 | Distribution |
|---------------------------|--------------|
| East on Route 22          | 23%          |
| West on Route 22          | 27%          |
| East on Port Clinton Road | 14%          |
| West on Port Clinton Road | 33%          |
| North on Palazzo Drive    | 3%           |
| <b>Total</b>              | <b>100%</b>  |

**Table 2  
School Traffic Distribution by Driveway**

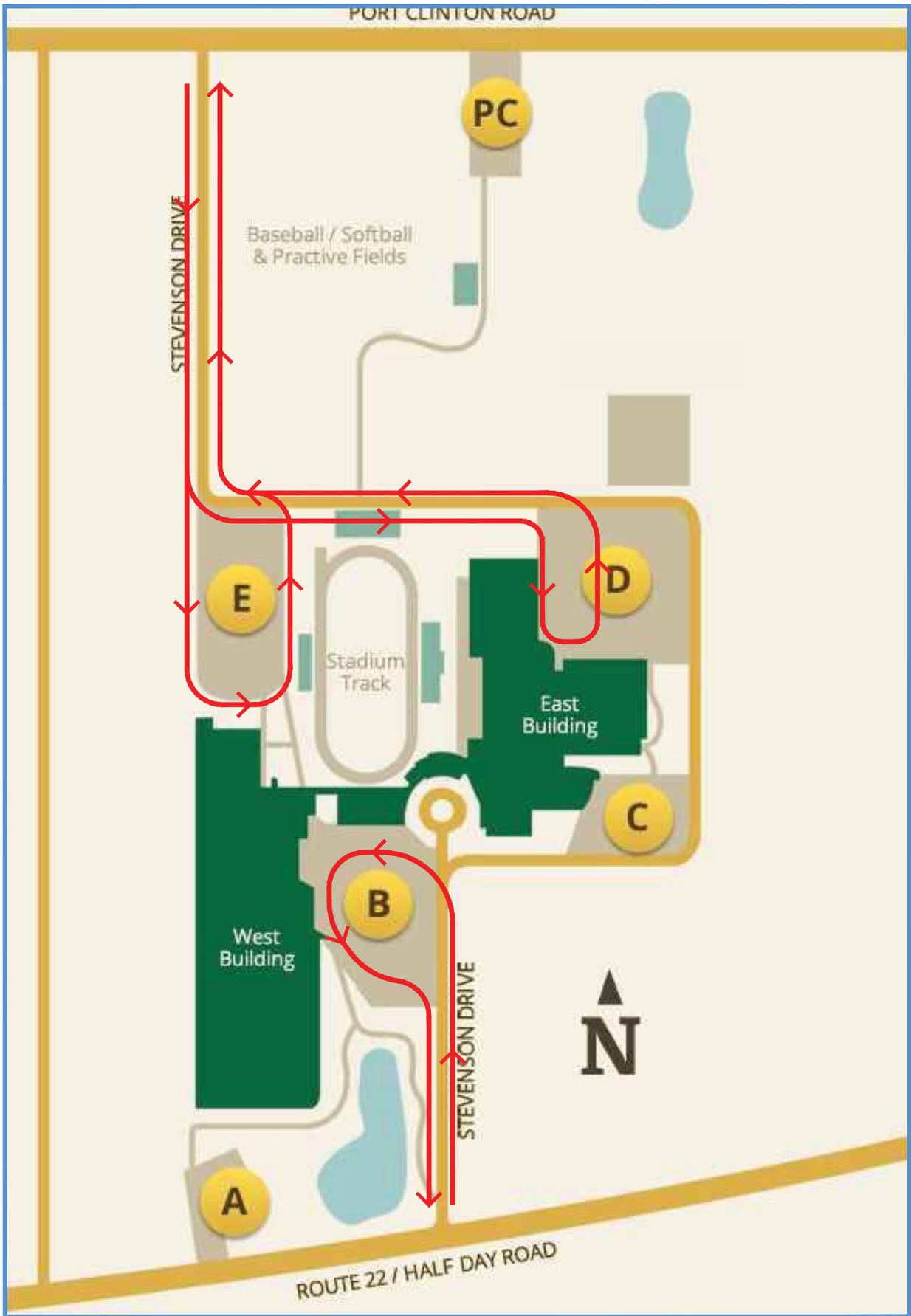
| Access                         | Distribution |
|--------------------------------|--------------|
| Lot A Access from Route 22     | 1%           |
| Stevenson Drive Signal         | 52%          |
| Port Clinton Student Lot Drive | 3%           |
| Port Clinton West Driveway     | 44%          |
| <b>Total</b>                   | <b>100%</b>  |

**School Trip Generation**

Stevenson High School currently serves 4,310 students and 598 staff. By the Year 2027, which is five years after the completion of Phase Three, the school population is projected to increase to 4,756 students (+10%) and 615 staff. School bus usage would remain constant with 50% of the students riding the bus. Trip estimates were made by proportionally increasing the existing volumes ten percent consistent with the enrollment projections. The existing and total volume of traffic entering and exiting the campus is shown in **Table 3**.

**Table 3  
Stevenson High School Traffic Volumes**

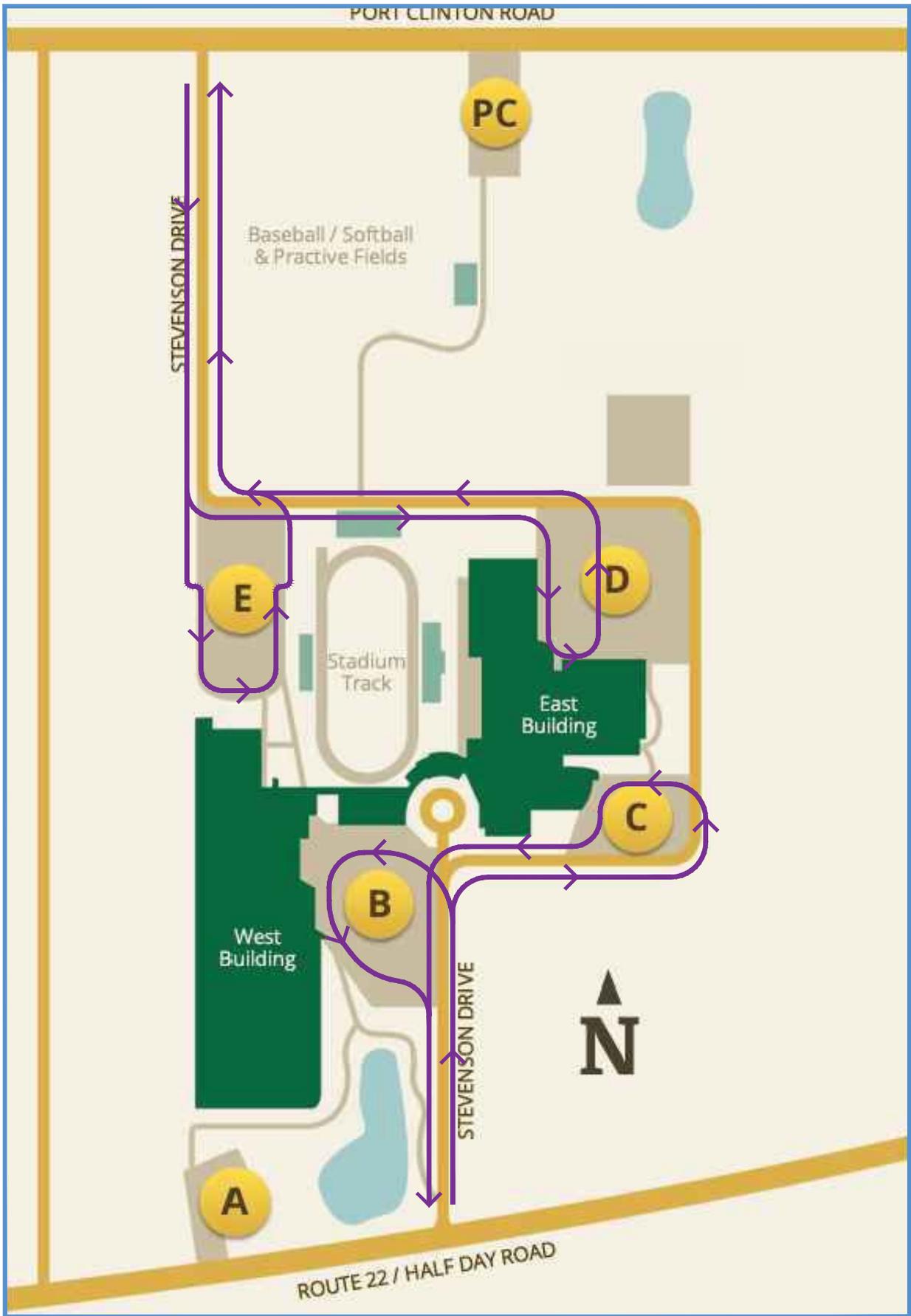
| Scenario                  | Morning Arrival |              |              | Afternoon Dismissal |            |              |
|---------------------------|-----------------|--------------|--------------|---------------------|------------|--------------|
|                           | In              | Out          | Total        | In                  | Out        | Total        |
| 4,310 Students (Existing) | 1,565           | 1,155        | 2,720        | 432                 | 888        | 1,320        |
| +446 Students (by 2027)   | 156             | 116          | 272          | 43                  | 89         | 132          |
| <b>4,756 Students</b>     | <b>1,721</b>    | <b>1,271</b> | <b>2,992</b> | <b>475</b>          | <b>977</b> | <b>1,452</b> |



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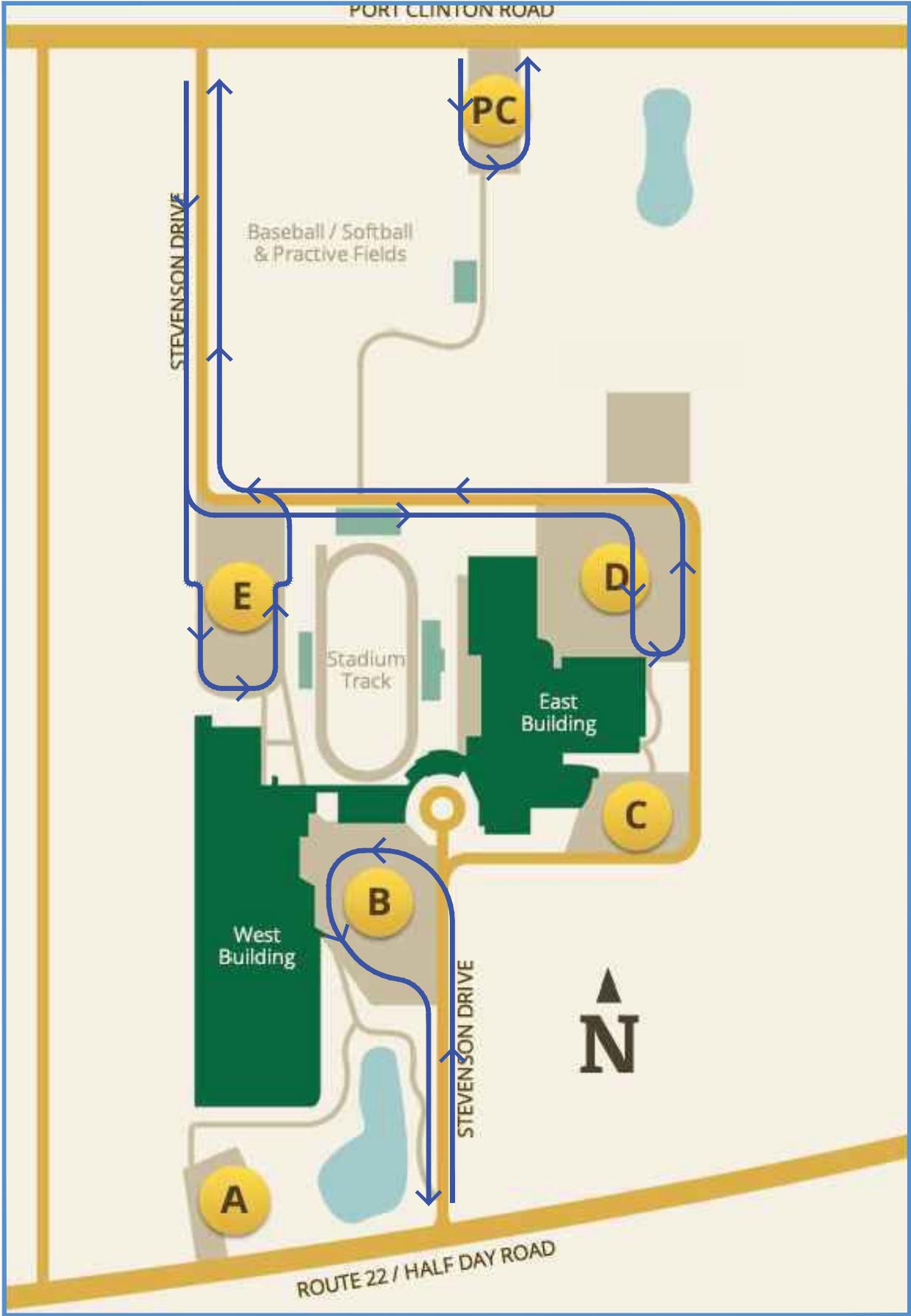
## Stevenson Campus School Bus Circulation

Figure 4A



## Stevenson Campus Staff Circulation

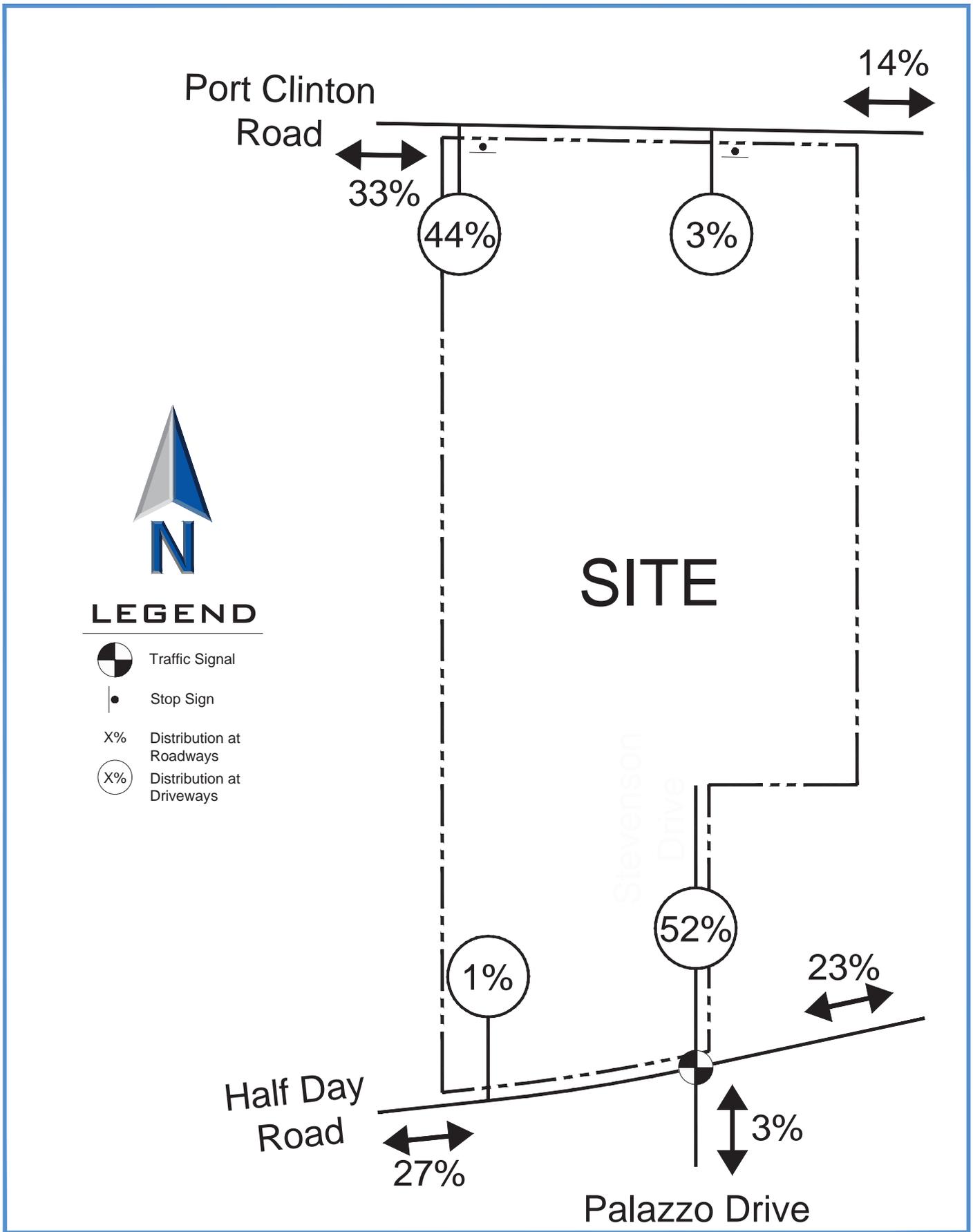
Figure 4B



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## Stevenson Campus Student Circulation

Figure 4C

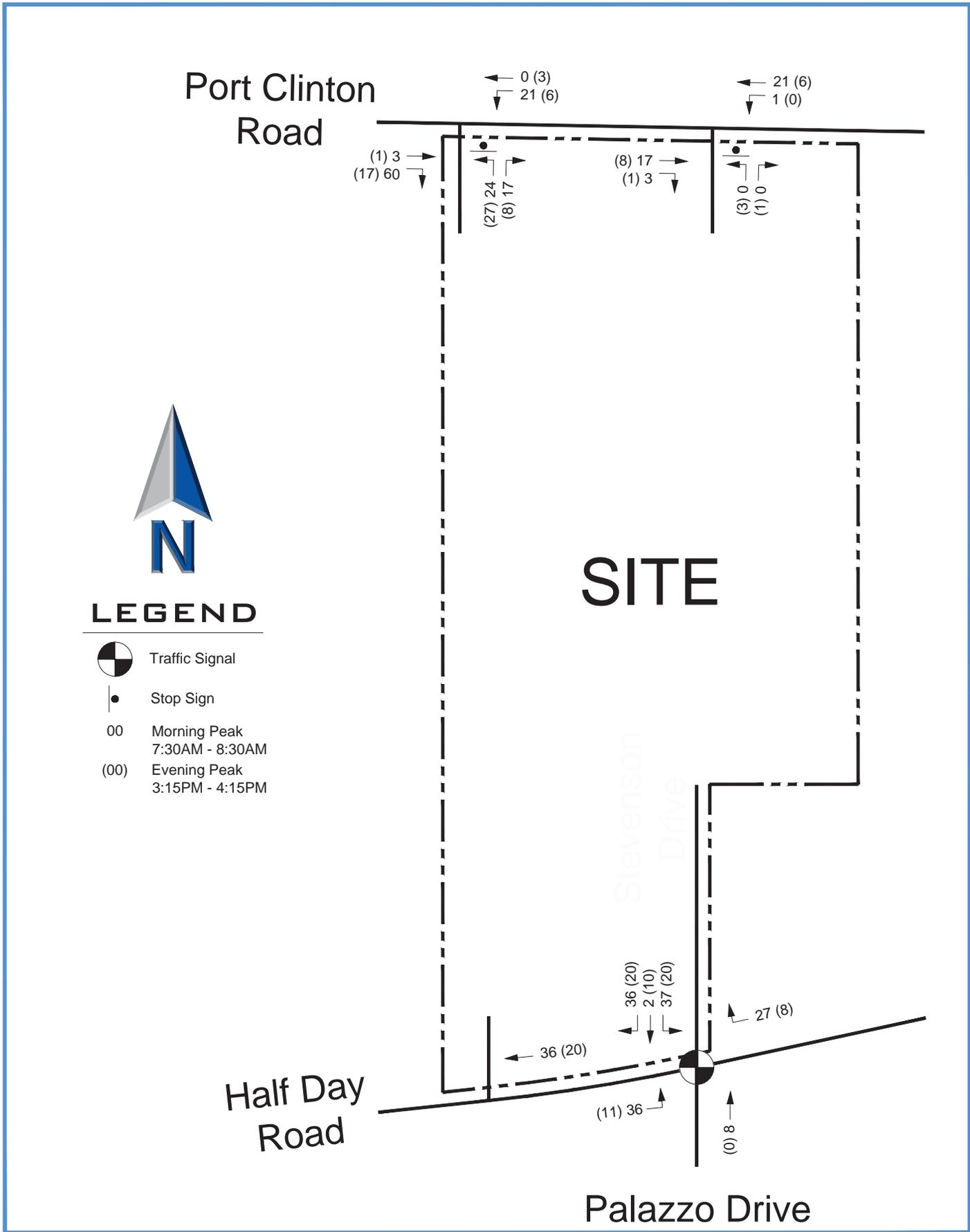


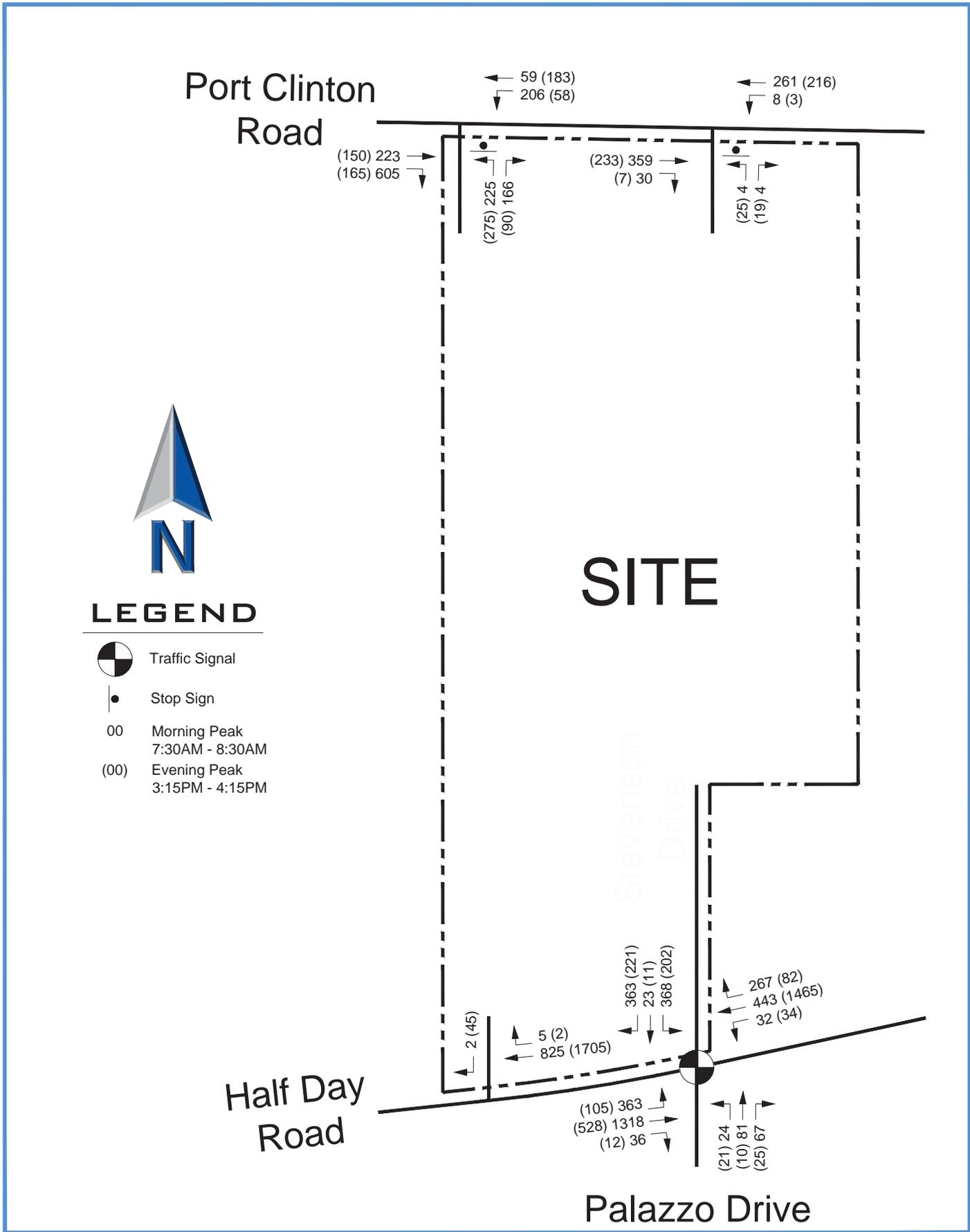
### Site Traffic Assignment

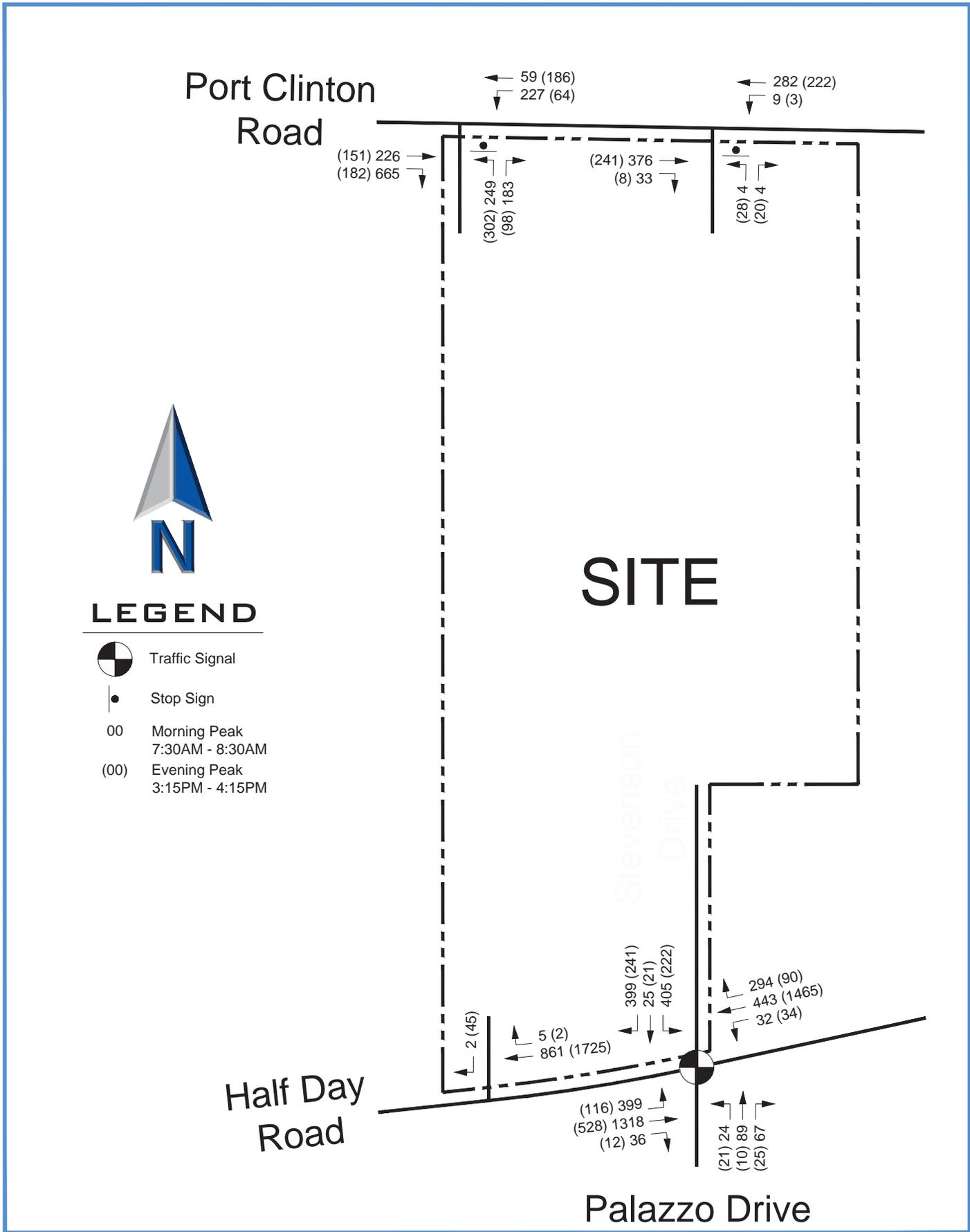
Additional school traffic was assigned to the access drives based on the existing directional distribution patterns at the school. No traffic was assigned in staff Lot A since the lot is currently full and cannot accommodate additional vehicles. **Figure 6** illustrates the additional campus traffic.

### Regional Traffic Growth

Total traffic volumes are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the school related traffic. Construction of the expansion will start 2020 and be completed in 2022. The total traffic volumes are estimated for a period five years after the projected opening which would be the Year 2027. Data provided by the Chicago Metropolitan Agency for Planning (see **Appendix**) shows modest growth in traffic volumes along Route 22 and Port Clinton Road at 0.6% per year or a total of 4.8%. This growth rate was applied to the existing traffic volumes to obtain the base 2027 volumes (see **Figure 7**). The volumes from Figure 7 were combined with the site traffic volumes (Figure 6) to generate the Year 2027 total traffic volumes with the school expansion and are shown on **Figure 8**.







## 4 – ANALYSES

### Intersection Capacity Analyses

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

**Table 4**  
**Level of Service Criteria for Intersections**

| Level of Service | Description                                      | Control Delay (seconds/vehicle) |            |
|------------------|--|---------------------------------|------------|
|                  |  | Signals                         | Stop Signs |
| A                | Minimal delay and few stops                      | <10                             | <10        |
| B                | Low delay with more stops                        | >10-20                          | >10-15     |
| C                | Light congestion                                 | >20-35                          | >15-25     |
| D                | Congestion is more noticeable with longer delays | >35-55                          | >25-35     |
| E                | High delays and number of stops                  | >55-80                          | >35-50     |
| F                | Unacceptable delays and over capacity            | >80                             | >50        |

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the Highway Capacity Software (version 7) to determine the existing operations of the access system. These analyses were performed for the weekday peak-hours. The capacity analysis is summarized below in **Table 5** and included in the **Appendix**.

#### Lot A Access

The right-in and –out access drive that serves the 56 space Lot A staff parking lot currently works well and will continue to in the future. Traffic volumes in and out the lot would not change since additional parking is not proposed. No improvements are needed.

#### Port Clinton Lot Access

The Port Clinton Lot has 94 parking spaces serving students during the school day and athletic activities after-school. It has one inbound lane and one outbound lane under stop sign control. The volume of traffic in and out won’t change significantly with the lot about two-thirds filled with students. The westbound left-turns from Port Clinton Road range from 3 to 9 vehicles per hour and eastbound right-turn left-turn lanes 8 to 33 vehicles per hour. Left- and right-turn lanes are not required at this time.

**Table 5  
Intersection Level of Service and Total Delay (seconds)**

| Intersection  | Approach     | Morning Arrival     |                     | Afternoon Dismissal |                     |
|---|--------------|---------------------|---------------------|---------------------|---------------------|
|   |              | 2019                | 2027                | 2019                | 2027                |
| <b>Route 22 at Stevenson/<br/>Palazzo Drives<br/>(Traffic Signal)</b>         | Intersection | LOS C<br>(32.9 sec) | LOS D<br>(37.2 sec) | LOS B<br>(19.3 sec) | LOS C<br>(22.3 sec) |
| <b>Route 22 and Lot A Access<br/>(Right-in/-out)</b>                          | SB Right     | B-12.8              | B-13.3              | C-20.9              | C-22.5              |
| <b>Port Clinton Road and<br/>Stevenson Drive Access<br/>(Stop Controlled)</b> | WB Left      | B-10.7              | C-15.5              | A-8.3               | A-8.4               |
|   | NB Left      | F-100+              | F-100+              | D-30.6              | E-45.7              |
|   | NB Right     | B-11.4              | B-11.8              | A-9.8               | A-9.9               |
| <b>Port Clinton Road and<br/>Student Lot Access<br/>(Stop Controlled)</b>     | WB Left      | A-8.2               | A-8.3               | A-7.9               | A-7.9               |
|   | NB Approach  | B-12.5              | B-13.0              | B-11.9              | B-12.4              |

**Route 22 at Stevenson and Palazzo Drives**

The signalized intersection on Route 22 at Stevenson and Palazzo Drives is under the jurisdiction of the Illinois Department of Transportation (IDOT) and they maintain and monitor the traffic signal. IDOT has developed timing plans for the morning and afternoon dismissal periods at the school to give more time to school related movements. Capacity analysis indicate that the overall intersection operates with acceptable levels of delay but traffic exiting the school have higher levels of delay and traffic congestion. Under the Year 2027 total traffic volumes, the intersection will have similar delays and operations that it currently experiences.

Traffic counts for the East Addition Phase 1 2017 traffic study, the eastbound inbound left-turns in the morning arrival period were 579 vehicles per hour (vph) which dropped to 363 vph in 2019 in conjunction with the Port Clinton entrance improvements. The eastbound right-turn at the Port Clinton Road West Access increased a from 482 to 605 vph in the morning peak.

**Port Clinton West Access Drive**

With the additional turn lanes and elimination of the geometric deficiencies, the improved driveway operates better but still needs the help of a police officer based on the high volume of northbound left-turns.

## 5 - PARKING

### Existing Parking Conditions

Stevenson High School has nine parking areas for its staff, visitors, and students providing a total of 1,233 parking spaces on campus including 36 accessible spaces. Parking surveys were conducted at the campus and found a total of 980 parked vehicles at the peak which represent 79% of the available supply. Please note that these numbers do not include a few students that park in neighboring driveways or use the Metra commuter parking lot to the west. **Table 6** summarizes the existing parking inventory and survey. The campus exceeds the minimum requirement of 23 spaces for accessible parking .

**Table 6**  
**Existing Parking Inventory and Usage**

| Parking Lot      | User                   | Total Spaces | Accessible Spaces | Parked Vehicles <sup>(1)</sup> | %          |
|------------------|------------------------|--------------|-------------------|--------------------------------|------------|
| A                | Staff                  | 56           | 2                 | 54                             | 96%        |
| B                | Staff/Visitors         | 273          | 7                 | 253                            | 93%        |
| C                | Staff                  | 112          | 4                 | 105                            | 94%        |
| D                | Staff/Student          | 396          | 10                | 254                            | 64%        |
| E                | Staff/Visitors/Student | 221          | 7                 | 207                            | 94%        |
| Port Clinton Lot | Students               | 94           | 3                 | 63                             | 67%        |
| Port Clinton Dr  | Students               | 40           | 2                 | 18                             | 45%        |
| Admin Building   | Staff                  | 41           | 1                 | 25                             | 61%        |
| <b>Totals</b>    |                        | <b>1,233</b> | <b>36</b>         | <b>980</b>                     | <b>79%</b> |

(1) Parking Survey - Friday November 15, 2019

### Projected Parking Demand

As discussed in the trip generation section, the student population is expected to grow from 4,310 to 4,756 students by the Year 2027 or an increase of ten percent. Applying that percentage to the existing parking demand would increase the overall demand to 1,078 vehicles in the Year 2027. This estimate is conservative since the school controls the number of permits issued to students.

Lot D will be modified as part of the project and the total number of spaces will be reduced from 307 spaces to 211 spaces. The number of accessible spaces will be increased from six existing to seven spaces. The total of parking spaces on campus will be reduced by 96 spaces to 1,137 spaces. This exceeds the projected demand of 1,078 vehicles. It is recommended that the parking demand be reviewed periodically as the school approaches the Year 2027.

### Zoning Requirements

The Village of Lincolnshire Zoning Ordinance requires a high school to provide one parking space for each employee and 0.25 spaces for students aged 16 years or older. Currently the school has 598 employees and 2,119 students over the age of 16 years old resulting in a requirement for 1,128 spaces. The existing campus parking supply exceeds the requirement by 105 spaces. In the Year 2027, Stevenson High School is projected to have 615 employees and 2,378 students over the age of 16 years old which would require 1,210 spaces which is still less than the future supply.

## 6 - RECOMMENDATIONS

Based on the analysis of the existing traffic conditions around the Stevenson High School campus, the following recommendations were developed.

1. **Transportation** – With the improvements constructed at the Port Clinton Road entrance for Phase 1 of the project, the additional growth in school and regional traffic can be accommodated by area roadways and school driveways.
2. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.



## **APPENDIX**

- **Existing Traffic Counts**
- **School Boundary Map**
- **CMAP Letter**
- **Intersection Capacity Analyses**



## Half Day Road at Parking Lot Access

| Lincolnshire, IL                  |                    |            |           |         |                  |                  |                  |
|-----------------------------------|--------------------|------------|-----------|---------|------------------|------------------|------------------|
| Begin Time                        | Parking Lot Access |            | IL 22     |         | 15 Minute Totals | 60 Minute Totals | Peak Hour Factor |
|                                   | Southbound         | Right Turn | Eastbound | Through |                  |                  |                  |
| <b>Wednesday November 6, 2019</b> |                    |            |           |         |                  |                  |                  |
| 7:00 AM                           | 0                  |            | 16        | 181     | 197              | 806              | 0.93             |
| 7:15 AM                           | 2                  |            | 16        | 190     | 208              | 916              | 0.75             |
| 7:30 AM                           | 2                  |            | 3         | 180     | 185              | <b>875</b>       | <b>0.71</b>      |
| 7:45 AM                           | 0                  |            | 2         | 214     | 216              | 832              | 0.68             |
| 8:00 AM                           | 0                  |            | 0         | 307     | 307              | 722              | 0.59             |
| 8:15 AM                           | 0                  |            | 0         | 167     | 167              |                  |                  |
| 8:30 AM                           | 0                  |            | 0         | 142     | 142              |                  |                  |
| 8:45 AM                           | 0                  |            | 0         | 106     | 106              |                  |                  |
| Total                             | 4                  |            | 37        | 1487    | <b>875</b>       |                  |                  |
| <b>7:30-8:30 AM</b>               |                    |            |           |         |                  |                  |                  |
| <b>Wednesday November 6, 2019</b> |                    |            |           |         |                  |                  |                  |
| 2:30 PM                           | 0                  |            | 1         | 293     | 294              | 1318             | 0.92             |
| 2:45 PM                           | 1                  |            | 0         | 345     | 346              | 1480             | 0.81             |
| 3:00 PM                           | 2                  |            | 0         | 316     | 318              | 1588             | 0.87             |
| 3:15 PM                           | 14                 |            | 1         | 345     | 360              | <b>1757</b>      | <b>0.90</b>      |
| 3:30 PM                           | 20                 |            | 1         | 435     | 456              | 1786             | 0.92             |
| 3:45 PM                           | 6                  |            | 0         | 448     | 454              |                  |                  |
| 4:00 PM                           | 5                  |            | 0         | 482     | 487              |                  |                  |
| 4:15 PM                           | 1                  |            | 0         | 388     | 389              |                  |                  |
| Total                             | 49                 |            | 3         | 3052    | <b>1757</b>      |                  |                  |
| <b>3:15-4:15 PM</b>               |                    |            |           |         |                  |                  |                  |



## Half Day Road at Stevenson Drive/Palazzo Drive

| Lincolnshire, IL                  |                            |           |            |  |                         |             |           |  |                          |           |           |  |                         |             |            |  |                  |                  |                  |
|-----------------------------------|----------------------------|-----------|------------|--|-------------------------|-------------|-----------|--|--------------------------|-----------|-----------|--|-------------------------|-------------|------------|--|------------------|------------------|------------------|
| Begin Time                        | Stevenson Drive Southbound |           |            |  | Half Day Road Westbound |             |           |  | Palazzo Drive Northbound |           |           |  | Half Day Road Eastbound |             |            |  | 15 Minute Totals | 60 Minute Totals | Peak Hour Factor |
|                                   | Right Turn                 | Through   | Left Turn  |  | Right Turn              | Through     | Left Turn |  | Right Turn               | Through   | Left Turn |  | Right Turn              | Through     | Left Turn  |  |                  |                  |                  |
| <b>Wednesday November 6, 2019</b> |                            |           |            |  |                         |             |           |  |                          |           |           |  |                         |             |            |  |                  |                  |                  |
| 7:00 AM                           | 47                         | 0         | 18         |  | 54                      | 131         | 0         |  | 2                        | 1         | 10        |  | 1                       | 250         | 70         |  | 2980             | 0.87             |                  |
| 7:15 AM                           | 53                         | 2         | 38         |  | 104                     | 132         | 3         |  | 7                        | 4         | 12        |  | 1                       | 287         | 130        |  | 3272             | 0.93             |                  |
| 7:30 AM                           | 82                         | 7         | 81         |  | 78                      | 82          | 7         |  | 10                       | 26        | 5         |  | 17                      | 284         | 83         |  | <b>3301</b>      | <b>0.94</b>      |                  |
| 7:45 AM                           | 77                         | 6         | 81         |  | 82                      | 115         | 11        |  | 27                       | 33        | 9         |  | 13                      | 333         | 74         |  | 3146             | 0.90             |                  |
| 8:00 AM                           | 120                        | 4         | 107        |  | 59                      | 117         | 7         |  | 16                       | 9         | 6         |  | 3                       | 313         | 115        |  | 2747             | 0.78             |                  |
| 8:15 AM                           | 84                         | 6         | 99         |  | 48                      | 108         | 7         |  | 14                       | 13        | 4         |  | 3                       | 325         | 91         |  | 802              |                  |                  |
| 8:30 AM                           | 25                         | 5         | 19         |  | 15                      | 144         | 1         |  | 12                       | 4         | 2         |  | 0                       | 365         | 15         |  | 607              |                  |                  |
| 8:45 AM                           | 4                          | 1         | 9          |  | 8                       | 107         | 3         |  | 15                       | 0         | 5         |  | 1                       | 299         | 10         |  | 462              |                  |                  |
| <b>Total</b>                      | <b>492</b>                 | <b>31</b> | <b>452</b> |  | <b>448</b>              | <b>936</b>  | <b>39</b> |  | <b>103</b>               | <b>90</b> | <b>53</b> |  | <b>39</b>               | <b>2456</b> | <b>588</b> |  | <b>3301</b>      |                  |                  |
| <b>7:30-8:30 AM</b>               | <b>363</b>                 | <b>23</b> | <b>368</b> |  | <b>267</b>              | <b>422</b>  | <b>32</b> |  | <b>67</b>                | <b>81</b> | <b>24</b> |  | <b>36</b>               | <b>1255</b> | <b>363</b> |  |                  |                  |                  |
| <b>Wednesday November 6, 2019</b> |                            |           |            |  |                         |             |           |  |                          |           |           |  |                         |             |            |  |                  |                  |                  |
| 2:30 PM                           | 33                         | 0         | 17         |  | 17                      | 269         | 4         |  | 2                        | 0         | 0         |  | 0                       | 132         | 12         |  | 2163             | 0.91             |                  |
| 2:45 PM                           | 47                         | 3         | 24         |  | 13                      | 327         | 3         |  | 1                        | 1         | 1         |  | 3                       | 158         | 16         |  | 2442             | 0.80             |                  |
| 3:00 PM                           | 22                         | 0         | 11         |  | 23                      | 320         | 2         |  | 3                        | 0         | 0         |  | 2                       | 129         | 16         |  | 2493             | 0.81             |                  |
| 3:15 PM                           | 27                         | 2         | 23         |  | 28                      | 304         | 5         |  | 7                        | 1         | 4         |  | 2                       | 106         | 43         |  | <b>2621</b>      | <b>0.86</b>      |                  |
| 3:30 PM                           | 100                        | 5         | 110        |  | 15                      | 328         | 12        |  | 10                       | 6         | 11        |  | 3                       | 145         | 20         |  | 2725             | 0.89             |                  |
| 3:45 PM                           | 47                         | 2         | 35         |  | 21                      | 381         | 12        |  | 2                        | 2         | 3         |  | 3                       | 126         | 14         |  | 648              |                  |                  |
| 4:00 PM                           | 47                         | 2         | 34         |  | 18                      | 382         | 5         |  | 6                        | 1         | 3         |  | 4                       | 126         | 28         |  | 656              |                  |                  |
| 4:15 PM                           | 50                         | 0         | 33         |  | 42                      | 332         | 7         |  | 4                        | 1         | 2         |  | 2                       | 125         | 58         |  | 656              |                  |                  |
| <b>Total</b>                      | <b>293</b>                 | <b>11</b> | <b>246</b> |  | <b>147</b>              | <b>2047</b> | <b>43</b> |  | <b>32</b>                | <b>11</b> | <b>23</b> |  | <b>16</b>               | <b>757</b>  | <b>179</b> |  | <b>2621</b>      |                  |                  |
| <b>3:15-4:15 PM</b>               | <b>221</b>                 | <b>11</b> | <b>202</b> |  | <b>82</b>               | <b>1395</b> | <b>34</b> |  | <b>25</b>                | <b>10</b> | <b>21</b> |  | <b>12</b>               | <b>503</b>  | <b>105</b> |  |                  |                  |                  |



## Port Clinton Road at West Access Driveway

| Lincolnshire, IL                 |                             |            |                                 |            |                             |             |                  |                  |                  |
|----------------------------------|-----------------------------|------------|---------------------------------|------------|-----------------------------|-------------|------------------|------------------|------------------|
| Begin Time                       | Port Clinton Road Westbound |            | West Access Driveway Northbound |            | Port Clinton Road Eastbound |             | 15 Minute Totals | 60 Minute Totals | Peak Hour Factor |
|                                  | Left Turn                   | Right Turn | Right Turn                      | Left Turn  | Right Turn                  | Left Turn   |                  |                  |                  |
| <b>Thursday November 7, 2019</b> |                             |            |                                 |            |                             |             |                  |                  |                  |
| 7:00 AM                          | 20                          | 9          | 7                               | 41         | 7                           | 77          | 734              | 0.60             |                  |
| 7:15 AM                          | 28                          | 14         | 17                              | 100        | 17                          | 159         | 987              | 0.75             |                  |
| 7:30 AM                          | 28                          | 23         | 41                              | 101        | 41                          | 193         | <b>1202</b>      | <b>0.80</b>      |                  |
| 7:45 AM                          | 46                          | 30         | 49                              | 180        | 49                          | 305         | 1090             | 0.73             |                  |
| 8:00 AM                          | 61                          | 46         | 60                              | 163        | 60                          | 330         | 806              | 0.54             |                  |
| 8:15 AM                          | 71                          | 67         | 75                              | 161        | 75                          | 374         |                  |                  |                  |
| 8:30 AM                          | 6                           | 24         | 31                              | 20         | 31                          | 81          |                  |                  |                  |
| 8:45 AM                          | 5                           | 1          | 6                               | 9          | 6                           | 21          |                  |                  |                  |
| Total                            | 265                         | 214        | 286                             | 775        | 286                         | 1202        |                  |                  |                  |
| <b>7:30-8:30 AM</b>              | <b>206</b>                  | <b>166</b> | <b>225</b>                      | <b>605</b> | <b>225</b>                  | <b>1202</b> |                  |                  |                  |
| <b>Thursday November 7, 2019</b> |                             |            |                                 |            |                             |             |                  |                  |                  |
| 2:30 PM                          | 10                          | 41         | 75                              | 12         | 75                          | 138         | 499              | 0.68             |                  |
| 2:45 PM                          | 7                           | 29         | 44                              | 15         | 44                          | 95          | 624              | 0.59             |                  |
| 3:00 PM                          | 14                          | 11         | 20                              | 38         | 20                          | 83          | 599              | 0.57             |                  |
| 3:15 PM                          | 24                          | 18         | 51                              | 90         | 51                          | 183         | <b>588</b>       | <b>0.56</b>      |                  |
| 3:30 PM                          | 17                          | 40         | 167                             | 39         | 167                         | 263         | 482              | 0.46             |                  |
| 3:45 PM                          | 8                           | 12         | 21                              | 29         | 21                          | 70          |                  |                  |                  |
| 4:00 PM                          | 9                           | 20         | 36                              | 7          | 36                          | 72          |                  |                  |                  |
| 4:15 PM                          | 10                          | 9          | 18                              | 40         | 18                          | 77          |                  |                  |                  |
| Total                            | 99                          | 180        | 432                             | 270        | 432                         | 588         |                  |                  |                  |
| <b>3:15-4:15 PM</b>              | <b>58</b>                   | <b>90</b>  | <b>275</b>                      | <b>165</b> | <b>275</b>                  | <b>588</b>  |                  |                  |                  |



# Port Clinton Road at East Access Driveway

| Lincolnshire, IL                  |                             |           |                                 |           |                             |            |            |                  |                  |                  |  |
|-----------------------------------|-----------------------------|-----------|---------------------------------|-----------|-----------------------------|------------|------------|------------------|------------------|------------------|--|
| Begin Time                        | Port Clinton Road Westbound |           | East Access Driveway Northbound |           | Port Clinton Road Eastbound |            |            | 15 Minute Totals | 60 Minute Totals | Peak Hour Factor |  |
|                                   | Through                     | Left Turn | Right Turn                      | Left Turn | Right Turn                  | Through    |            |                  |                  |                  |  |
| <b>Wednesday November 6, 2019</b> |                             |           |                                 |           |                             |            |            |                  |                  |                  |  |
| 7:00 AM                           | 34                          | 2         | 1                               | 1         | 5                           | 37         | 80         | 457              | 0.68             |                  |  |
| 7:15 AM                           | 31                          | 3         | 0                               | 1         | 6                           | 42         | 83         | 559              | 0.77             |                  |  |
| 7:30 AM                           | 59                          | 2         | 0                               | 0         | 6                           | 59         | 126        | <b>654</b>       | <b>0.90</b>      |                  |  |
| 7:45 AM                           | 62                          | 4         | 3                               | 2         | 6                           | 91         | 168        | 636              | 0.87             |                  |  |
| 8:00 AM                           | 67                          | 2         | 0                               | 2         | 14                          | 97         | 182        | 538              | 0.74             |                  |  |
| 8:15 AM                           | 70                          | 0         | 1                               | 0         | 4                           | 103        | 178        |                  |                  |                  |  |
| 8:30 AM                           | 18                          | 1         | 0                               | 1         | 3                           | 85         | 108        |                  |                  |                  |  |
| 8:45 AM                           | 20                          | 0         | 0                               | 1         | 1                           | 48         | 70         |                  |                  |                  |  |
| Total                             | 361                         | 14        | 5                               | 8         | 45                          | 562        |            |                  |                  |                  |  |
| <b>7:30-8:30 AM</b>               | <b>258</b>                  | <b>8</b>  | <b>4</b>                        | <b>4</b>  | <b>30</b>                   | <b>350</b> | <b>654</b> |                  |                  |                  |  |
| <b>Wednesday November 6, 2019</b> |                             |           |                                 |           |                             |            |            |                  |                  |                  |  |
| 2:30 PM                           | 29                          | 1         | 2                               | 12        | 3                           | 49         | 96         | 371              | 0.79             |                  |  |
| 2:45 PM                           | 25                          | 1         | 4                               | 12        | 0                           | 47         | 89         | 429              | 0.70             |                  |  |
| 3:00 PM                           | 38                          | 1         | 1                               | 2         | 3                           | 24         | 69         | 440              | 0.71             |                  |  |
| 3:15 PM                           | 60                          | 1         | 0                               | 3         | 4                           | 49         | 117        | <b>484</b>       | <b>0.79</b>      |                  |  |
| 3:30 PM                           | 56                          | 1         | 13                              | 9         | 2                           | 73         | 154        | 464              | 0.75             |                  |  |
| 3:45 PM                           | 32                          | 0         | 4                               | 11        | 0                           | 53         | 100        |                  |                  |                  |  |
| 4:00 PM                           | 60                          | 1         | 2                               | 2         | 1                           | 47         | 113        |                  |                  |                  |  |
| 4:15 PM                           | 56                          | 0         | 2                               | 3         | 1                           | 35         | 97         |                  |                  |                  |  |
| Total                             | 356                         | 6         | 28                              | 54        | 14                          | 377        |            |                  |                  |                  |  |
| <b>3:15-4:15 PM</b>               | <b>208</b>                  | <b>3</b>  | <b>19</b>                       | <b>25</b> | <b>7</b>                    | <b>222</b> | <b>484</b> |                  |                  |                  |  |

City: Buffalo Grove

Count Location: Stevenson High School

Study Date: – November 6 and 7, 2019 (Pedestrian Crosswalk Counts)

| Time                    | Port Clinton East Access | Port Clinton West Access | Half Day Faculty Lot |
|-------------------------|--------------------------|--------------------------|----------------------|
| 7:00-7:15 a.m.          | 0                        | 0                        | 1                    |
| 7:15-7:30 a.m.          | 0                        | 0                        | 0                    |
| 7:30-7:45 a.m.          | 0                        | 3                        | 0                    |
| 7:45-8:00 a.m.          | 0                        | 3                        | 2                    |
| 8:00-8:15 a.m.          | 0                        | 8                        | 2                    |
| 8:15-8:30 a.m.          | 0                        | 3                        | 0                    |
| 8:30-8:45 a.m.          | 0                        | 0                        | 0                    |
| 8:45-9:00 a.m.          | 0                        | 0                        | 0                    |
| <b>Morning Totals</b>   | <b>0</b>                 | <b>17</b>                | <b>5</b>             |
| 2:30-2:45 p.m.          | 0                        | 0                        | 0                    |
| 2:45-3:00 p.m.          | 0                        | 2                        | 0                    |
| 3:00-3:15 p.m.          | 0                        | 0                        | 0                    |
| 3:15-3:30 p.m.          | 0                        | 0                        | 0                    |
| 3:30-3:45 p.m.          | 0                        | 11                       | 2                    |
| 3:45-4:00 p.m.          | 11 *                     | 0                        | 0                    |
| 4:00-4:15 p.m.          | 12 *                     | 0                        | 1                    |
| 4:15-4:30 p.m.          | 0                        | 0                        | 0                    |
| <b>Afternoon Totals</b> | <b>23</b>                | <b>13</b>                | <b>3</b>             |

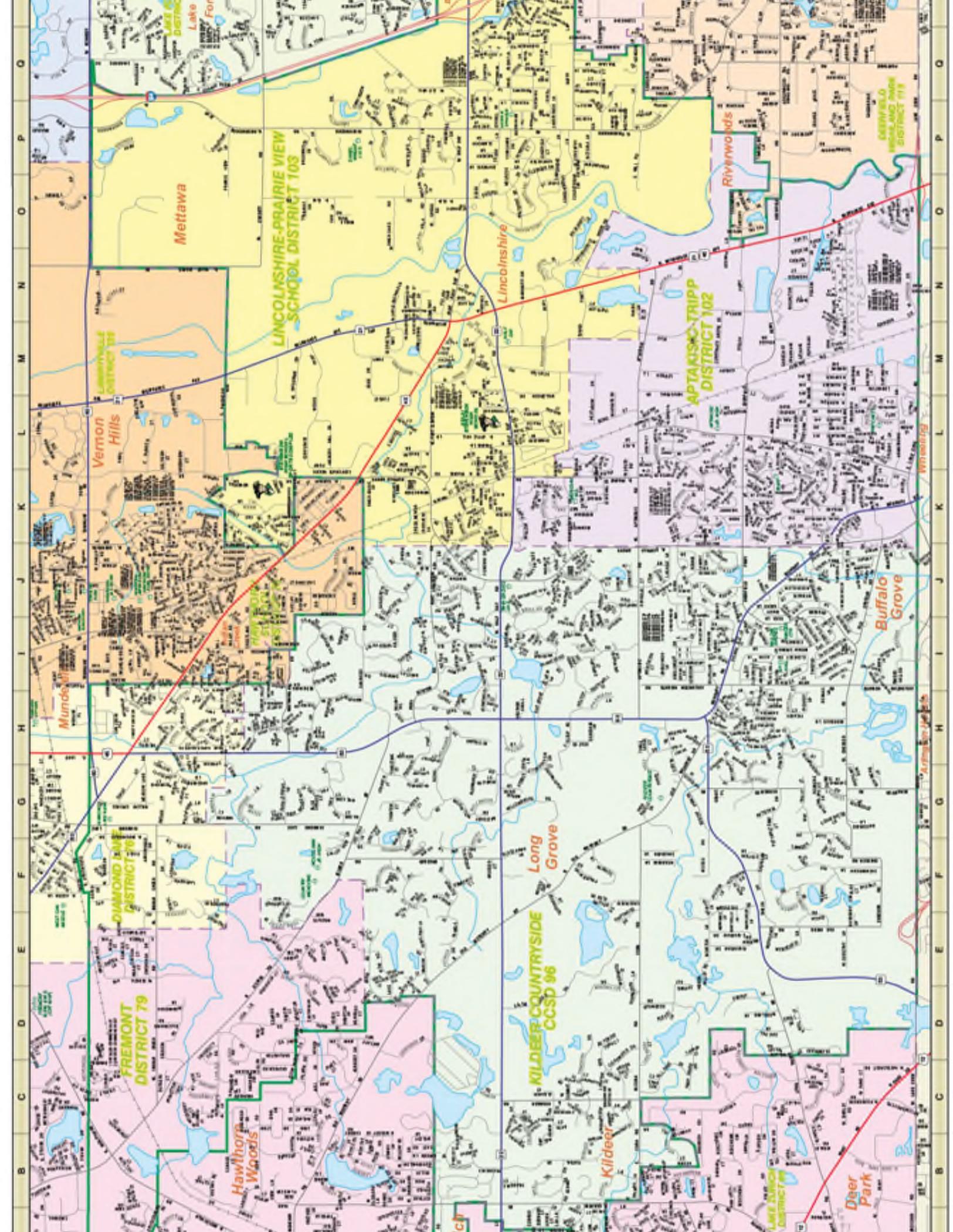
Note: \* These observations on the Port Clinton - east access were groups of student joggers.

City: Buffalo Grove

Count Location: IL. Route 22 and Stevenson Dr. – Palazzo Dr.

Study Date: – November 6<sup>th</sup>, 2019 (Pedestrian Crosswalk Counts)

| Time                    | North Crosswalk | South Crosswalk | West Crosswalk | Total Pedestrians |
|-------------------------|-----------------|-----------------|----------------|-------------------|
| 7:00-7:15 a.m.          | 1               | 0               | 2              | 3                 |
| 7:15-7:30 a.m.          | 0               | 2               | 4              | 6                 |
| 7:30-7:45 a.m.          | 1               | 0               | 9              | 10                |
| 7:45-8:00 a.m.          | 2               | 4               | 18             | 24                |
| 8:00-8:15 a.m.          | 0               | 0               | 22             | 22                |
| 8:15-8:30 a.m.          | 3               | 0               | 23             | 26                |
| 8:30-8:45 a.m.          | 0               | 0               | 4              | 4                 |
| 8:45-9:00 a.m.          | 0               | 0               | 0              | 0                 |
| <b>Morning Totals</b>   | <b>7</b>        | <b>6</b>        | <b>82</b>      | <b>95</b>         |
| 2:30-2:45 p.m.          | 0               | 0               | 0              | 0                 |
| 2:45-3:00 p.m.          | 0               | 0               | 7              | 7                 |
| 3:00-3:15 p.m.          | 0               | 0               | 3              | 3                 |
| 3:15-3:30 p.m.          | 2               | 0               | 4              | 6                 |
| 3:30-3:45 p.m.          | 5               | 3               | 39             | 47                |
| 3:45-4:00 p.m.          | 2               | 0               | 5              | 7                 |
| 4:00-4:15 p.m.          | 0               | 0               | 4              | 4                 |
| 4:15-4:30 p.m.          | 1               | 0               | 8              | 9                 |
| <b>Afternoon Totals</b> | <b>10</b>       | <b>3</b>        | <b>70</b>      | <b>83</b>         |





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
  
312 454 0400  
www.cmap.illinois.gov

October 16, 2019

Stephen B. Corcoran, PE, PTOE  
Director of Traffic Engineering  
Eriksson Engineering Associates, Ltd.  
145 Commerce Drive  
Suite A  
Grayslake, IL 60030

**Subject: IL 22 / Port Clinton Road (Stevenson H.S.)**  
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated October 16, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT                            | Current Volumes | Year 2050 ADT |
|---|-----------------|---------------|
| IL 22 south of Stevenson H.S.           | 22,000          | 26,700        |
| Port Clinton Rd north of Stevenson H.S. | 5,750           | 7,000         |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 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.

Sincerely,

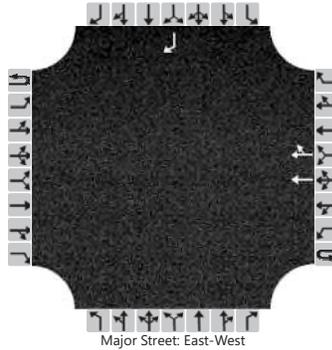
Jose Rodriguez, PTP, AICP  
Senior Planner, Research & Analysis

cc: Quigley (IDOT)  
S:\AdminGroups\ResearchAnalysis\2019\_ForecastsTraffic\Lincolnshire\la-39-19\la-39-19.docx

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                           |  |  |
|--------------------------|---------------------|--|--|----------------------------|---------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Half Day Road/West Drive  |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | IDOT                      |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Half Day Road             |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | West Parking Lot Driveway |  |  |
| Time Analyzed            | 7:30 - 8:30 AM      |  |  | Peak Hour Factor           | 0.71                      |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                      |  |  |
| Project Description      | Existing Conditions |  |  |                            |                           |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L | T | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2 | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 0 | 0 | 0         | 0 | 2   | 0  |            | 0 | 0 | 0 |            | 0  | 0  | 1  |
| Configuration              |           |   |   |   |           |   | T   | TR |            |   |   |   |            |    |    | R  |
| Volume (veh/h)             |           |   |   |   |           |   | 804 | 5  |            |   |   |   |            |    |    | 2  |
| Percent Heavy Vehicles (%) |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    | 3  |
| Proportion Time Blocked    |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |   |           |   |     |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |   |   |   |           |   |     |    |            |   |   |   |            | No |    |    |
| Median Type   Storage      | Undivided |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.9  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.96 |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.3  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.33 |

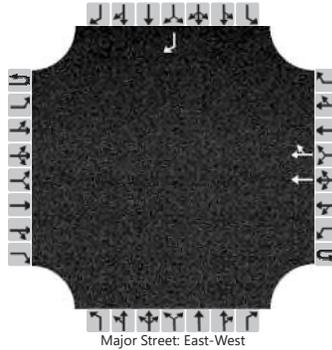
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |      |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|------|
| Flow Rate, v (veh/h)                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 3    |
| Capacity, c (veh/h)                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 462  |
| v/c Ratio                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.01 |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.0  |
| Control Delay (s/veh)                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 12.8 |
| Level of Service (LOS)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | B    |
| Approach Delay (s/veh)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 12.8 |      |
| Approach LOS                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | B    |

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                           |  |  |
|--------------------------|---------------------|--|--|----------------------------|---------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Half Day Road/West Drive  |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | IDOT                      |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Half Day Road             |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | West Parking Lot Driveway |  |  |
| Time Analyzed            | 3:15 - 4:15 PM      |  |  | Peak Hour Factor           | 0.90                      |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                      |  |  |
| Project Description      | Existing Conditions |  |  |                            |                           |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |   | Westbound |   |      |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|---|-----------|---|------|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L | T | R | U         | L | T    | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2 | 3 | 4U        | 4 | 5    | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 0 | 0 | 0         | 0 | 2    | 0  |            | 0 | 0 | 0 |            | 0  | 0  | 1  |
| Configuration              |           |   |   |   |           |   | T    | TR |            |   |   |   |            |    |    | R  |
| Volume (veh/h)             |           |   |   |   |           |   | 1635 | 2  |            |   |   |   |            |    |    | 45 |
| Percent Heavy Vehicles (%) |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    | 3  |
| Proportion Time Blocked    |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |   |           |   |      |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |   |   |   |           |   |      |    |            |   |   |   |            | No |    |    |
| Median Type   Storage      | Undivided |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

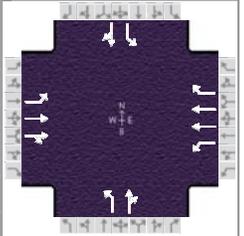
|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.9  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.96 |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.3  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.33 |

## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |      |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|------|
| Flow Rate, v (veh/h)                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 50   |
| Capacity, c (veh/h)                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 276  |
| v/c Ratio                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.18 |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.7  |
| Control Delay (s/veh)                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 20.9 |
| Level of Service (LOS)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | C    |
| Approach Delay (s/veh)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 20.9 |      |
| Approach LOS                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | C    |

## HCS7 Signalized Intersection Input Data

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 Exst.xus |                          |          |  |  |
| Project Description | Existing Conditions       |               |                 |                          |          |  |  |



| Demand Information | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|--------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                    | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement  |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand (v), veh/h  | 363 | 1255 | 36 | 32 | 422 | 267 | 24 | 81 | 67 | 368 | 23 | 363 |

| Signal Information |       |                 |     | Signal Timing Diagram |      |      |     |      |      |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|------|------|-----|------|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |      |      |     |      |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |      |      |     |      |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |      |      |     |      |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |      |      |     |      |      |  |  |  |  |
|                    |       | Green           |     | 2.4                   | 11.9 | 49.8 | 2.1 | 18.5 | 14.3 |  |  |  |  |
|                    |       | Yellow          |     | 3.5                   | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0                   | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |  |

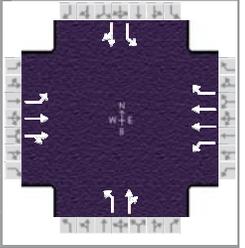
| Traffic Information                                | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
|  | L    | T    | R    | L    | T    | R    | L    | T    | R    | L    | T    | R    |
| Approach Movement                                  |      |      |      |      |      |      |      |      |      |      |      |      |
| Demand (v), veh/h                                  | 363  | 1255 | 36   | 32   | 422  | 267  | 24   | 81   | 67   | 368  | 23   | 363  |
| Initial Queue (Q <sub>b</sub> ), veh/h             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                   |      | None |      |      | None |      |      | None |      |      | None |      |
| Heavy Vehicles (P <sub>HV</sub> ), %               | 5    | 5    |      | 5    | 5    | 5    | 3    | 3    |      | 3    | 3    |      |
| Ped / Bike / RTOR, /h                              | 4    | 0    | 0    | 6    | 0    | 0    | 0    | 0    | 0    | 72   | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                  | 3    | 4    | 4    | 3    | 4    | 4    | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 |      |
| Turn Bay Length, ft                                | 385  | 0    |      | 180  | 0    | 0    | 55   | 0    |      | 425  | 0    |      |
| Grade (P <sub>g</sub> ), %                         |      | 0    |      |      | 0    |      |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                  | 35   | 35   | 35   | 35   | 35   | 35   | 25   | 25   | 25   | 20   | 20   | 20   |

| Phase Information                                   | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Maximum Green (G <sub>max</sub> ) or Phase Split, s | 42.5 | 62.4 | 13.8 | 33.7 | 13.8 | 21.2 | 27.6 | 35.0 |
| Yellow Change Interval (Y), s                       | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  |
| Red Clearance Interval (R <sub>c</sub> ), s         | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  |
| Minimum Green (G <sub>min</sub> ), s                | 3    | 15   | 3    | 15   | 3    | 8    | 3    | 8    |
| Start-Up Lost Time (I <sub>t</sub> ), s             | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green (e), s                 | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Passage (PT), s                                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Recall Mode   | Off  | Max  | Off  | Max  | Off  | Off  | Off  | Off  |
| Dual Entry  | No   | Yes  | No   | Yes  | No   | Yes  | No   | Yes  |
| Walk (Walk), s                                      |      | 10.0 |      | 10.0 |      | 0.0  |      | 10.0 |
| Pedestrian Clearance Time (PC), s                   |      | 18.0 |      | 25.0 |      | 0.0  |      | 22.0 |

| Multimodal Information                      | EB  |      |     | WB  |      |     | NB  |      |     | SB  |      |     |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0   | No   | 25  |
| Walkway / Crosswalk Width / Length, ft      | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   |
| Street Width / Island / Curb                | 0   | 0    | No  |
| Width Outside / Bike Lane / Shoulder, ft    | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 |
| Pedestrian Signal / Occupied Parking        | No  | 0.50 |     |

## HCS7 Signalized Intersection Results Summary

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 Exst.xus |                          |          |  |  |
| Project Description | Existing Conditions       |               |                 |                          |          |  |  |



| Demand Information    | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|-----------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                       | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement     |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( $v$ ), veh/h | 363 | 1255 | 36 | 32 | 422 | 267 | 24 | 81 | 67 | 368 | 23 | 363 |

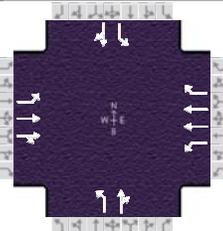
| Signal Information |       |                 |     | Phase Sequence Diagram |      |      |     |      |      |  |  |  |  |
|--------------------|-------|-----------------|-----|------------------------|------|------|-----|------|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                        |      |      |     |      |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                        |      |      |     |      |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                        |      |      |     |      |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                        |      |      |     |      |      |  |  |  |  |
|                    |       | Green           |     | 2.4                    | 11.9 | 49.8 | 2.1 | 18.5 | 14.3 |  |  |  |  |
|                    |       | Yellow          |     | 3.5                    | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0                    | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |  |

| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                       | 1.1  | 4.0  | 1.1  | 3.0  | 1.1  | 4.0  | 1.1  | 4.0  |
| Phase Duration, s                 | 21.3 | 71.2 | 5.9  | 55.8 | 5.6  | 20.3 | 27.6 | 42.3 |
| Change Period, ( $Y+R_c$ ), s     | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  |
| Max Allow Headway ( $MAH$ ), s    | 1.1  | 0.0  | 1.1  | 0.0  | 1.3  | 1.6  | 1.3  | 1.6  |
| Queue Clearance Time ( $g_s$ ), s | 17.8 |      | 3.5  |      | 3.6  | 13.2 | 26.1 | 36.2 |
| Green Extension Time ( $g_e$ ), s | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |
| Phase Call Probability            | 1.00 |      | 0.69 |      | 0.59 | 1.00 | 1.00 | 1.00 |
| Max Out Probability               | 0.00 |      | 0.00 |      | 0.00 | 0.60 | 1.00 | 1.00 |

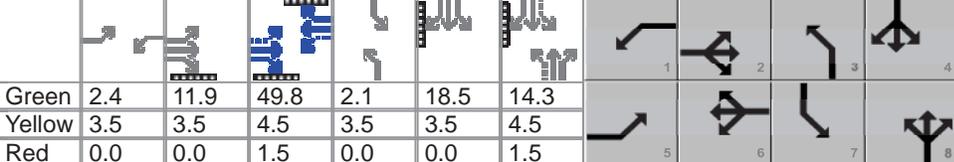
| Movement Group Results                            | EB    |       |       | WB    |       |       | NB    |       |    | SB    |       |    |
|---|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R  | L     | T     | R  |
| Assigned Movement                                 | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18 | 7     | 4     | 14 |
| Adjusted Flow Rate ( $v$ ), veh/h                 | 386   | 690   | 684   | 34    | 449   | 284   | 26    | 157   |    | 391   | 411   |    |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   | 1739  | 1826  | 1807  | 1739  | 1830  | 1536  | 1767  | 1716  |    | 1767  | 1474  |    |
| Queue Service Time ( $g_s$ ), s                   | 15.8  | 29.0  | 29.1  | 1.5   | 8.6   | 14.4  | 1.6   | 11.2  |    | 24.1  | 34.2  |    |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 15.8  | 29.0  | 29.1  | 1.5   | 8.6   | 14.4  | 1.6   | 11.2  |    | 24.1  | 34.2  |    |
| Green Ratio ( $g/C$ )                             | 0.56  | 0.52  | 0.52  | 0.42  | 0.40  | 0.40  | 0.13  | 0.11  |    | 0.32  | 0.29  |    |
| Capacity ( $c$ ), veh/h                           | 608   | 952   | 943   | 196   | 1457  | 611   | 88    | 196   |    | 429   | 428   |    |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.635 | 0.724 | 0.725 | 0.173 | 0.308 | 0.465 | 0.291 | 0.802 |    | 0.913 | 0.959 |    |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  | 265.3 | 400.2 | 383.4 | 28.2  | 166.3 | 226.3 | 33.5  | 249.8 |    | 494.9 | 590.9 |    |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 10.2  | 15.4  | 15.3  | 1.1   | 6.4   | 8.7   | 1.3   | 9.8   |    | 19.3  | 23.1  |    |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  | 0.69  | 0.00  | 0.00  | 0.16  | 0.00  | 0.00  | 0.61  | 0.00  |    | 1.16  | 0.00  |    |
| Uniform Delay ( $d_1$ ), s/veh                    | 16.6  | 13.5  | 13.5  | 22.7  | 19.7  | 21.0  | 48.7  | 54.0  |    | 37.7  | 43.6  |    |
| Incremental Delay ( $d_2$ ), s/veh                | 0.4   | 4.8   | 4.9   | 0.2   | 0.5   | 2.5   | 0.7   | 17.1  |    | 23.3  | 31.9  |    |
| Initial Queue Delay ( $d_3$ ), s/veh              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   |    |
| Control Delay ( $d$ ), s/veh                      | 17.0  | 18.3  | 18.4  | 22.9  | 20.2  | 23.6  | 49.3  | 71.1  |    | 61.0  | 75.6  |    |
| Level of Service ( LOS )                          | B     | B     | B     | C     | C     | C     | D     | E     |    | E     | E     |    |
| Approach Delay, s/veh / LOS                       | 18.0  |       | B     | 21.6  |       | C     | 68.1  |       | E  | 68.4  |       | E  |
| Intersection Delay, s/veh / LOS                   | 32.9  |       |       |       |       |       | C     |       |    |       |       |    |

| Multimodal Results         | EB   | WB | NB   | SB |
|----------------------------|------|----|------|----|
| Pedestrian LOS Score / LOS | 1.90 | B  | 1.92 | B  |
| Bicycle LOS Score / LOS    |      |    |      |    |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                           |               |                 | Intersection Information |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|---|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |   |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |   |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |   |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 7:30 |   |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 Exst.xus |                          |          |   |
| Project Description | Existing Conditions       |               |                 |                          |          |   |

| Demand Information  | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|---------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                     | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( v ), veh/h | 363 | 1255 | 36 | 32 | 422 | 267 | 24 | 81 | 67 | 368 | 23 | 363 |

| Signal Information |       |                 |     |  |      |      |     |      |      |  |  |  |  |
|--------------------|-------|-----------------|-----|--|------|------|-----|------|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |  |      |      |     |      |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |  |      |      |     |      |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |  |      |      |     |      |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |  |      |      |     |      |      |  |  |  |  |
|                    |       | Green           |     | 2.4  | 11.9 | 49.8 | 2.1 | 18.5 | 14.3 |  |  |  |  |
|                    |       | Yellow          |     | 3.5  | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0  | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |  |

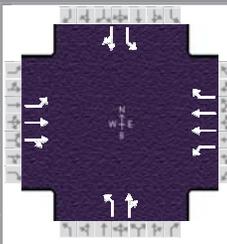
| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.961 | 0.961 | 1.000 | 0.961 | 0.961 | 0.961 | 0.977 | 0.977 | 1.000 | 0.977 | 0.977 | 1.000 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.990 | 0.990 |       | 0.000 | 0.847 |       | 0.925 | 0.925 |       | 0.795 | 0.795 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 0.997 |       |       | 1.000 |       |       | 0.946 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 0.996 |       |       | 0.992 |       |       | 1.000 |       |       | 0.926 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1739  | 3532  | 101   | 1739  | 3659  | 1536  | 1767  | 939   | 777   | 1767  | 88    | 1387  |
| Proportion of Vehicles Arriving on Green (P)         | 0.14  | 0.70  | 0.70  | 0.02  | 0.53  | 0.53  | 0.02  | 0.11  | 0.11  | 0.19  | 0.29  | 0.29  |
| Incremental Delay Factor (k)                         | 0.04  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  | 0.04  | 0.27  |       | 0.42  | 0.44  |       |

| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL  | NBT/R | SBL  | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time ( $t_L$ )                                 | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   |
| Green Ratio ( $g/C$ )                               | 0.56 | 0.52  | 0.42 | 0.40  | 0.13 | 0.11  | 0.32 | 0.29  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 919  | 0     | 386  | 0     | 967  | 0     | 1219 | 0     |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |      |       |      |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 51.8 | 0.0   | 49.8 | 0.0   | 14.3 | 0.0   | 16.3 | 0.0   |
| Permitted Service Time ( $g_u$ ), s                 | 41.1 | 0.0   | 34.1 | 0.0   | 0.0  | 0.0   | 3.1  | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 7.7  |       | 1.5  |       | 0.0  |       | 3.1  |       |
| Time to First Blockage ( $g_t$ ), s                 | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |      |       |      |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 0     |      |       |      |       |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 0.0   |      |       |      |       |

| Multimodal                       | EB    |       |  | WB    |       |  | NB    |       |  | SB    |       |  |
|----------------------------------|-------|-------|--|-------|-------|--|-------|-------|--|-------|-------|--|
| Pedestrian $F_w / F_v$           | 1.198 | 0.000 |  | 1.198 | 0.000 |  | 1.710 | 0.000 |  | 1.557 | 0.000 |  |
| Pedestrian $F_s / F_{delay}$     | 0.000 | 0.107 |  | 0.000 | 0.125 |  | 0.000 | 0.156 |  | 0.000 | 0.138 |  |
| Pedestrian $M_{corner} / M_{cw}$ |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $c_b / d_b$              |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $F_w / F_v$              |       |       |  |       |       |  |       |       |  |       |       |  |

# HCS7 Signalized Intersection Results Graphical Summary

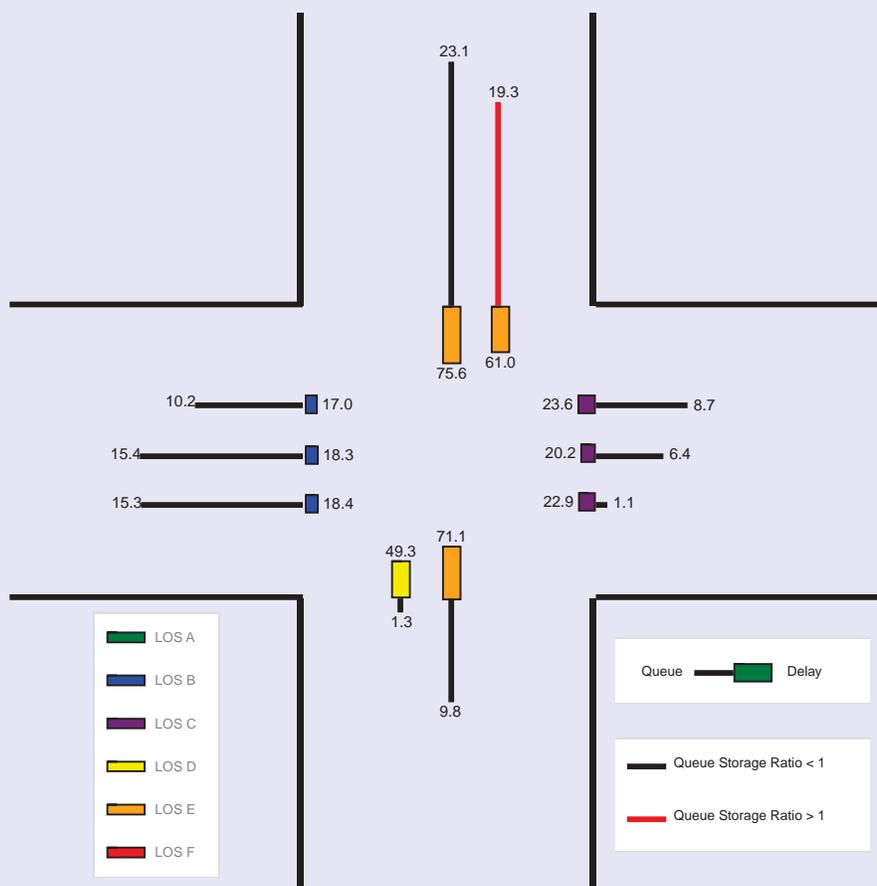
| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 Exst.xus |                          |          |  |  |
| Project Description | Existing Conditions       |               |                 |                          |          |  |  |



| Demand Information  | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|---------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                     | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( v ), veh/h | 363 | 1255 | 36 | 32 | 422 | 267 | 24 | 81 | 67 | 368 | 23 | 363 |

| Signal Information |       |                 |     | Signal Timing Diagram |      |      |     |      |      |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|------|------|-----|------|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |      |      |     |      |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |      |      |     |      |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |      |      |     |      |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |      |      |     |      |      |  |  |  |  |
|                    |       | Green           |     | 2.4                   | 11.9 | 49.8 | 2.1 | 18.5 | 14.3 |  |  |  |  |
|                    |       | Yellow          |     | 3.5                   | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0                   | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |  |

| Movement Group Results                          | EB    |       |       | WB   |       |       | NB   |       |   | SB    |       |   |
|---|-------|-------|-------|------|-------|-------|------|-------|---|-------|-------|---|
|   | L     | T     | R     | L    | T     | R     | L    | T     | R | L     | T     | R |
| Approach Movement                               |       |       |       |      |       |       |      |       |   |       |       |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 265.3 | 400.2 | 383.4 | 28.2 | 166.3 | 226.3 | 33.5 | 249.8 |   | 494.9 | 590.9 |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 10.2  | 15.4  | 15.3  | 1.1  | 6.4   | 8.7   | 1.3  | 9.8   |   | 19.3  | 23.1  |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.69  | 0.00  | 0.00  | 0.16 | 0.00  | 0.00  | 0.61 | 0.00  |   | 1.16  | 0.00  |   |
| Control Delay ( d ), s/veh                      | 17.0  | 18.3  | 18.4  | 22.9 | 20.2  | 23.6  | 49.3 | 71.1  |   | 61.0  | 75.6  |   |
| Level of Service ( LOS)                         | B     | B     | B     | C    | C     | C     | D    | E     |   | E     | E     |   |
| Approach Delay, s/veh / LOS                     | 18.0  |       | B     | 21.6 |       | C     | 68.1 |       | E | 68.4  |       | E |
| Intersection Delay, s/veh / LOS                 | 32.9  |       |       |      |       |       | C    |       |   |       |       |   |



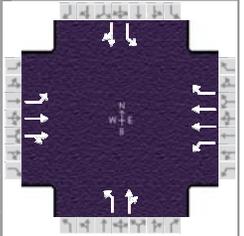
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

## HCS7 Signalized Intersection Input Data

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 3:15 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 Exst.xus |                          |          |  |  |
| Project Description | Existing Conditions       |               |                 |                          |          |  |  |



| Demand Information | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|--------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                    | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement  |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand (v), veh/h  | 105 | 503 | 12 | 34 | 1395 | 82 | 21 | 10 | 25 | 202 | 11 | 221 |

| Signal Information |       |                 |     | Signal Timing Diagram |     |      |     |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|-----|------|-----|-----|------|--|--|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |     |      |     |     |      |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |     |      |     |     |      |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |     |      |     |     |      |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |     |      |     |     |      |  |  |  |  |  |  |
|                    |       | Green           |     | 2.4                   | 3.2 | 69.4 | 2.0 | 7.3 | 18.2 |  |  |  |  |  |  |
|                    |       | Yellow          |     | 3.5                   | 0.0 | 4.5  | 3.5 | 3.5 | 4.5  |  |  |  |  |  |  |
|                    |       | Red             |     | 0.0                   | 0.0 | 1.5  | 0.0 | 0.0 | 1.5  |  |  |  |  |  |  |

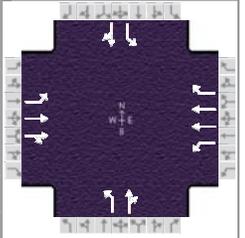
| Traffic Information                                | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
|  | L    | T    | R    | L    | T    | R    | L    | T    | R    | L    | T    | R    |
| Approach Movement                                  |      |      |      |      |      |      |      |      |      |      |      |      |
| Demand (v), veh/h                                  | 105  | 503  | 12   | 34   | 1395 | 82   | 21   | 10   | 25   | 202  | 11   | 221  |
| Initial Queue (Q <sub>b</sub> ), veh/h             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                   |      | None |      |      | None |      |      | None |      |      | None |      |
| Heavy Vehicles (P <sub>HV</sub> ), %               | 5    | 5    |      | 5    | 5    | 5    | 3    | 3    |      | 3    | 3    |      |
| Ped / Bike / RTOR, /h                              | 3    | 0    | 0    | 9    | 0    | 0    | 0    | 0    | 0    | 48   | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                  | 3    | 4    | 4    | 3    | 4    | 4    | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 |      |
| Turn Bay Length, ft                                | 385  | 0    |      | 180  | 0    | 0    | 55   | 0    |      | 425  | 0    |      |
| Grade (P <sub>g</sub> ), %                         |      | 0    |      |      | 0    |      |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                  | 35   | 35   | 35   | 35   | 35   | 35   | 25   | 25   | 25   | 20   | 20   | 20   |

| Phase Information                                   | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Maximum Green (G <sub>max</sub> ) or Phase Split, s | 20.0 | 62.4 | 13.8 | 56.2 | 13.8 | 32.5 | 16.3 | 35.0 |
| Yellow Change Interval (Y), s                       | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  |
| Red Clearance Interval (R <sub>c</sub> ), s         | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  |
| Minimum Green (G <sub>min</sub> ), s                | 3    | 15   | 3    | 15   | 3    | 8    | 3    | 8    |
| Start-Up Lost Time (I <sub>t</sub> ), s             | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green (e), s                 | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Passage (PT), s                                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Recall Mode   | Off  | Max  | Off  | Max  | Off  | Off  | Off  | Off  |
| Dual Entry  | No   | Yes  | No   | Yes  | No   | Yes  | No   | Yes  |
| Walk (Walk), s                                      |      | 10.0 |      | 10.0 |      | 0.0  |      | 10.0 |
| Pedestrian Clearance Time (PC), s                   |      | 18.0 |      | 25.0 |      | 0.0  |      | 22.0 |

| Multimodal Information                      | EB  |      |     | WB  |      |     | NB  |      |     | SB  |      |     |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0   | No   | 25  |
| Walkway / Crosswalk Width / Length, ft      | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   |
| Street Width / Island / Curb                | 0   | 0    | No  |
| Width Outside / Bike Lane / Shoulder, ft    | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 |
| Pedestrian Signal / Occupied Parking        | No  | 0.50 |     |

# HCS7 Signalized Intersection Results Summary

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 3:15 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 Exst.xus |                          |          |  |  |
| Project Description | Existing Conditions       |               |                 |                          |          |  |  |



| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 105 | 503 | 12 | 34 | 1395 | 82 | 21 | 10 | 25 | 202 | 11 | 221 |

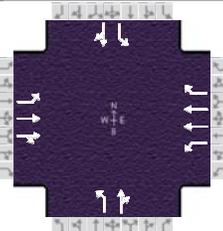
| Signal Information |       |                 |     | Signal Timing Diagram |     |      |     |     |      |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|-----|------|-----|-----|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |     |      |     |     |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |     |      |     |     |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |     |      |     |     |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |     |      |     |     |      |  |  |  |  |
|                    |       | Green           |     | 2.4                   | 3.2 | 69.4 | 2.0 | 7.3 | 18.2 |  |  |  |  |
|                    |       | Yellow          |     | 3.5                   | 0.0 | 4.5  | 3.5 | 3.5 | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0                   | 0.0 | 1.5  | 0.0 | 0.0 | 1.5  |  |  |  |  |

| Timer Results                              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                                | 1.1  | 4.0  | 1.1  | 3.0  | 1.1  | 4.0  | 1.1  | 4.0  |
| Phase Duration, s                          | 9.1  | 78.5 | 5.9  | 75.4 | 5.5  | 24.2 | 16.3 | 35.1 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  |
| Max Allow Headway ( MAH ), s               | 1.1  | 0.0  | 1.1  | 0.0  | 1.3  | 1.7  | 1.3  | 1.7  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 5.7  |      | 3.2  |      | 3.5  | 4.7  | 14.8 | 23.2 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  |
| Phase Call Probability                     | 0.99 |      | 0.75 |      | 0.57 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.00 |      | 0.00 |      | 0.00 | 0.00 | 1.00 | 0.00 |

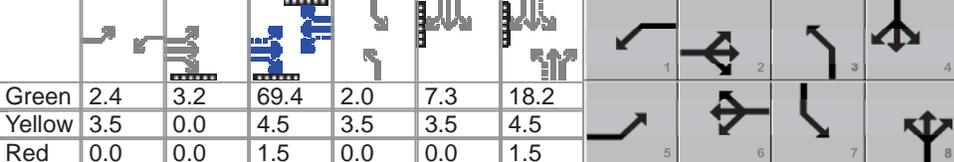
| Movement Group Results                           | EB    |       |       | WB    |       |       | NB    |       |    | SB    |       |    |
|--|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
|  | L     | T     | R     | L     | T     | R     | L     | T     | R  | L     | T     | R  |
| Approach Movement                                |       |       |       |       |       |       |       |       |    |       |       |    |
| Assigned Movement                                | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18 | 7     | 4     | 14 |
| Adjusted Flow Rate ( v ), veh/h                  | 122   | 301   | 298   | 40    | 1622  | 95    | 24    | 41    |    | 235   | 270   |    |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1739  | 1826  | 1810  | 1739  | 1830  | 1535  | 1767  | 1644  |    | 1767  | 1490  |    |
| Queue Service Time ( g <sub>s</sub> ), s         | 3.7   | 6.0   | 6.0   | 1.2   | 35.2  | 2.2   | 1.5   | 2.7   |    | 12.8  | 21.2  |    |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 3.7   | 6.0   | 6.0   | 1.2   | 35.2  | 2.2   | 1.5   | 2.7   |    | 12.8  | 21.2  |    |
| Green Ratio ( g/C )                              | 0.61  | 0.58  | 0.58  | 0.57  | 0.56  | 0.56  | 0.16  | 0.15  |    | 0.26  | 0.23  |    |
| Capacity ( c ), veh/h                            | 218   | 1060  | 1051  | 504   | 2031  | 852   | 137   | 240   |    | 407   | 346   |    |
| Volume-to-Capacity Ratio ( X )                   | 0.560 | 0.284 | 0.284 | 0.078 | 0.799 | 0.112 | 0.178 | 0.170 |    | 0.577 | 0.779 |    |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 70.8  | 104.6 | 100   | 22.2  | 415.4 | 36.3  | 30.5  | 52.3  |    | 270.1 | 338   |    |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 2.7   | 4.0   | 4.0   | 0.9   | 16.0  | 1.4   | 1.2   | 2.0   |    | 10.5  | 13.2  |    |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.18  | 0.00  | 0.00  | 0.12  | 0.00  | 0.00  | 0.56  | 0.00  |    | 0.64  | 0.00  |    |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 19.2  | 6.6   | 6.6   | 11.7  | 11.8  | 7.5   | 45.2  | 46.7  |    | 39.5  | 45.0  |    |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 0.8   | 0.7   | 0.7   | 0.0   | 3.4   | 0.3   | 0.2   | 0.1   |    | 1.3   | 4.8   |    |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   |    |
| Control Delay ( d ), s/veh                       | 20.0  | 7.3   | 7.3   | 11.7  | 15.2  | 7.8   | 45.4  | 46.9  |    | 40.8  | 49.8  |    |
| Level of Service ( LOS )                         | C     | A     | A     | B     | B     | A     | D     | D     |    | D     | D     |    |
| Approach Delay, s/veh / LOS                      | 9.4   |       | A     | 14.7  |       | B     | 46.3  |       | D  | 45.6  |       | D  |
| Intersection Delay, s/veh / LOS                  | 19.3  |       |       |       |       |       | B     |       |    |       |       |    |

| Multimodal Results         | EB   | WB | NB   | SB |
|----------------------------|------|----|------|----|
| Pedestrian LOS Score / LOS | 1.89 | B  | 1.90 | B  |
| Bicycle LOS Score / LOS    |      |    |      |    |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                           |               |                 | Intersection Information |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|---|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |   |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |   |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |   |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            | Analysis Period          | 1 > 3:15 |   |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 Exst.xus |                          |          |   |
| Project Description | Existing Conditions       |               |                 |                          |          |   |

| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 105 | 503 | 12 | 34 | 1395 | 82 | 21 | 10 | 25 | 202 | 11 | 221 |

| Signal Information |       |                 |     |  |     |     |      |     |     |      |  |  |  |  |
|--------------------|-------|-----------------|-----|--|-----|-----|------|-----|-----|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   | Green  | 2.4 | 3.2 | 69.4 | 2.0 | 7.3 | 18.2 |  |  |  |  |
| Offset, s          | 0     | Reference Point | End | Yellow   | 3.5 | 0.0 | 4.5  | 3.5 | 3.5 | 4.5  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red  | 0.0 | 0.0 | 1.5  | 0.0 | 0.0 | 1.5  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |  |     |     |      |     |     |      |  |  |  |  |

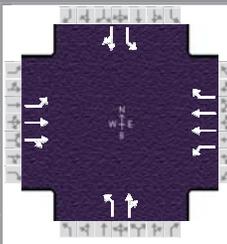
| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.961 | 0.961 | 1.000 | 0.961 | 0.961 | 0.961 | 0.977 | 0.977 | 1.000 | 0.977 | 0.977 | 1.000 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.992 | 0.992 |       | 0.000 | 0.847 |       | 0.886 | 0.886 |       | 0.803 | 0.803 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 1.000 |       |       | 0.999 |       |       | 0.955 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 0.997 |       |       | 0.992 |       |       | 1.000 |       |       | 0.938 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1739  | 3552  | 85    | 1739  | 3659  | 1535  | 1767  | 470   | 1174  | 1767  | 71    | 1419  |
| Proportion of Vehicles Arriving on Green (P)         | 0.04  | 0.77  | 0.77  | 0.02  | 0.74  | 0.74  | 0.02  | 0.15  | 0.15  | 0.10  | 0.23  | 0.23  |
| Incremental Delay Factor (k)                         | 0.04  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  | 0.04  | 0.04  |       | 0.11  | 0.14  |       |

| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL  | NBT/R | SBL  | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time ( $t_L$ )                                 | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   |
| Green Ratio ( $g/C$ )                               | 0.61 | 0.58  | 0.57 | 0.56  | 0.16 | 0.15  | 0.26 | 0.23  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 304  | 0     | 800  | 0     | 1101 | 0     | 1356 | 0     |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |      |       |      |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 71.0 | 0.0   | 69.4 | 0.0   | 18.2 | 0.0   | 20.2 | 0.0   |
| Permitted Service Time ( $g_u$ ), s                 | 34.1 | 0.0   | 64.6 | 0.0   | 5.8  | 0.0   | 15.5 | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 24.8 |       | 0.3  |       | 0.3  |       | 2.8  |       |
| Time to First Blockage ( $g$ ), s                   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |      |       |      |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 0     |      |       |      |       |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 0.0   |      |       |      |       |

| Multimodal                       | EB    |       | WB    |       | NB    |       | SB    |       |
|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Pedestrian $F_w / F_v$           | 1.198 | 0.000 | 1.198 | 0.000 | 1.710 | 0.000 | 1.557 | 0.000 |
| Pedestrian $F_s / F_{delay}$     | 0.000 | 0.096 | 0.000 | 0.101 | 0.000 | 0.153 | 0.000 | 0.145 |
| Pedestrian $M_{corner} / M_{cw}$ |       |       |       |       |       |       |       |       |
| Bicycle $c_b / d_b$              |       |       |       |       |       |       |       |       |
| Bicycle $F_w / F_v$              |       |       |       |       |       |       |       |       |

# HCS7 Signalized Intersection Results Graphical Summary

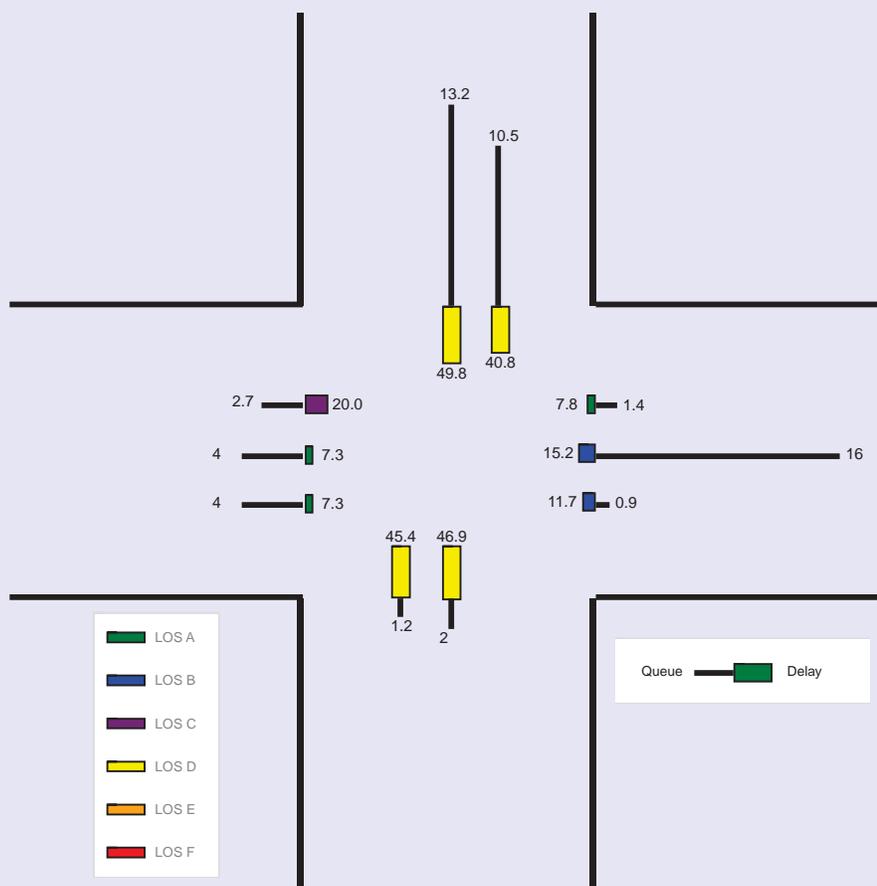
| General Information |                           |               |                 | Intersection Information |                 |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|-----------------|----------|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250           |          |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    |                          | Area Type       | Other    |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  |                          | PHF             | 0.86     |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2019            |                          | Analysis Period | 1 > 3:15 |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 Exst.xus |                          |                 |          |  |
| Project Description | Existing Conditions       |               |                 |                          |                 |          |  |



| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 105 | 503 | 12 | 34 | 1395 | 82 | 21 | 10 | 25 | 202 | 11 | 221 |

| Signal Information |       |                 |     | Signal Timing Diagram |     |     |      |     |     |      |  |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|-----|-----|------|-----|-----|------|--|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |     |     |      |     |     |      |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End | Green                 | 2.4 | 3.2 | 69.4 | 2.0 | 7.3 | 18.2 |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Yellow                | 3.5 | 0.0 | 4.5  | 3.5 | 3.5 | 4.5  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Red                   | 0.0 | 0.0 | 1.5  | 0.0 | 0.0 | 1.5  |  |  |  |  |  |

| Movement Group Results                          | EB   |       |      | WB   |       |      | NB   |      |   | SB    |      |   |
|---|------|-------|------|------|-------|------|------|------|---|-------|------|---|
|   | L    | T     | R    | L    | T     | R    | L    | T    | R | L     | T    | R |
| Approach Movement                               |      |       |      |      |       |      |      |      |   |       |      |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 70.8 | 104.6 | 100  | 22.2 | 415.4 | 36.3 | 30.5 | 52.3 |   | 270.1 | 338  |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 2.7  | 4.0   | 4.0  | 0.9  | 16.0  | 1.4  | 1.2  | 2.0  |   | 10.5  | 13.2 |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.18 | 0.00  | 0.00 | 0.12 | 0.00  | 0.00 | 0.56 | 0.00 |   | 0.64  | 0.00 |   |
| Control Delay ( d ), s/veh                      | 20.0 | 7.3   | 7.3  | 11.7 | 15.2  | 7.8  | 45.4 | 46.9 |   | 40.8  | 49.8 |   |
| Level of Service ( LOS)                         | C    | A     | A    | B    | B     | A    | D    | D    |   | D     | D    |   |
| Approach Delay, s/veh / LOS                     | 9.4  | A     |      | 14.7 | B     |      | 46.3 | D    |   | 45.6  | D    |   |
| Intersection Delay, s/veh / LOS                 | 19.3 |       |      |      |       |      | B    |      |   |       |      |   |



--- Messages ---

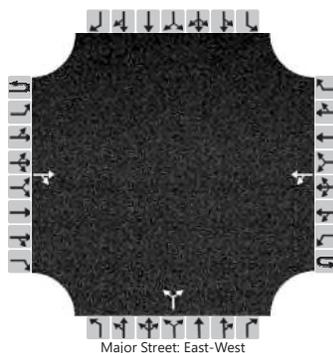
No errors or warnings exist.

--- Comments ---

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                         |  |  |
|--------------------------|---------------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Port Clinton/East Drive |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | East Access Driveway    |  |  |
| Time Analyzed            | 7:30 - 8:30 AM      |  |  | Peak Hour Factor           | 0.90                    |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Existing Conditions |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|---|----|---|------------|----|----|----|
|                            | U         | L | T   | R  | U         | L  | T   | R | U          | L | T  | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 350 | 30 |           | 8  | 258 |   |            | 4 |    | 4 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |   |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

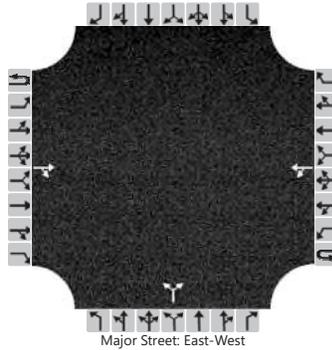
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |  |
|---|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  | 9    |  |  |  |      |  | 9    |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  | 1130 |  |  |  |      |  | 489  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  | 0.01 |  |  |  |      |  | 0.02 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  | 0.0  |  |  |  |      |  | 0.1  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  | 8.2  |  |  |  |      |  | 12.5 |  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  | A    |  |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.3  |  |  |  | 12.5 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |      |  |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                         |  |  |
|--------------------------|---------------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Port Clinton/East Drive |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | East Access Driveway    |  |  |
| Time Analyzed            | 3:15 - 4:15 PM      |  |  | Peak Hour Factor           | 0.79                    |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Existing Conditions |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
|                            | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Priority                   |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 222 | 7  |           | 3  | 208 |   |            | 25 |    | 19 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   |            | 0  |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

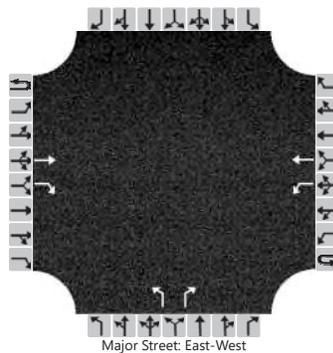
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |      |     |  |  |  |  |      |  |  |  |  |
|---|--|--|--|--|--|------|-----|--|--|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |  | 4    |     |  |  |  |  | 56   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |  | 1265 |     |  |  |  |  | 575  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |  | 0.00 |     |  |  |  |  | 0.10 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  | 0.0  |     |  |  |  |  | 0.3  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |  | 7.9  |     |  |  |  |  | 11.9 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |  | A    |     |  |  |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  |  |      | 0.1 |  |  |  |  | 11.9 |  |  |  |  |
| Approach LOS                            |  |  |  |  |  |      |     |  |  |  |  | B    |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                         |  |  |
|--------------------------|---------------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Port Clinton/West Drive |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | West Access Driveway    |  |  |
| Time Analyzed            | 7:30 - 8:30 AM      |  |  | Peak Hour Factor           | 0.80                    |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Existing Conditions |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |    |   | Northbound |     |   |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|----|---|------------|-----|---|-----|------------|----|----|----|
|                            | U         | L | T   | R   | U         | L   | T  | R | U          | L   | T | R   | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5  | 6 |            | 7   | 8 | 9   |            | 10 | 11 | 12 |
| Priority                   |           |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 1   | 0         | 1   | 1  | 0 |            | 1   | 0 | 1   |            | 0  | 0  | 0  |
| Configuration              |           |   | T   | R   |           | L   | T  |   |            | L   |   | R   |            |    |    |    |
| Volume (veh/h)             |           |   | 214 | 605 |           | 206 | 56 |   |            | 225 |   | 166 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 3   |    |   |            | 3   |   | 3   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |    |   | 0          |     |   |     |            |    |    |    |
| Right Turn Channelized     | No        |   |     |     |           |     |    |   | No         |     |   |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

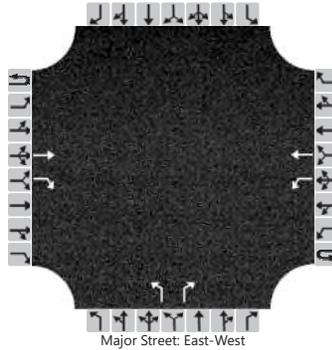
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |      |      |  |  |       |  |       |  |      |  |  |  |
|---|--|--|--|--|------|------|--|--|-------|--|-------|--|------|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 258  |  |  |       |  | 281   |  | 208  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 674  |  |  |       |  | 203   |  | 768  |  |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.38 |  |  |       |  | 1.39  |  | 0.27 |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 1.8  |  |  |       |  | 16.3  |  | 1.1  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 13.6 |  |  |       |  | 246.5 |  | 11.4 |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | B    |  |  |       |  | F     |  | B    |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 10.7 |      |  |  | 146.7 |  |       |  |      |  |  |  |
| Approach LOS                            |  |  |  |  |      |      |  |  | F     |  |       |  |      |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                     |  |  | Site Information           |                         |  |  |
|--------------------------|---------------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC                 |  |  | Intersection               | Port Clinton/West Drive |  |  |
| Agency/Co.               | EEA                 |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019          |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2019                |  |  | North/South Street         | West Access Driveway    |  |  |
| Time Analyzed            | 3:15 - 4:15 PM      |  |  | Peak Hour Factor           | 0.80                    |  |  |
| Intersection Orientation | East-West           |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Existing Conditions |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |   | Northbound |     |   |    | Southbound |    |    |   |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|---|------------|-----|---|----|------------|----|----|---|
|                            | U         | L | T   | R   | U         | L  | T   | R | U          | L   | T | R  | U          | L  | T  | R |
| Movement                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6 | 7          | 8   | 9 |    | 10         | 11 | 12 |   |
| Priority                   |           |   |     |     |           |    |     |   |            |     |   |    |            |    |    |   |
| Number of Lanes            | 0         | 0 | 1   | 1   | 0         | 1  | 1   | 0 | 1          | 0   | 1 |    | 0          | 0  | 0  |   |
| Configuration              |           |   | T   | R   |           | L  | T   |   |            | L   |   | R  |            |    |    |   |
| Volume (veh/h)             |           |   | 139 | 165 |           | 58 | 175 |   |            | 275 |   | 90 |            |    |    |   |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 3  |     |   |            | 3   |   | 3  |            |    |    |   |
| Proportion Time Blocked    |           |   |     |     |           |    |     |   |            |     |   |    |            |    |    |   |
| Percent Grade (%)          |           |   |     |     |           |    |     |   | 0          |     |   |    |            |    |    |   |
| Right Turn Channelized     | No        |   |     |     |           |    |     |   | No         |     |   |    |            |    |    |   |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |   |            |     |   |    |            |    |    |   |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |      |  |      |  |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|------|--|------|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  | 7.1  |  | 6.2  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  | 6.43 |  | 6.23 |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  | 3.5  |  | 3.3  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  | 3.53 |  | 3.33 |  |  |  |  |

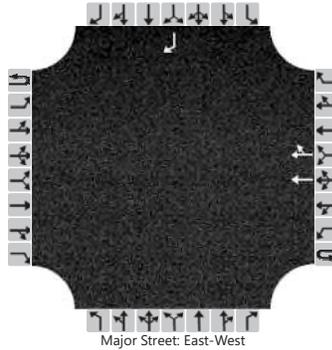
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |     |      |  |  |      |      |  |      |  |  |  |  |
|---|--|--|--|--|-----|------|--|--|------|------|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 73   |  |  |      | 344  |  | 113  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1172 |  |  |      | 471  |  | 866  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.06 |  |  |      | 0.73 |  | 0.13 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.2  |  |  |      | 5.9  |  | 0.4  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 8.3  |  |  |      | 30.6 |  | 9.8  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      | D    |  | A    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.1 |      |  |  | 25.5 |      |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | D    |      |  |      |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                           |  |  |
|--------------------------|----------------|--|--|----------------------------|---------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Half Day Road/West Drive  |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | IDOT                      |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Half Day Road             |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | West Parking Lot Driveway |  |  |
| Time Analyzed            | 7:30 - 8:30 AM |  |  | Peak Hour Factor           | 0.71                      |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                      |  |  |
| Project Description      | Total Volumes  |  |  |                            |                           |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L | T | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2 | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 0 | 0 | 0         | 0 | 2   | 0  |            | 0 | 0 | 0 |            | 0  | 0  | 1  |
| Configuration              |           |   |   |   |           |   | T   | TR |            |   |   |   |            |    |    | R  |
| Volume (veh/h)             |           |   |   |   |           |   | 861 | 5  |            |   |   |   |            |    |    | 2  |
| Percent Heavy Vehicles (%) |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    | 3  |
| Proportion Time Blocked    |           |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |   |           |   |     |    |            |   |   |   |            | 0  |    |    |
| Right Turn Channelized     |           |   |   |   |           |   |     |    |            |   |   |   |            | No |    |    |
| Median Type   Storage      | Undivided |   |   |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.9  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.96 |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.3  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.33 |

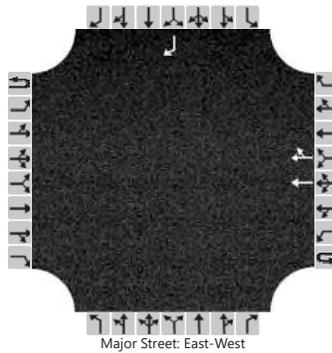
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |      |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|------|
| Flow Rate, v (veh/h)                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 3    |
| Capacity, c (veh/h)                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 435  |
| v/c Ratio                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.01 |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.0  |
| Control Delay (s/veh)                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 13.3 |
| Level of Service (LOS)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | B    |
| Approach Delay (s/veh)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 13.3 |      |
| Approach LOS                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | B    |

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                           |  |  |
|--------------------------|----------------|--|--|----------------------------|---------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Half Day Road/West Drive  |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | IDOT                      |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Half Day Road             |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | West Parking Lot Driveway |  |  |
| Time Analyzed            | 3:15 - 4:15 PM |  |  | Peak Hour Factor           | 0.90                      |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                      |  |  |
| Project Description      | Total Volumes  |  |  |                            |                           |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |   |   | Westbound |   |      |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|---|---|---|-----------|---|------|----|------------|---|---|---|------------|----|----|----|
|                            | U         | L | T | R | U         | L | T    | R  | U          | L | T | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2 | 3 | 4U        | 4 | 5    | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 0 | 0 | 0         | 0 | 2    | 0  |            | 0 | 0 | 0 |            | 0  | 0  | 1  |
| Configuration              |           |   |   |   |           |   | T    | TR |            |   |   |   |            |    |    | R  |
| Volume (veh/h)             |           |   |   |   |           |   | 1725 | 2  |            |   |   |   |            |    |    | 45 |
| Percent Heavy Vehicles (%) |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    | 3  |
| Proportion Time Blocked    |           |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |   |   |   |           |   |      |    |            |   |   |   |            |    | 0  |    |
| Right Turn Channelized     |           |   |   |   |           |   |      |    |            |   |   |   |            |    | No |    |
| Median Type   Storage      | Undivided |   |   |   |           |   |      |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

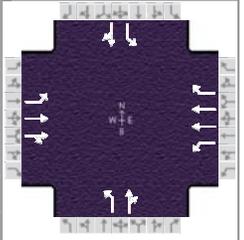
|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.9  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 6.96 |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.3  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3.33 |

## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |      |
|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|------|
| Flow Rate, v (veh/h)                    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 50   |
| Capacity, c (veh/h)                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 255  |
| v/c Ratio                               |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.20 |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 0.7  |
| Control Delay (s/veh)                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | 22.5 |
| Level of Service (LOS)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | C    |
| Approach Delay (s/veh)                  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 22.5 |      |
| Approach LOS                            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      | C    |

## HCS7 Signalized Intersection Input Data

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 2027.xus |                          |          |  |  |
| Project Description | Total Volumes             |               |                 |                          |          |  |  |



| Demand Information | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|--------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                    | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement  |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand (v), veh/h  | 399 | 1318 | 36 | 32 | 443 | 294 | 24 | 89 | 67 | 405 | 25 | 399 |

| Signal Information |       |                 |     | Signal Timing Diagram |      |      |     |      |      |  |  |  |  |
|--------------------|-------|-----------------|-----|-----------------------|------|------|-----|------|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                       |      |      |     |      |      |  |  |  |  |
| Offset, s          | 0     | Reference Point | End |                       |      |      |     |      |      |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  |                       |      |      |     |      |      |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |                       |      |      |     |      |      |  |  |  |  |
|                    |       | Green           |     | 2.5                   | 14.9 | 43.9 | 2.1 | 20.5 | 15.2 |  |  |  |  |
|                    |       | Yellow          |     | 3.5                   | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |  |
|                    |       | Red             |     | 0.0                   | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |  |

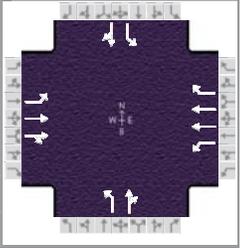
| Traffic Information                                | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
|  | L    | T    | R    | L    | T    | R    | L    | T    | R    | L    | T    | R    |
| Approach Movement                                  |      |      |      |      |      |      |      |      |      |      |      |      |
| Demand (v), veh/h                                  | 399  | 1318 | 36   | 32   | 443  | 294  | 24   | 89   | 67   | 405  | 25   | 399  |
| Initial Queue (Q <sub>b</sub> ), veh/h             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h | 1900 | 1900 | 1900 | 1900 | 2000 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                   | None |      |      | None |      |      | None |      |      | None |      |      |
| Heavy Vehicles (P <sub>HV</sub> ), %               | 5    | 5    |      | 5    | 5    | 5    | 3    | 3    |      | 3    | 3    |      |
| Ped / Bike / RTOR, /h                              | 4    | 0    | 0    | 6    | 0    | 0    | 0    | 0    | 0    | 72   | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                  | 3    | 4    | 4    | 3    | 4    | 4    | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 |      |
| Turn Bay Length, ft                                | 385  | 0    |      | 180  | 0    | 0    | 55   | 0    |      | 425  | 0    |      |
| Grade (P <sub>g</sub> ), %                         |      | 0    |      |      | 0    |      |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                  | 35   | 35   | 35   | 35   | 35   | 35   | 25   | 25   | 25   | 20   | 20   | 20   |

| Phase Information                                   | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|---|------|------|------|------|------|------|------|------|
| Maximum Green (G <sub>max</sub> ) or Phase Split, s | 40.5 | 62.4 | 11.8 | 33.7 | 13.8 | 21.2 | 29.6 | 37.0 |
| Yellow Change Interval (Y), s                       | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  | 3.5  | 4.5  |
| Red Clearance Interval (R <sub>c</sub> ), s         | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  | 0.0  | 1.5  |
| Minimum Green (G <sub>min</sub> ), s                | 3    | 15   | 3    | 15   | 3    | 8    | 3    | 8    |
| Start-Up Lost Time (l <sub>t</sub> ), s             | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green (e), s                 | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Passage (PT), s                                     | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Recall Mode   | Off  | Max  | Off  | Max  | Off  | Off  | Off  | Off  |
| Dual Entry  | No   | Yes  | No   | Yes  | No   | Yes  | No   | Yes  |
| Walk (Walk), s                                      |      | 10.0 |      | 10.0 |      | 0.0  |      | 10.0 |
| Pedestrian Clearance Time (PC), s                   |      | 18.0 |      | 25.0 |      | 0.0  |      | 22.0 |

| Multimodal Information                      | EB  |      |     | WB  |      |     | NB  |      |     | SB  |      |     |
|---|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| 85th % Speed / Rest in Walk / Corner Radius | 0   | No   | 25  |
| Walkway / Crosswalk Width / Length, ft      | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   | 9.0 | 12   | 0   |
| Street Width / Island / Curb                | 0   | 0    | No  |
| Width Outside / Bike Lane / Shoulder, ft    | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 | 12  | 5.0  | 2.0 |
| Pedestrian Signal / Occupied Parking        | No  | 0.50 |     |

## HCS7 Signalized Intersection Results Summary

| General Information |                           |               |                 | Intersection Information |                 |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|-----------------|----------|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250           |          |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    |                          | Area Type       | Other    |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  |                          | PHF             | 0.94     |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            |                          | Analysis Period | 1 > 7:30 |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 2027.xus |                          |                 |          |  |
| Project Description | Total Volumes             |               |                 |                          |                 |          |  |



| Demand Information    | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|-----------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                       | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement     |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( $v$ ), veh/h | 399 | 1318 | 36 | 32 | 443 | 294 | 24 | 89 | 67 | 405 | 25 | 399 |

| Signal Information |       |                 |     | Signal Timing (s) |     |      |      |     |      |      |  |  |  |
|--------------------|-------|-----------------|-----|-------------------|-----|------|------|-----|------|------|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |                   |     |      |      |     |      |      |  |  |  |
| Offset, s          | 0     | Reference Point | End | Green             | 2.5 | 14.9 | 43.9 | 2.1 | 20.5 | 15.2 |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Yellow            | 3.5 | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Red               | 0.0 | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |

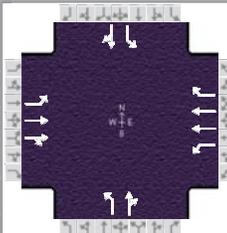
| Timer Results                     | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|-----------------------------------|------|------|------|------|------|------|------|------|
| Assigned Phase                    | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                       | 1.1  | 4.0  | 1.1  | 3.0  | 1.1  | 4.0  | 1.1  | 4.0  |
| Phase Duration, s                 | 24.3 | 68.2 | 6.0  | 49.9 | 5.6  | 21.2 | 29.6 | 45.2 |
| Change Period, ( $Y+R_c$ ), s     | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  |
| Max Allow Headway ( $MAH$ ), s    | 1.1  | 0.0  | 1.1  | 0.0  | 1.3  | 1.6  | 1.3  | 1.6  |
| Queue Clearance Time ( $g_s$ ), s | 20.8 |      | 3.6  |      | 3.6  | 13.7 | 28.1 | 39.5 |
| Green Extension Time ( $g_e$ ), s | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.0  |
| Phase Call Probability            | 1.00 |      | 0.69 |      | 0.59 | 1.00 | 1.00 | 1.00 |
| Max Out Probability               | 0.00 |      | 0.00 |      | 0.00 | 1.00 | 1.00 | 1.00 |

| Movement Group Results                            | EB    |       |       | WB    |       |       | NB    |       |    | SB    |       |    |
|---|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
|   | L     | T     | R     | L     | T     | R     | L     | T     | R  | L     | T     | R  |
| Approach Movement                                 |       |       |       |       |       |       |       |       |    |       |       |    |
| Assigned Movement                                 | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18 | 7     | 4     | 14 |
| Adjusted Flow Rate ( $v$ ), veh/h                 | 424   | 723   | 717   | 34    | 471   | 313   | 26    | 166   |    | 431   | 451   |    |
| Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln   | 1739  | 1826  | 1808  | 1739  | 1830  | 1534  | 1767  | 1722  |    | 1767  | 1483  |    |
| Queue Service Time ( $g_s$ ), s                   | 18.8  | 35.2  | 35.4  | 1.6   | 10.3  | 18.6  | 1.6   | 11.7  |    | 26.1  | 37.5  |    |
| Cycle Queue Clearance Time ( $g_c$ ), s           | 18.8  | 35.2  | 35.4  | 1.6   | 10.3  | 18.6  | 1.6   | 11.7  |    | 26.1  | 37.5  |    |
| Green Ratio ( $g/C$ )                             | 0.53  | 0.50  | 0.50  | 0.37  | 0.35  | 0.35  | 0.14  | 0.12  |    | 0.35  | 0.31  |    |
| Capacity ( $c$ ), veh/h                           | 589   | 909   | 900   | 164   | 1284  | 538   | 87    | 209   |    | 460   | 465   |    |
| Volume-to-Capacity Ratio ( $X$ )                  | 0.720 | 0.795 | 0.797 | 0.208 | 0.367 | 0.581 | 0.292 | 0.793 |    | 0.936 | 0.970 |    |
| Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)  | 310.9 | 502.1 | 481.5 | 30.9  | 201.7 | 288.9 | 33.2  | 260.2 |    | 543.2 | 646.8 |    |
| Back of Queue ( $Q$ ), veh/ln ( 95 th percentile) | 12.0  | 19.3  | 19.3  | 1.2   | 7.8   | 11.1  | 1.3   | 10.2  |    | 21.2  | 25.3  |    |
| Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)  | 0.81  | 0.00  | 0.00  | 0.17  | 0.00  | 0.00  | 0.60  | 0.00  |    | 1.28  | 0.00  |    |
| Uniform Delay ( $d_1$ ), s/veh                    | 19.1  | 16.5  | 16.5  | 26.8  | 24.3  | 26.5  | 48.0  | 53.4  |    | 36.5  | 42.3  |    |
| Incremental Delay ( $d_2$ ), s/veh                | 0.9   | 7.1   | 7.3   | 0.2   | 0.8   | 4.5   | 0.7   | 17.2  |    | 26.4  | 33.9  |    |
| Initial Queue Delay ( $d_3$ ), s/veh              | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   |    |
| Control Delay ( $d$ ), s/veh                      | 20.1  | 23.6  | 23.8  | 27.1  | 25.1  | 31.1  | 48.7  | 70.5  |    | 62.9  | 76.2  |    |
| Level of Service ( LOS )                          | C     | C     | C     | C     | C     | C     | D     | E     |    | E     | E     |    |
| Approach Delay, s/veh / LOS                       | 22.9  |       | C     | 27.5  |       | C     | 67.6  |       | E  | 69.7  |       | E  |
| Intersection Delay, s/veh / LOS                   | 37.2  |       |       |       |       |       | D     |       |    |       |       |    |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 1.91 | B | 1.93 | B | 2.47 | B | 2.29 | B |
| Bicycle LOS Score / LOS    |      |   |      |   |      |   |      |   |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 2027.xus |                          |          |  |  |
| Project Description | Total Volumes             |               |                 |                          |          |  |  |



| Demand Information  | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|---------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                     | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( v ), veh/h | 399 | 1318 | 36 | 32 | 443 | 294 | 24 | 89 | 67 | 405 | 25 | 399 |

| Signal Information |       |                 |     | Signal Phases |     |      |      |     |      |      |  |  |  |
|--------------------|-------|-----------------|-----|---------------|-----|------|------|-----|------|------|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |               |     |      |      |     |      |      |  |  |  |
| Offset, s          | 0     | Reference Point | End | Green         | 2.5 | 14.9 | 43.9 | 2.1 | 20.5 | 15.2 |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Yellow        | 3.5 | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Red           | 0.0 | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |  |  |

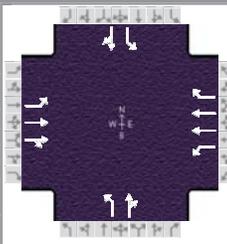
| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.961 | 0.961 | 1.000 | 0.961 | 0.961 | 0.961 | 0.977 | 0.977 | 1.000 | 0.977 | 0.977 | 1.000 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.990 | 0.990 |       | 0.000 | 0.847 |       | 0.928 | 0.928 |       | 0.799 | 0.799 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 0.997 |       |       | 1.000 |       |       | 0.952 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 0.996 |       |       | 0.991 |       |       | 1.000 |       |       | 0.931 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1739  | 3537  | 97    | 1739  | 3659  | 1534  | 1767  | 983   | 740   | 1767  | 87    | 1395  |
| Proportion of Vehicles Arriving on Green (P)         | 0.17  | 0.66  | 0.66  | 0.02  | 0.47  | 0.47  | 0.02  | 0.12  | 0.12  | 0.21  | 0.31  | 0.31  |
| Incremental Delay Factor (k)                         | 0.06  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  | 0.04  | 0.31  |       | 0.44  | 0.47  |       |

| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL  | NBT/R | SBL  | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time ( $t_L$ )                                 | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   |
| Green Ratio ( $g/C$ )                               | 0.53 | 0.50  | 0.37 | 0.35  | 0.14 | 0.12  | 0.35 | 0.31  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 900  | 0     | 362  | 0     | 932  | 0     | 1210 | 0     |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |      |       |      |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 45.9 | 0.0   | 43.9 | 0.0   | 15.2 | 0.0   | 17.2 | 0.0   |
| Permitted Service Time ( $g_u$ ), s                 | 33.6 | 0.0   | 24.9 | 0.0   | 0.0  | 0.0   | 3.5  | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 11.0 |       | 2.0  |       | 0.0  |       | 3.5  |       |
| Time to First Blockage ( $g_t$ ), s                 | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |      |       |      |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 0     |      |       |      |       |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 0.0   |      |       |      |       |

| Multimodal                       | EB    |       |  | WB    |       |  | NB    |       |  | SB    |       |  |
|----------------------------------|-------|-------|--|-------|-------|--|-------|-------|--|-------|-------|--|
| Pedestrian $F_w / F_v$           | 1.198 | 0.000 |  | 1.198 | 0.000 |  | 1.710 | 0.000 |  | 1.557 | 0.000 |  |
| Pedestrian $F_s / F_{delay}$     | 0.000 | 0.111 |  | 0.000 | 0.131 |  | 0.000 | 0.155 |  | 0.000 | 0.136 |  |
| Pedestrian $M_{corner} / M_{cw}$ |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $c_b / d_b$              |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $F_w / F_v$              |       |       |  |       |       |  |       |       |  |       |       |  |

# HCS7 Signalized Intersection Results Graphical Summary

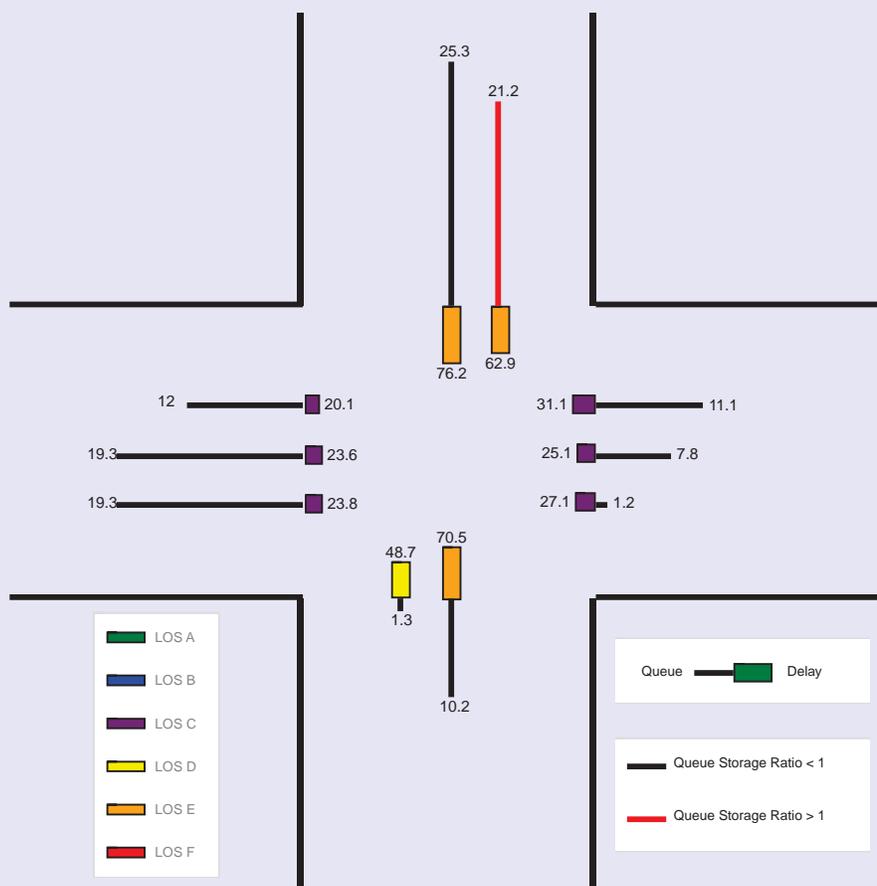
| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 7:30 - 8:30 AM  | PHF                      | 0.94     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 7:30 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 730 2027.xus |                          |          |  |  |
| Project Description | Total Volumes             |               |                 |                          |          |  |  |



| Demand Information  | EB  |      |    | WB |     |     | NB |    |    | SB  |    |     |
|---------------------|-----|------|----|----|-----|-----|----|----|----|-----|----|-----|
|                     | L   | T    | R  | L  | T   | R   | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |      |    |    |     |     |    |    |    |     |    |     |
| Demand ( v ), veh/h | 399 | 1318 | 36 | 32 | 443 | 294 | 24 | 89 | 67 | 405 | 25 | 399 |

| Signal Information |       |                 |     | Signal Phases |     |      |      |     |      |      |  |
|--------------------|-------|-----------------|-----|---------------|-----|------|------|-----|------|------|--|
| Cycle, s           | 125.0 | Reference Phase | 2   |               |     |      |      |     |      |      |  |
| Offset, s          | 0     | Reference Point | End | Green         | 2.5 | 14.9 | 43.9 | 2.1 | 20.5 | 15.2 |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Yellow        | 3.5 | 3.5  | 4.5  | 3.5 | 3.5  | 4.5  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  | Red           | 0.0 | 0.0  | 1.5  | 0.0 | 0.0  | 1.5  |  |

| Movement Group Results                          | EB    |       |       | WB   |       |       | NB   |       |   | SB    |       |   |
|---|-------|-------|-------|------|-------|-------|------|-------|---|-------|-------|---|
|   | L     | T     | R     | L    | T     | R     | L    | T     | R | L     | T     | R |
| Approach Movement                               |       |       |       |      |       |       |      |       |   |       |       |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 310.9 | 502.1 | 481.5 | 30.9 | 201.7 | 288.9 | 33.2 | 260.2 |   | 543.2 | 646.8 |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 12.0  | 19.3  | 19.3  | 1.2  | 7.8   | 11.1  | 1.3  | 10.2  |   | 21.2  | 25.3  |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.81  | 0.00  | 0.00  | 0.17 | 0.00  | 0.00  | 0.60 | 0.00  |   | 1.28  | 0.00  |   |
| Control Delay ( d ), s/veh                      | 20.1  | 23.6  | 23.8  | 27.1 | 25.1  | 31.1  | 48.7 | 70.5  |   | 62.9  | 76.2  |   |
| Level of Service ( LOS)                         | C     | C     | C     | C    | C     | C     | D    | E     |   | E     | E     |   |
| Approach Delay, s/veh / LOS                     | 22.9  |       | C     | 27.5 |       | C     | 67.6 |       | E | 69.7  |       | E |
| Intersection Delay, s/veh / LOS                 | 37.2  |       |       |      |       |       | D    |       |   |       |       |   |

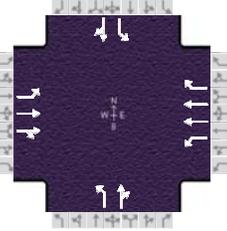
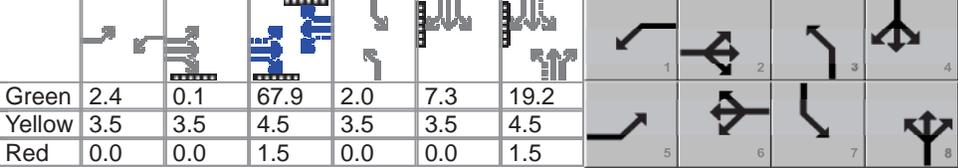


--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

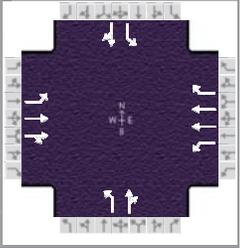
--- Comments ---

## HCS7 Signalized Intersection Input Data

| General Information                                 |                           |                 |               |                 | Intersection Information   |                 |          |      |      |  |      |      |      |      |      |      |
|---|---------------------------|-----------------|---------------|-----------------|--|-----------------|----------|------|------|---|------|------|------|------|------|------|
| Agency  | EEA                       |                 |               |                 | Duration, h  | 0.250           |          |      |      |   |      |      |      |      |      |      |
| Analyst   | SBC                       |                 | Analysis Date | Nov 11, 2019    |  | Area Type       | Other    |      |      |   |      |      |      |      |      |      |
| Jurisdiction  | IDOT/Lincolnshire         |                 | Time Period   | 3:15 - 4:15 PM  |  | PHF             | 0.86     |      |      |   |      |      |      |      |      |      |
| Urban Street  | Half Day Road (IL-22)     |                 | Analysis Year | 2027            |  | Analysis Period | 1 > 3:15 |      |      |   |      |      |      |      |      |      |
| Intersection  | Half Day/Palazzo/Steve... |                 | File Name     | HD 315 2027.xus |  |                 |          |      |      |   |      |      |      |      |      |      |
| Project Description                                 | Total Volumes             |                 |               |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Demand Information                                  |                           |                 |               |                 | EB   |                 |          | WB   |      |   | NB   |      |      | SB   |      |      |
| Approach Movement                                   |                           |                 |               |                 | L  | T               | R        | L    | T    | R   | L    | T    | R    | L    | T    | R    |
| Demand (v), veh/h                                   |                           |                 |               |                 | 116  | 528             | 12       | 34   | 1465 | 90  | 21   | 10   | 25   | 222  | 21   | 241  |
| Signal Information                                  |                           |                 |               |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Cycle, s  | 125.0                     | Reference Phase | 2             |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Offset, s   | 0                         | Reference Point | End           |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Uncoordinated                                       | No                        | Simult. Gap E/W | On            |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Force Mode  | Fixed                     | Simult. Gap N/S | On            |                 |  |                 |          |      |      |   |      |      |      |      |      |      |
| Green   | 2.4                       | 0.1             | 67.9          | 2.0             | 7.3  | 19.2            |          |      |      |   |      |      |      |      |      |      |
| Yellow  | 3.5                       | 3.5             | 4.5           | 3.5             | 3.5  | 4.5             |          |      |      |   |      |      |      |      |      |      |
| Red   | 0.0                       | 0.0             | 1.5           | 0.0             | 0.0  | 1.5             |          |      |      |   |      |      |      |      |      |      |
| Traffic Information                                 |                           |                 |               |                 | EB   |                 |          | WB   |      |   | NB   |      |      | SB   |      |      |
| Approach Movement                                   |                           |                 |               |                 | L  | T               | R        | L    | T    | R   | L    | T    | R    | L    | T    | R    |
| Demand (v), veh/h                                   |                           |                 |               |                 | 116  | 528             | 12       | 34   | 1465 | 90  | 21   | 10   | 25   | 222  | 21   | 241  |
| Initial Queue (Q <sub>b</sub> ), veh/h              |                           |                 |               |                 | 0  | 0               | 0        | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    |
| Base Saturation Flow Rate (s <sub>0</sub> ), veh/h  |                           |                 |               |                 | 1900   | 1900            | 1900     | 1900 | 2000 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Parking (N <sub>m</sub> ), man/h                    |                           |                 |               |                 | None   |                 |          | None |      |   | None |      |      | None |      |      |
| Heavy Vehicles (P <sub>HV</sub> ), %                |                           |                 |               |                 | 5  | 5               |          | 5    | 5    | 5   | 3    | 3    |      | 3    | 3    |      |
| Ped / Bike / RTOR, /h                               |                           |                 |               |                 | 3  | 0               | 0        | 9    | 0    | 0   | 0    | 0    | 0    | 48   | 0    | 0    |
| Buses (N <sub>b</sub> ), buses/h                    |                           |                 |               |                 | 0  | 0               | 0        | 0    | 0    | 0   | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrival Type (AT)                                   |                           |                 |               |                 | 3  | 4               | 4        | 3    | 4    | 4   | 3    | 3    | 3    | 3    | 3    | 3    |
| Upstream Filtering (I)                              |                           |                 |               |                 | 1.00   | 1.00            | 1.00     | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lane Width (W), ft                                  |                           |                 |               |                 | 12.0   | 12.0            |          | 12.0 | 12.0 | 12.0  | 12.0 | 12.0 |      | 12.0 | 12.0 |      |
| Turn Bay Length, ft                                 |                           |                 |               |                 | 385  | 0               |          | 180  | 0    | 0   | 55   | 0    |      | 425  | 0    |      |
| Grade (P <sub>g</sub> ), %                          |                           |                 |               |                 |  | 0               |          |      | 0    |   |      | 0    |      |      | 0    |      |
| Speed Limit, mi/h                                   |                           |                 |               |                 | 35   | 35              | 35       | 35   | 35   | 35  | 25   | 25   | 25   | 20   | 20   | 20   |
| Phase Information                                   |                           |                 |               |                 | EBL  | EBT             | WBL      | WBT  | NBL  | NBT   | SBL  | SBT  |      |      |      |      |
| Maximum Green (G <sub>max</sub> ) or Phase Split, s |                           |                 |               |                 | 20.0   | 62.4            | 13.8     | 56.2 | 13.8 | 32.5  | 16.3 | 35.0 |      |      |      |      |
| Yellow Change Interval (Y), s                       |                           |                 |               |                 | 3.5  | 4.5             | 3.5      | 4.5  | 3.5  | 4.5   | 3.5  | 4.5  |      |      |      |      |
| Red Clearance Interval (R <sub>c</sub> ), s         |                           |                 |               |                 | 0.0  | 1.5             | 0.0      | 1.5  | 0.0  | 1.5   | 0.0  | 1.5  |      |      |      |      |
| Minimum Green (G <sub>min</sub> ), s                |                           |                 |               |                 | 3  | 15              | 3        | 15   | 3    | 8   | 3    | 8    |      |      |      |      |
| Start-Up Lost Time (I <sub>t</sub> ), s             |                           |                 |               |                 | 2.0  | 2.0             | 2.0      | 2.0  | 2.0  | 2.0   | 2.0  | 2.0  |      |      |      |      |
| Extension of Effective Green (e), s                 |                           |                 |               |                 | 2.0  | 2.0             | 2.0      | 2.0  | 2.0  | 2.0   | 2.0  | 2.0  |      |      |      |      |
| Passage (PT), s                                     |                           |                 |               |                 | 0.0  | 0.0             | 0.0      | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |      |      |      |      |
| Recall Mode   |                           |                 |               |                 | Off  | Max             | Off      | Max  | Off  | Off   | Off  | Off  |      |      |      |      |
| Dual Entry  |                           |                 |               |                 | No   | Yes             | No       | Yes  | No   | Yes   | No   | Yes  |      |      |      |      |
| Walk (Walk), s                                      |                           |                 |               |                 |  | 10.0            |          | 10.0 |      | 0.0   |      | 10.0 |      |      |      |      |
| Pedestrian Clearance Time (PC), s                   |                           |                 |               |                 |  | 18.0            |          | 25.0 |      | 0.0   |      | 22.0 |      |      |      |      |
| Multimodal Information                              |                           |                 |               |                 | EB   |                 |          | WB   |      |   | NB   |      |      | SB   |      |      |
| 85th % Speed / Rest in Walk / Corner Radius         |                           |                 |               |                 | 0  | No              | 25       | 0    | No   | 25  | 0    | No   | 25   | 0    | No   | 25   |
| Walkway / Crosswalk Width / Length, ft              |                           |                 |               |                 | 9.0  | 12              | 0        | 9.0  | 12   | 0   | 9.0  | 12   | 0    | 9.0  | 12   | 0    |
| Street Width / Island / Curb                        |                           |                 |               |                 | 0  | 0               | No       | 0    | 0    | No  | 0    | 0    | No   | 0    | 0    | No   |
| Width Outside / Bike Lane / Shoulder, ft            |                           |                 |               |                 | 12   | 5.0             | 2.0      | 12   | 5.0  | 2.0   | 12   | 5.0  | 2.0  | 12   | 5.0  | 2.0  |
| Pedestrian Signal / Occupied Parking                |                           |                 |               |                 | No   | 0.50            | No       | 0.50 | No   | 0.50  | No   | 0.50 | No   | 0.50 |      |      |

# HCS7 Signalized Intersection Results Summary

| General Information |                           |               |                 | Intersection Information |          |  |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|--|--|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |  |  |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |  |  |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |  |  |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 3:15 |  |  |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 2027.xus |                          |          |  |  |
| Project Description | Total Volumes             |               |                 |                          |          |  |  |



| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 116 | 528 | 12 | 34 | 1465 | 90 | 21 | 10 | 25 | 222 | 21 | 241 |

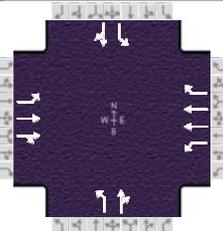
| Signal Information |       |                 |      | Signal Timing Diagram |     |      |  |  |  |  |  |  |
|--------------------|-------|-----------------|------|-----------------------|-----|------|--|--|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2    |                       |     |      |  |  |  |  |  |  |
| Offset, s          | 0     | Reference Point | End  |                       |     |      |  |  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On   |                       |     |      |  |  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On   |                       |     |      |  |  |  |  |  |  |
| Green              | 2.4   | 0.1             | 67.9 | 2.0                   | 7.3 | 19.2 |  |  |  |  |  |  |
| Yellow             | 3.5   | 3.5             | 4.5  | 3.5                   | 3.5 | 4.5  |  |  |  |  |  |  |
| Red                | 0.0   | 0.0             | 1.5  | 0.0                   | 0.0 | 1.5  |  |  |  |  |  |  |

| Timer Results                              | EBL  | EBT  | WBL  | WBT  | NBL  | NBT  | SBL  | SBT  |
|--|------|------|------|------|------|------|------|------|
| Assigned Phase                             | 5    | 2    | 1    | 6    | 3    | 8    | 7    | 4    |
| Case Number                                | 1.1  | 4.0  | 1.1  | 3.0  | 1.1  | 4.0  | 1.1  | 4.0  |
| Phase Duration, s                          | 9.6  | 77.5 | 5.9  | 73.9 | 5.5  | 25.2 | 16.3 | 36.1 |
| Change Period, ( Y+R <sub>c</sub> ), s     | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  | 3.5  | 6.0  |
| Max Allow Headway ( MAH ), s               | 1.1  | 0.0  | 1.1  | 0.0  | 1.3  | 1.6  | 1.3  | 1.6  |
| Queue Clearance Time ( g <sub>s</sub> ), s | 6.1  |      | 3.3  |      | 3.5  | 4.7  | 14.8 | 26.1 |
| Green Extension Time ( g <sub>e</sub> ), s | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  |
| Phase Call Probability                     | 0.99 |      | 0.75 |      | 0.57 | 1.00 | 1.00 | 1.00 |
| Max Out Probability                        | 0.00 |      | 0.00 |      | 0.00 | 0.00 | 1.00 | 0.00 |

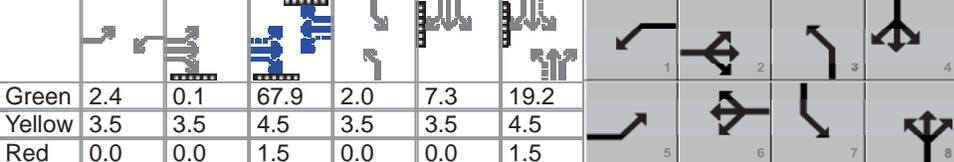
| Movement Group Results                           | EB    |       |       | WB    |       |       | NB    |       |    | SB    |       |    |
|--|-------|-------|-------|-------|-------|-------|-------|-------|----|-------|-------|----|
|  | L     | T     | R     | L     | T     | R     | L     | T     | R  | L     | T     | R  |
| Assigned Movement                                | 5     | 2     | 12    | 1     | 6     | 16    | 3     | 8     | 18 | 7     | 4     | 14 |
| Adjusted Flow Rate ( v ), veh/h                  | 135   | 315   | 313   | 40    | 1703  | 105   | 24    | 41    |    | 258   | 305   |    |
| Adjusted Saturation Flow Rate ( s ), veh/h/ln    | 1739  | 1826  | 1811  | 1739  | 1830  | 1535  | 1767  | 1644  |    | 1767  | 1503  |    |
| Queue Service Time ( g <sub>s</sub> ), s         | 4.1   | 6.6   | 6.6   | 1.3   | 42.3  | 2.6   | 1.5   | 2.7   |    | 12.8  | 24.1  |    |
| Cycle Queue Clearance Time ( g <sub>c</sub> ), s | 4.1   | 6.6   | 6.6   | 1.3   | 42.3  | 2.6   | 1.5   | 2.7   |    | 12.8  | 24.1  |    |
| Green Ratio ( g/C )                              | 0.61  | 0.57  | 0.57  | 0.56  | 0.54  | 0.54  | 0.17  | 0.15  |    | 0.27  | 0.24  |    |
| Capacity ( c ), veh/h                            | 200   | 1045  | 1036  | 483   | 1988  | 834   | 119   | 253   |    | 418   | 361   |    |
| Volume-to-Capacity Ratio ( X )                   | 0.676 | 0.302 | 0.302 | 0.082 | 0.857 | 0.126 | 0.205 | 0.161 |    | 0.618 | 0.843 |    |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)   | 106.8 | 116.1 | 110.9 | 23    | 510.7 | 42.6  | 30.3  | 51.7  |    | 60    | 392.5 |    |
| Back of Queue ( Q ), veh/ln ( 95 th percentile)  | 4.1   | 4.5   | 4.4   | 0.9   | 19.6  | 1.6   | 1.2   | 2.0   |    | 2.3   | 15.3  |    |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)   | 0.28  | 0.00  | 0.00  | 0.13  | 0.00  | 0.00  | 0.55  | 0.00  |    | 0.14  | 0.00  |    |
| Uniform Delay ( d <sub>1</sub> ), s/veh          | 24.5  | 7.1   | 7.1   | 12.3  | 13.7  | 8.2   | 44.7  | 45.9  |    | 39.7  | 45.2  |    |
| Incremental Delay ( d <sub>2</sub> ), s/veh      | 1.5   | 0.7   | 0.7   | 0.0   | 5.0   | 0.3   | 0.3   | 0.1   |    | 2.0   | 9.6   |    |
| Initial Queue Delay ( d <sub>3</sub> ), s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |    | 0.0   | 0.0   |    |
| Control Delay ( d ), s/veh                       | 26.0  | 7.9   | 7.9   | 12.4  | 18.7  | 8.5   | 45.0  | 46.0  |    | 41.7  | 54.9  |    |
| Level of Service ( LOS )                         | C     | A     | A     | B     | B     | A     | D     | D     |    | D     | D     |    |
| Approach Delay, s/veh / LOS                      | 11.1  |       | B     | 18.0  |       | B     | 45.6  |       | D  | 48.8  |       | D  |
| Intersection Delay, s/veh / LOS                  | 22.3  |       |       |       |       |       | C     |       |    |       |       |    |

| Multimodal Results         | EB   |   | WB   |   | NB   |   | SB   |   |
|----------------------------|------|---|------|---|------|---|------|---|
| Pedestrian LOS Score / LOS | 1.90 | B | 1.90 | B | 2.46 | B | 2.30 | B |
| Bicycle LOS Score / LOS    |      |   |      |   |      |   |      |   |

## HCS7 Signalized Intersection Intermediate Values

| General Information |                           |               |                 | Intersection Information |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|---|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |   |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |   |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |   |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 3:15 |   |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 2027.xus |                          |          |   |
| Project Description | Total Volumes             |               |                 |                          |          |   |

| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 116 | 528 | 12 | 34 | 1465 | 90 | 21 | 10 | 25 | 222 | 21 | 241 |

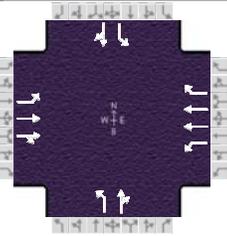
| Signal Information |       |                 |     |  |     |     |      |     |     |      |  |  |  |  |
|--------------------|-------|-----------------|-----|--|-----|-----|------|-----|-----|------|--|--|--|--|
| Cycle, s           | 125.0 | Reference Phase | 2   | Green  | 2.4 | 0.1 | 67.9 | 2.0 | 7.3 | 19.2 |  |  |  |  |
| Offset, s          | 0     | Reference Point | End | Yellow   | 3.5 | 3.5 | 4.5  | 3.5 | 3.5 | 4.5  |  |  |  |  |
| Uncoordinated      | No    | Simult. Gap E/W | On  | Red  | 0.0 | 0.0 | 1.5  | 0.0 | 0.0 | 1.5  |  |  |  |  |
| Force Mode         | Fixed | Simult. Gap N/S | On  |  |     |     |      |     |     |      |  |  |  |  |

| Saturation Flow / Delay                              | L     | T     | R     | L     | T     | R     | L     | T     | R     | L     | T     | R     |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Width Adjustment Factor ( $f_w$ )               | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Heavy Vehicles and Grade Factor ( $f_{HVg}$ )        | 0.961 | 0.961 | 1.000 | 0.961 | 0.961 | 0.961 | 0.977 | 0.977 | 1.000 | 0.977 | 0.977 | 1.000 |
| Parking Activity Adjustment Factor ( $f_p$ )         | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Bus Blockage Adjustment Factor ( $f_{bb}$ )          | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Area Type Adjustment Factor ( $f_a$ )                | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Lane Utilization Adjustment Factor ( $f_{LU}$ )      | 1.000 | 1.000 | 1.000 | 1.000 | 0.952 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Left-Turn Adjustment Factor ( $f_{LT}$ )             | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       | 0.952 | 0.000 |       |
| Right-Turn Adjustment Factor ( $f_{RT}$ )            |       | 0.992 | 0.992 |       | 0.000 | 0.847 |       | 0.886 | 0.886 |       | 0.810 | 0.810 |
| Left-Turn Pedestrian Adjustment Factor ( $f_{LPB}$ ) | 1.000 |       |       | 0.999 |       |       | 0.963 |       |       | 1.000 |       |       |
| Right-Turn Ped-Bike Adjustment Factor ( $f_{RPB}$ )  |       |       | 0.997 |       |       | 0.992 |       |       | 1.000 |       |       | 0.940 |
| Work Zone Adjustment Factor ( $f_{wz}$ )             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| DDI Factor ( $f_{DDI}$ )                             | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Movement Saturation Flow Rate (s), veh/h             | 1739  | 3556  | 81    | 1739  | 3659  | 1535  | 1767  | 470   | 1174  | 1767  | 120   | 1382  |
| Proportion of Vehicles Arriving on Green (P)         | 0.05  | 0.76  | 0.76  | 0.02  | 0.72  | 0.72  | 0.02  | 0.15  | 0.15  | 0.10  | 0.24  | 0.24  |
| Incremental Delay Factor (k)                         | 0.04  | 0.50  | 0.50  | 0.04  | 0.50  | 0.50  | 0.04  | 0.04  |       | 0.15  | 0.20  |       |

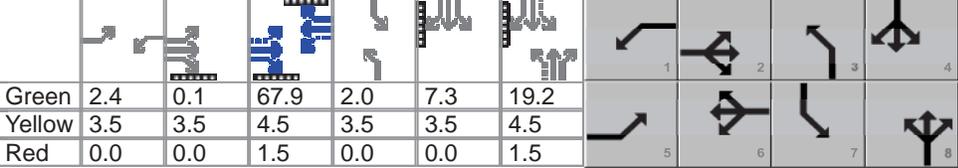
| Signal Timing / Movement Groups                     | EBL  | EBT/R | WBL  | WBT/R | NBL  | NBT/R | SBL  | SBT/R |
|---|------|-------|------|-------|------|-------|------|-------|
| Lost Time ( $t_L$ )                                 | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   | 3.5  | 6.0   |
| Green Ratio ( $g/C$ )                               | 0.61 | 0.57  | 0.56 | 0.54  | 0.17 | 0.15  | 0.27 | 0.24  |
| Permitted Saturation Flow Rate ( $s_p$ ), veh/h/ln  | 281  | 0     | 779  | 0     | 1066 | 0     | 1356 | 0     |
| Shared Saturation Flow Rate ( $s_{sh}$ ), veh/h/ln  |      |       |      |       |      |       |      |       |
| Permitted Effective Green Time ( $g_p$ ), s         | 69.9 | 0.0   | 67.9 | 0.0   | 19.2 | 0.0   | 21.2 | 0.0   |
| Permitted Service Time ( $g_u$ ), s                 | 25.6 | 0.0   | 62.9 | 0.0   | 3.9  | 0.0   | 16.5 | 0.0   |
| Permitted Queue Service Time ( $g_{ps}$ ), s        | 25.6 |       | 0.3  |       | 0.4  |       | 4.9  |       |
| Time to First Blockage ( $g_t$ ), s                 | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  | 0.0   |
| Queue Service Time Before Blockage ( $g_{ts}$ ), s  |      |       |      |       |      |       |      |       |
| Protected Right Saturation Flow ( $s_R$ ), veh/h/ln |      |       |      | 0     |      |       |      |       |
| Protected Right Effective Green Time ( $g_R$ ), s   |      |       |      | 0.0   |      |       |      |       |

| Multimodal                       | EB    |       |  | WB    |       |  | NB    |       |  | SB    |       |  |
|----------------------------------|-------|-------|--|-------|-------|--|-------|-------|--|-------|-------|--|
| Pedestrian $F_w / F_v$           | 1.198 | 0.000 |  | 1.198 | 0.000 |  | 1.710 | 0.000 |  | 1.557 | 0.000 |  |
| Pedestrian $F_s / F_{delay}$     | 0.000 | 0.098 |  | 0.000 | 0.103 |  | 0.000 | 0.152 |  | 0.000 | 0.144 |  |
| Pedestrian $M_{corner} / M_{cw}$ |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $c_b / d_b$              |       |       |  |       |       |  |       |       |  |       |       |  |
| Bicycle $F_w / F_v$              |       |       |  |       |       |  |       |       |  |       |       |  |

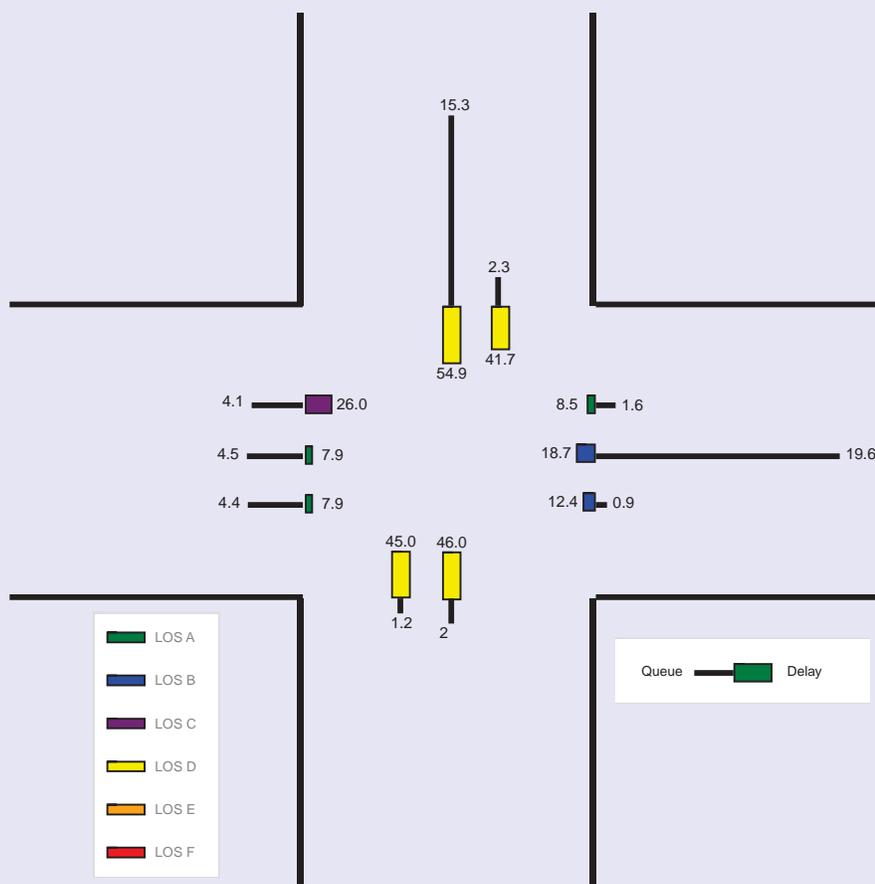
# HCS7 Signalized Intersection Results Graphical Summary

| General Information |                           |               |                 | Intersection Information |          |  |
|---------------------|---------------------------|---------------|-----------------|--------------------------|----------|---|
| Agency              | EEA                       |               |                 | Duration, h              | 0.250    |   |
| Analyst             | SBC                       | Analysis Date | Nov 11, 2019    | Area Type                | Other    |   |
| Jurisdiction        | IDOT/Lincolnshire         | Time Period   | 3:15 - 4:15 PM  | PHF                      | 0.86     |   |
| Urban Street        | Half Day Road (IL-22)     | Analysis Year | 2027            | Analysis Period          | 1 > 3:15 |   |
| Intersection        | Half Day/Palazzo/Steve... | File Name     | HD 315 2027.xus |                          |          |   |
| Project Description | Total Volumes             |               |                 |                          |          |   |

| Demand Information  | EB  |     |    | WB |      |    | NB |    |    | SB  |    |     |
|---------------------|-----|-----|----|----|------|----|----|----|----|-----|----|-----|
|                     | L   | T   | R  | L  | T    | R  | L  | T  | R  | L   | T  | R   |
| Approach Movement   |     |     |    |    |      |    |    |    |    |     |    |     |
| Demand ( v ), veh/h | 116 | 528 | 12 | 34 | 1465 | 90 | 21 | 10 | 25 | 222 | 21 | 241 |

| Signal Information |                 |                 |      |  |  |  |  |  |  |  |  |
|--------------------|-----------------|-----------------|------|--|--|--|--|--|--|--|--|
| Cycle, s           | Reference Phase | Reference Point | End  |  |  |  |  |  |  |  |  |
| 125.0              | 2               | End             |      |  |  |  |  |  |  |  |  |
| Offset, s          | 0               | End             |      |  |  |  |  |  |  |  |  |
| Uncoordinated      | No              | Simult. Gap E/W | On   |  |  |  |  |  |  |  |  |
| Force Mode         | Fixed           | Simult. Gap N/S | On   |  |  |  |  |  |  |  |  |
| Green              | 2.4             | 0.1             | 67.9 |  |  |  |  |  |  |  |  |
| Yellow             | 3.5             | 3.5             | 4.5  |  |  |  |  |  |  |  |  |
| Red                | 0.0             | 0.0             | 1.5  |  |  |  |  |  |  |  |  |

| Movement Group Results                          | EB    |       |       | WB   |       |      | NB   |      |   | SB   |       |   |
|---|-------|-------|-------|------|-------|------|------|------|---|------|-------|---|
|   | L     | T     | R     | L    | T     | R    | L    | T    | R | L    | T     | R |
| Approach Movement                               |       |       |       |      |       |      |      |      |   |      |       |   |
| Back of Queue ( Q ), ft/ln ( 95 th percentile)  | 106.8 | 116.1 | 110.9 | 23   | 510.7 | 42.6 | 30.3 | 51.7 |   | 60   | 392.5 |   |
| Back of Queue ( Q ), veh/ln ( 95 th percentile) | 4.1   | 4.5   | 4.4   | 0.9  | 19.6  | 1.6  | 1.2  | 2.0  |   | 2.3  | 15.3  |   |
| Queue Storage Ratio ( RQ ) ( 95 th percentile)  | 0.28  | 0.00  | 0.00  | 0.13 | 0.00  | 0.00 | 0.55 | 0.00 |   | 0.14 | 0.00  |   |
| Control Delay ( d ), s/veh                      | 26.0  | 7.9   | 7.9   | 12.4 | 18.7  | 8.5  | 45.0 | 46.0 |   | 41.7 | 54.9  |   |
| Level of Service ( LOS)                         | C     | A     | A     | B    | B     | A    | D    | D    |   | D    | D     |   |
| Approach Delay, s/veh / LOS                     | 11.1  | B     |       | 18.0 | B     |      | 45.6 | D    |   | 48.8 | D     |   |
| Intersection Delay, s/veh / LOS                 | 22.3  |       |       |      |       |      | C    |      |   |      |       |   |



--- Messages ---

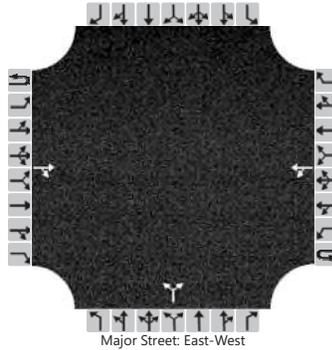
No errors or warnings exist.

--- Comments ---

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                         |  |  |
|--------------------------|----------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Port Clinton/East Drive |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | East Access Driveway    |  |  |
| Time Analyzed            | 7:30 - 8:30 AM |  |  | Peak Hour Factor           | 0.90                    |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Total Volumes  |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |   |    |   | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|---|----|---|------------|----|----|----|
|                            | U         | L | T   | R  | U         | L  | T   | R | U          | L | T  | R | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7 | 8  | 9 |            | 10 | 11 | 12 |
| Priority                   |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0 | 1  | 0 |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |   | LR |   |            |    |    |    |
| Volume (veh/h)             |           |   | 376 | 33 |           | 9  | 282 |   |            | 4 |    | 4 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3 |    | 3 |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   |            | 0 |    |   |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |   |    |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

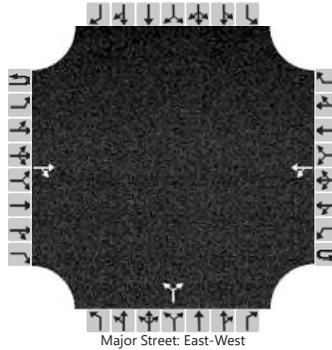
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |  |      |  |  |  |  |  |      |  |  |  |  |
|---|--|--|--|--|--|------|--|--|--|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |  | 10   |  |  |  |  |  | 9    |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |  | 1100 |  |  |  |  |  | 458  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |  | 0.01 |  |  |  |  |  | 0.02 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |  | 0.0  |  |  |  |  |  | 0.1  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |  | 8.3  |  |  |  |  |  | 13.0 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |  | A    |  |  |  |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  |  | 0.3  |  |  |  |  |  | 13.0 |  |  |  |  |
| Approach LOS                            |  |  |  |  |  |      |  |  |  |  |  | B    |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                         |  |  |
|--------------------------|----------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Port Clinton/East Drive |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | East Access Driveway    |  |  |
| Time Analyzed            | 3:15 - 4:15 PM |  |  | Peak Hour Factor           | 0.79                    |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Total Volumes  |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
|                            | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Priority                   |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume (veh/h)             |           |   | 241 | 8  |           | 3  | 222 |   |            | 28 |    | 20 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 3  |     |   |            | 3  |    | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

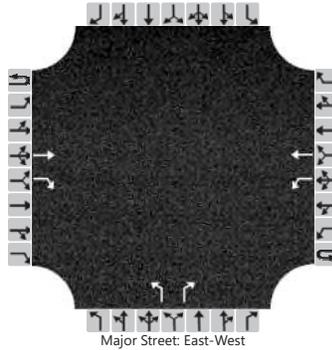
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |     |      |  |  |      |  |  |      |  |  |  |  |
|---|--|--|--|--|-----|------|--|--|------|--|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 4    |  |  |      |  |  | 61   |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1238 |  |  |      |  |  | 544  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.00 |  |  |      |  |  | 0.11 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  |  | 0.4  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.9  |  |  |      |  |  | 12.4 |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |     | A    |  |  |      |  |  | B    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 0.1 |      |  |  | 12.4 |  |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |  |      |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                         |  |  |
|--------------------------|----------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Port Clinton/West Drive |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | West Access Driveway    |  |  |
| Time Analyzed            | 7:30 - 8:30 AM |  |  | Peak Hour Factor           | 0.80                    |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Total Volumes  |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |     |    |   | Northbound |     |   |     | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|-----|----|---|------------|-----|---|-----|------------|----|----|----|
|                            | U         | L | T   | R   | U         | L   | T  | R | U          | L   | T | R   | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3   | 4U        | 4   | 5  | 6 |            | 7   | 8 | 9   |            | 10 | 11 | 12 |
| Priority                   |           |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 1   | 0         | 1   | 1  | 0 |            | 1   | 0 | 1   |            | 0  | 0  | 0  |
| Configuration              |           |   | T   | R   |           | L   | T  |   |            | L   |   | R   |            |    |    |    |
| Volume (veh/h)             |           |   | 226 | 665 |           | 227 | 59 |   |            | 249 |   | 183 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 3   |    |   |            | 3   |   | 3   |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |     |    |   | 0          |     |   |     |            |    |    |    |
| Right Turn Channelized     | No        |   |     |     |           |     |    |   | No         |     |   |     |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |     |    |   |            |     |   |     |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

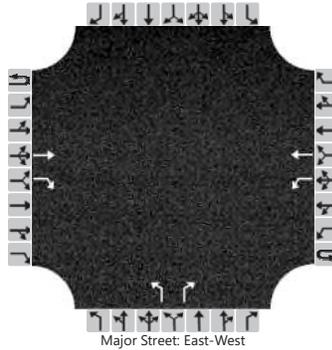
## Delay, Queue Length, and Level of Service

|   |  |  |  |  |      |      |  |  |       |  |       |  |      |  |  |  |
|---|--|--|--|--|------|------|--|--|-------|--|-------|--|------|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |      | 284  |  |  |       |  | 311   |  | 229  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |      | 623  |  |  |       |  | 162   |  | 753  |  |  |  |
| v/c Ratio                               |  |  |  |  |      | 0.46 |  |  |       |  | 1.92  |  | 0.30 |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |      | 2.4  |  |  |       |  | 23.6  |  | 1.3  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |      | 15.5 |  |  |       |  | 483.3 |  | 11.8 |  |  |  |
| Level of Service (LOS)                  |  |  |  |  |      | C    |  |  |       |  | F     |  | B    |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 12.3 |      |  |  | 283.6 |  |       |  |      |  |  |  |
| Approach LOS                            |  |  |  |  |      |      |  |  | F     |  |       |  |      |  |  |  |

# HCS7 Two-Way Stop-Control Report

| General Information      |                |  |  | Site Information           |                         |  |  |
|--------------------------|----------------|--|--|----------------------------|-------------------------|--|--|
| Analyst                  | SBC            |  |  | Intersection               | Port Clinton/West Drive |  |  |
| Agency/Co.               | EEA            |  |  | Jurisdiction               | Vernon Township         |  |  |
| Date Performed           | 11/11/2019     |  |  | East/West Street           | Port Clinton Drive      |  |  |
| Analysis Year            | 2027           |  |  | North/South Street         | West Access Driveway    |  |  |
| Time Analyzed            | 3:15 - 4:15 PM |  |  | Peak Hour Factor           | 0.80                    |  |  |
| Intersection Orientation | East-West      |  |  | Analysis Time Period (hrs) | 0.25                    |  |  |
| Project Description      | Total Volumes  |  |  |                            |                         |  |  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |     | Westbound |    |     |   | Northbound |     |   |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|-----|-----------|----|-----|---|------------|-----|---|----|------------|----|----|----|
|                            | U         | L | T   | R   | U         | L  | T   | R | U          | L   | T | R  | U          | L  | T  | R  |
| Movement                   | 1U        | 1 | 2   | 3   | 4U        | 4  | 5   | 6 |            | 7   | 8 | 9  |            | 10 | 11 | 12 |
| Priority                   |           |   |     |     |           |    |     |   |            |     |   |    |            |    |    |    |
| Number of Lanes            | 0         | 0 | 1   | 1   | 0         | 1  | 1   | 0 |            | 1   | 0 | 1  |            | 0  | 0  | 0  |
| Configuration              |           |   | T   | R   |           | L  | T   |   |            | L   |   | R  |            |    |    |    |
| Volume (veh/h)             |           |   | 151 | 182 |           | 64 | 186 |   |            | 302 |   | 98 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |     |           | 3  |     |   |            | 3   |   | 3  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |     |           |    |     |   |            |     |   |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |     |           |    |     |   | 0          |     |   |    |            |    |    |    |
| Right Turn Channelized     | No        |   |     |     |           |    |     |   | No         |     |   |    |            |    |    |    |
| Median Type   Storage      | Undivided |   |     |     |           |    |     |   |            |     |   |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |      |  |  |  |  |      |  |      |  |  |  |
|------------------------------|--|--|--|--|--|------|--|--|--|--|------|--|------|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  | 4.1  |  |  |  |  | 7.1  |  | 6.2  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  | 4.13 |  |  |  |  | 6.43 |  | 6.23 |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  | 2.2  |  |  |  |  | 3.5  |  | 3.3  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  | 2.23 |  |  |  |  | 3.53 |  | 3.33 |  |  |  |

## Delay, Queue Length, and Level of Service

|   |  |  |  |  |      |  |  |  |      |      |  |      |  |  |  |  |
|---|--|--|--|--|------|--|--|--|------|------|--|------|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  | 80   |  |  |  |      | 378  |  | 123  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  | 1136 |  |  |  |      | 440  |  | 850  |  |  |  |  |
| v/c Ratio                               |  |  |  |  | 0.07 |  |  |  |      | 0.86 |  | 0.14 |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  | 0.2  |  |  |  |      | 8.6  |  | 0.5  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  | 8.4  |  |  |  |      | 45.7 |  | 9.9  |  |  |  |  |
| Level of Service (LOS)                  |  |  |  |  | A    |  |  |  |      | E    |  | A    |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2  |  |  |  | 37.0 |      |  |      |  |  |  |  |
| Approach LOS                            |  |  |  |  |      |  |  |  | E    |      |  |      |  |  |  |  |

**From:** George Dreger <gdreger@eea-ltd.com>  
**Sent:** Tuesday, December 3, 2019 12:33 PM  
**To:** Sean Carney; Del Prete, Wesley  
**Cc:** Kevin Camino  
**Subject:** FW: A E Stevenson East Bldg Addition Phase II, the sequel

Sean,

FYI. Early in November I had sent documentation to the county for the stormwater detention for the upcoming projects. I wanted to get concurrence from them, per the Village's request in our meeting with them. I received the email below to that effect from the SMC. Wally with Lincolnshire was copied directly by the SMC. I will follow-up with Wally to verify that this is all he needs for now. We will be applying for the full permit down the road, but I knew we were not going to be far enough with the design of the building before the early December submittal to get this out of them in time for the Village's zoning review.

**George Dreger**  
p 812.748.3430. Ext. 16

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Illinois Wisconsin Indiana | [www.eea-ltd.com](http://www.eea-ltd.com)

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---

**From:** Gardiner, Robert D. <RGardiner@lakecountyil.gov>  
**Sent:** Tuesday, December 3, 2019 11:37 AM  
**To:** George Dreger <gdreger@eea-ltd.com>  
**Cc:** Kevin Camino <kcamino@eea-ltd.com>; 'wdittrich@lincolnshireil.gov' <wdittrich@lincolnshireil.gov>  
**Subject:** RE: A E Stevenson East Bldg Addition Phase II, the sequel

George,

As a clarification, SMC has no objection to the proposed building addition because additional detention volume has already been provided as part of the previous project. SMC just can't verify that adequate detention has been provided until we do the engineering review on the final design.

Bob

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at (847) 377-7705 or feel free to e-mail me. If you have any additional concerns that have not been addressed by the regulatory staff regarding the above comments, you may contact Chief Engineer Kurt Woolford [kwoolford@lakecountyil.gov](mailto:kwoolford@lakecountyil.gov) or Executive Director Michael Warner [mwarner@lakecountyil.gov](mailto:mwarner@lakecountyil.gov) at (847) 377-7700.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION

**Robert D. Gardiner, P.E., CFM**  
Permit Engineer

Lake County Stormwater Management Commission  
500 W. Winchester Road

Libertyville, IL 60048

[rgardiner@lakecountyil.gov](mailto:rgardiner@lakecountyil.gov)

Direct: (847) 377-7704

General: (847) 377-7700

---

**From:** Gardiner, Robert D.

**Sent:** Tuesday, December 03, 2019 10:23 AM

**To:** George Dreger <[gdreger@eea-ltd.com](mailto:gdreger@eea-ltd.com)>

**Cc:** Kevin Camino <[kcamino@eea-ltd.com](mailto:kcamino@eea-ltd.com)>; 'wdittrich@lincolnshireil.gov' <[wdittrich@lincolnshireil.gov](mailto:wdittrich@lincolnshireil.gov)>

**Subject:** RE: A E Stevenson East Bldg Addition Phase II

George,

The SMC has completed a conceptual review of the proposed East Building Addition, Phase II. The SMC has no objection to the proposed development as long as adequate stormwater detention is provided prior to the placement of new impervious surface. During the formal engineering review, SMC will compare the new impervious surface area from the final design to the stormwater detention currently provided onsite and determine if additional detention volume is required.

Bob Gardiner

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at (847) 377-7705 or feel free to e-mail me. If you have any additional concerns that have not been addressed by the regulatory staff regarding the above comments, you may contact Chief Engineer Kurt Woolford [kwoolford@lakecountyil.gov](mailto:kwoolford@lakecountyil.gov) or Executive Director Michael Warner [mwarner@lakecountyil.gov](mailto:mwarner@lakecountyil.gov) at (847) 377-7700.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION

**Robert D. Gardiner, P.E., CFM**

Permit Engineer

Lake County Stormwater Management Commission

500 W. Winchester Road

Libertyville, IL 60048

[rgardiner@lakecountyil.gov](mailto:rgardiner@lakecountyil.gov)

Direct: (847) 377-7704

General: (847) 377-7700

---

**From:** George Dreger <[gdreger@eea-ltd.com](mailto:gdreger@eea-ltd.com)>

**Sent:** Friday, November 01, 2019 12:55 PM

**To:** Gardiner, Robert D. <[RGardiner@lakecountyil.gov](mailto:RGardiner@lakecountyil.gov)>

**Cc:** Kevin Camino <[kcamino@eea-ltd.com](mailto:kcamino@eea-ltd.com)>

**Subject:** A E Stevenson East Bldg Addition Phase II

Bob,

Attached is information for the summer of 2020 Infrastructure Improvements at Stevenson HS in Lincolnshire that we discussed over the phone. The project for the summer of 2020 is concerned with preparing the site for the subsequent addition of a building generally off the north end of the current gym. It will also widen the building to the east into what is now parking lot. This addition, which will be called the East Building Addition Phase II will be fully designed over the next year or so, probably going out to bid in January 2021, therefore we do not as yet have all of the information, with respect to sewer service locations, sizes etc., that would be needed to finalize the permitting for the addition. We do have a reasonably correct and complete "footprint" for the building though.

As required by the Village of Lincolnshire, we must present this work (the building) for zoning approval in early December. We were told by the Village that we would need concurrence from the SMC on what is proposed. As such, I would like to formally request your preliminary review of the attached documents and ask that you provide to us and the Village of Lincolnshire your acceptance of the stormwater management *concept* as described in the short attached report. We realize this is not a permit. The review documents for the full permit review will be coming down the road.

Give me a call if you have any questions or need any additional information. Thanks

**George Dreger**

*Principal/Sr Project Manager*

p 812.748.3430 Ext. 16

c 847.254.6703

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*Civil Traffic & Parking Landscape Architecture | [www.eea-ltd.com](http://www.eea-ltd.com)*

5411 Somerset Circle, Charlestown, IN 47111

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Proposed Building Site



Architectural Existing Conditions - Aerial View from South



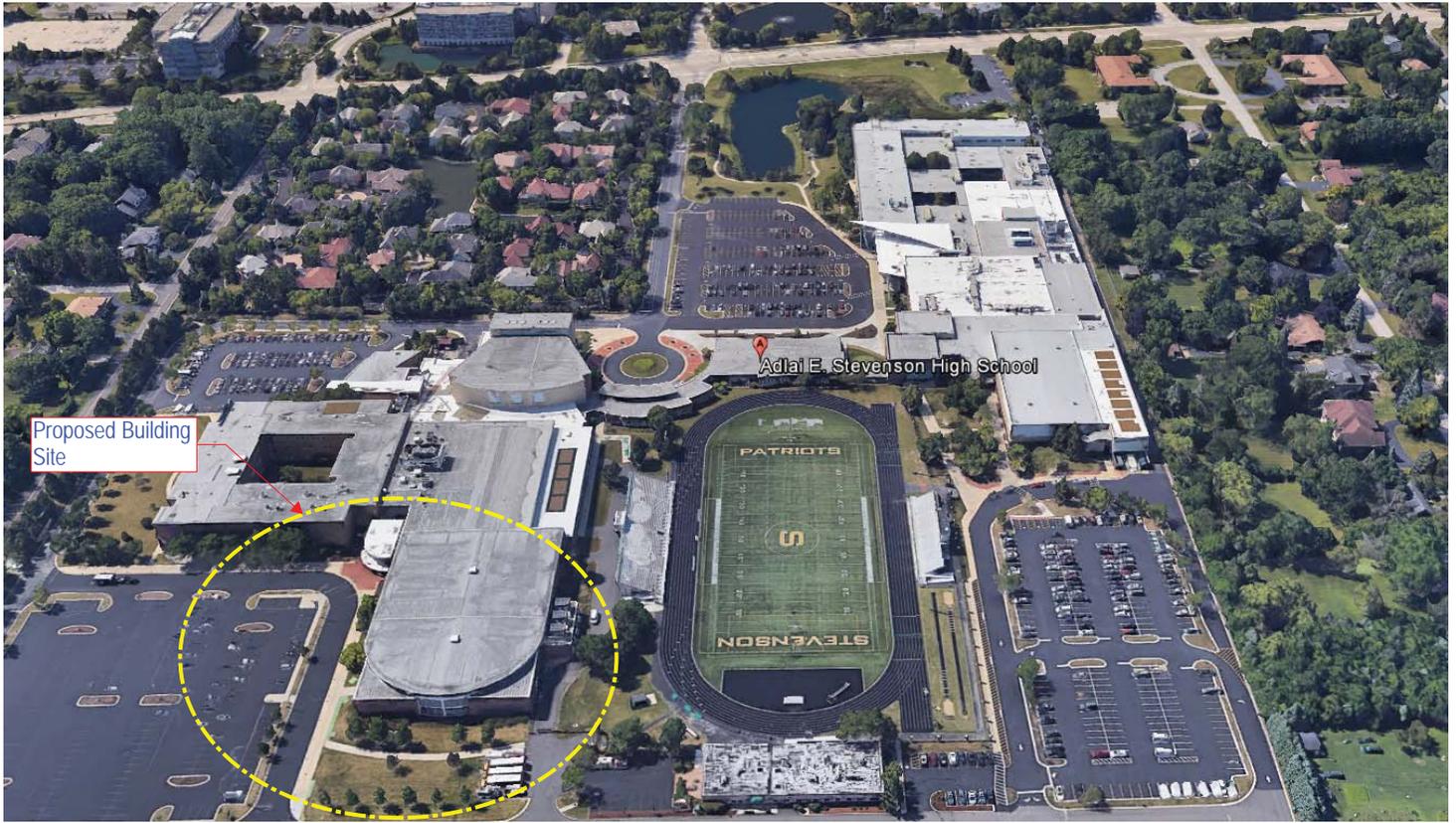
Architectural Existing Conditions - Aerial View from Southeast



Architectural Existing Conditions - Aerial View from East



Architectural Existing Conditions - Aerial View from Northeast



Architectural Existing Conditions - Aerial View from North



Architectural Existing Conditions - Aerial View from West



Since opening on September 7, 1965, Stevenson High School has become one of the leading high schools in America. Stevenson is the only public high school in Illinois to receive four Blue Ribbon Awards for Excellence in Education from the U.S. Department of Education. SHS won the award in 1987, 1991, 1998 and 2002. Stevenson also received the U.S. Department of Education's New American High Schools Award in 1998. Newsweek and U.S. News and World Report have ranked Stevenson among the top high schools in the country. Stevenson also is included annually in the School Watch and School Match listings of schools that offer features most sought by parents.

When it opened in September 1965, Stevenson High School had 467 students, 31 teachers and three administrators. But there was no principal, and no desks for students -- the furniture had been shipped to Prairie View, Texas by mistake. Students sat on concrete floors and shared textbooks and materials. There were no books in the library, so teachers and other community members went door-to-door asking for donations.

Stevenson High School has advanced from humble beginnings to become one of the most respected public, open enrollment high schools in America.



## Stevenson History and Design Approach



Architectural Existing Conditions - A Continuum of Campus Improvements













**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125  
EAST BUILDING ADDITION PHASE II**  
1 STEVENSON DRIVE  
LINCOLNSHIRE, ILLINOIS

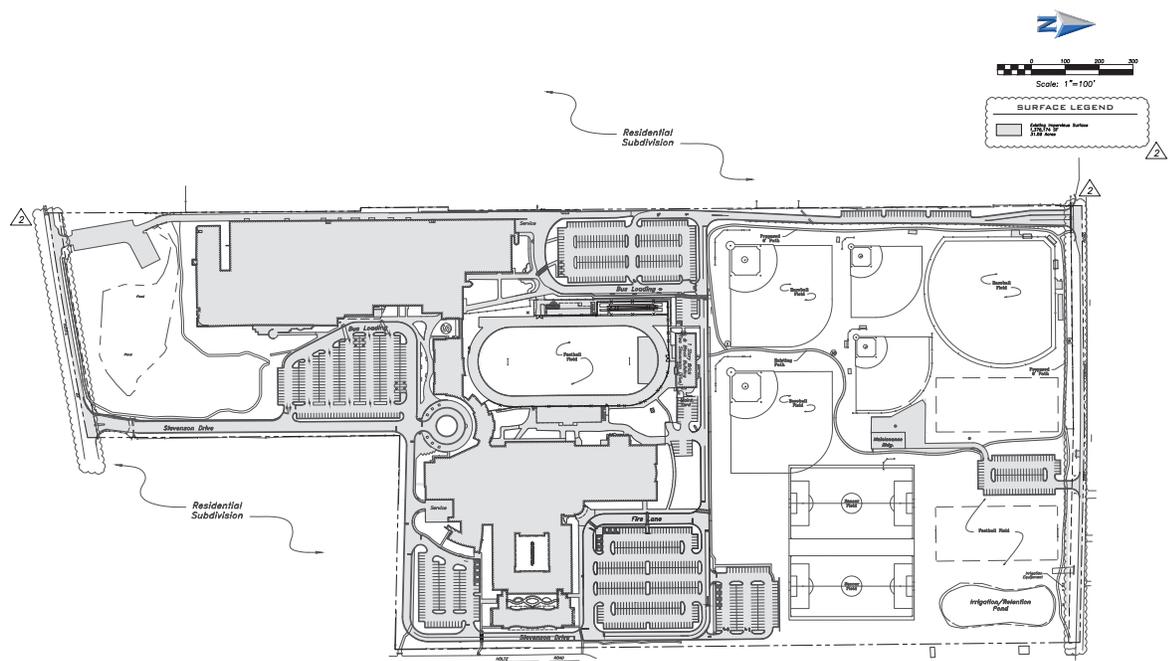
**NOT FOR CONSTRUCTION**

| No.      | Date     | Description                    |
|----------|----------|--------------------------------|
| 01/17/19 | 01/17/19 | FINAL PRELIMINARY EVALUATION   |
| 01/17/19 | 01/17/19 | FINAL CHECKLIST OF THE PROJECT |
| 01/17/19 | 01/17/19 | REVISIONS                      |
| 01/17/19 | 01/17/19 | ISSUED FOR PERMIT              |
| 01/17/19 | 01/17/19 | FINAL DESIGN REVIEW            |

DATE PLOTTED: 09/20/19

OVERALL SITE - EXISTING IMPERVIOUS AREA

Sheet No: C6.01



**PRELIMINARY**

C6.01 - 01/17/2019 09:00 AM - Stevenson - Building - Impervious Area - 145 COMMERCIAL DRIVE, SUITE A, GRAYSBROOK, ILLINOIS 60140  
 PLOT DATE: 2/20/2019 10:10 AM BY: [redacted]

**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125  
 EAST BUILDING ADDITION PHASE II  
 1 STEVENSON DRIVE  
 LINCOLNSHIRE, ILLINOIS**

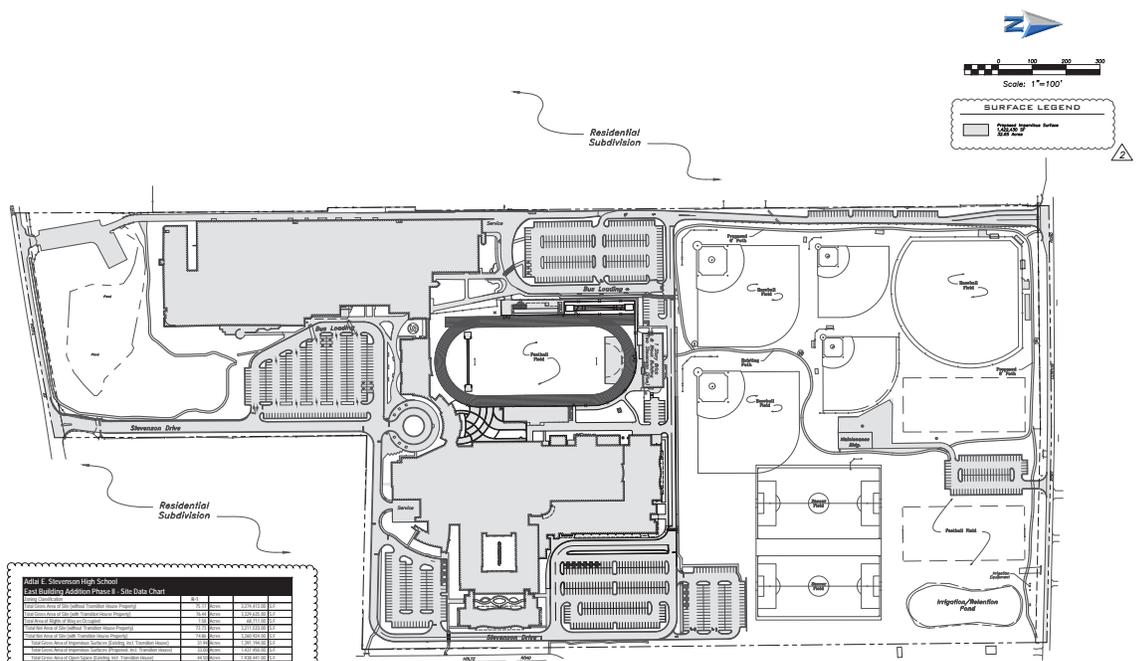
NOT FOR CONSTRUCTION

| No.      | Date     | Description                             |
|----------|----------|---|
| 02/17/19 | 02/17/19 | FINAL PRELIMINARY EVALUATION            |
| 03/12/19 | 03/12/19 | FINAL CONCEPT OF THE RIGHT TO CONSTRUCT |
| 03/12/19 | 03/12/19 | FINAL SITE PLAN                         |
| 03/12/19 | 03/12/19 | FINAL SITE PLAN                         |

09/20/19

OVERALL SITE - PROPOSED IMPERVIOUS AREA

Sheet No. C6.02



**Adlai E. Stevenson High School  
 East Building Addition Phase II - Site Data Chart**

| Item  | Area (sq. ft.) | Volume (cu. yd.) |
|---|----------------|------------------|
| Existing Conditions (Non-Conforming)                | 28,520         | 1,120            |
| With Proposed Addition                              | 31,720         | 1,220            |
| Net Change  | 3,200          | 100              |
| Impervious Surfaces (Maximum Permitted by 01 - 30%) | 41,780         | 1,580            |
| Existing Conditions (Non-Conforming)                | 43,170         | 1,620            |
| With Proposed Addition                              | 41,780         | 1,580            |
| Net Change  | -1,390         | -50              |

Clear Area Ratio: 01 - 29.00%  
 Existing Conditions (Non-Conforming) 28.52% Overage: 3.52%  
 With Proposed Addition 31.72% Overage: 4.72%  
 Net Change: 3.20%

Impervious Surfaces - Maximum Permitted by 01 - 30%  
 Existing Conditions (Non-Conforming) 41.78% Overage: 11.39%  
 With Proposed Addition 43.17% Overage: 13.12%  
 Net Change: 1.39%

PRELIMINARY

EEA - 10/15/2019 10:00 AM - Stevenson - Building - Impervious/Stormwater/ASD/SW - Impervious Area - 4.72%  
 Project: 2/20/19 10:00 AM - Stevenson - Building - Impervious/Stormwater/ASD/SW - Impervious Area - 4.72%





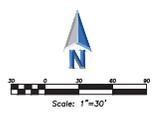
**NOT FOR CONSTRUCTION**

| No.      | Date     | Description                   |
|----------|----------|-------------------------------|
| 01/17/19 | 01/17/19 | PLANS PRELIMINARY EVALUATION  |
| 01/17/19 | 01/17/19 | PLANS CORRECTED BY THE CLIENT |
| 01/17/19 | 01/17/19 | PLANS CORRECTED BY CLIENT     |
| 01/17/19 | 01/17/19 | PLANS CORRECTED BY CLIENT     |
| 01/17/19 | 01/17/19 | PLANS CORRECTED BY CLIENT     |

DATE PLOTTED: 09/20/19

**TREE PRESERVATION PLAN**

Sheet No: **TP1.01**

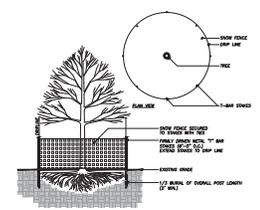


**EXISTING TREE INVENTORY**

| NO. | DATE     | TYPE   | SIZE | STATUS | REMARKS |
|-----|----------|--------|------|--------|---------|
| 1   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 2   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 3   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 4   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 5   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 6   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 7   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 8   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 9   | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 10  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 11  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 12  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 13  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 14  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 15  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 16  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 17  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 18  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 19  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 20  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 21  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
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| 99  | 09/20/19 | ACACIA | 12"  | REMAIN |         |
| 100 | 09/20/19 | ACACIA | 12"  | REMAIN |         |

- TREE PRESERVATION NOTES**
- ALL EXISTING TREES TO BE REMOVED SHALL BE PROTECTED FROM SOIL COMPACTION AND EXCESS WEIGHTS DURING CONSTRUCTION. PROTECTIVE FENCING SHALL BE INSTALLED TO PREVENT EXCESSIVE SOIL SETTLEMENT AT A MINIMUM OF 5 FEET FROM THE TREE.
  - THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. EXCAVATION SHALL BE STOPPED IMMEDIATELY IF ANY UTILITIES ARE ENCOUNTERED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FROM THE PROPER AGENCIES.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND LICENSES FROM THE PROPER AGENCIES.
  - REMOVE ALL SOIL AND EXCESSIVE PLANT MATERIAL FROM SITE AND DEPOSIT AT PROPERLY LICENSED DISPOSAL SITE.
  - MAKE AND REPLACE ALL EXISTING SIDEWALKS TO REMAIN ON SITE.
  - THE OWNER SHALL MAINTAIN EXISTING TREES TO REMAIN.
  - TREE TRUNKS WITH DIAMETER AND AN "X" MARKED EXISTING TREES TO BE REMOVED.

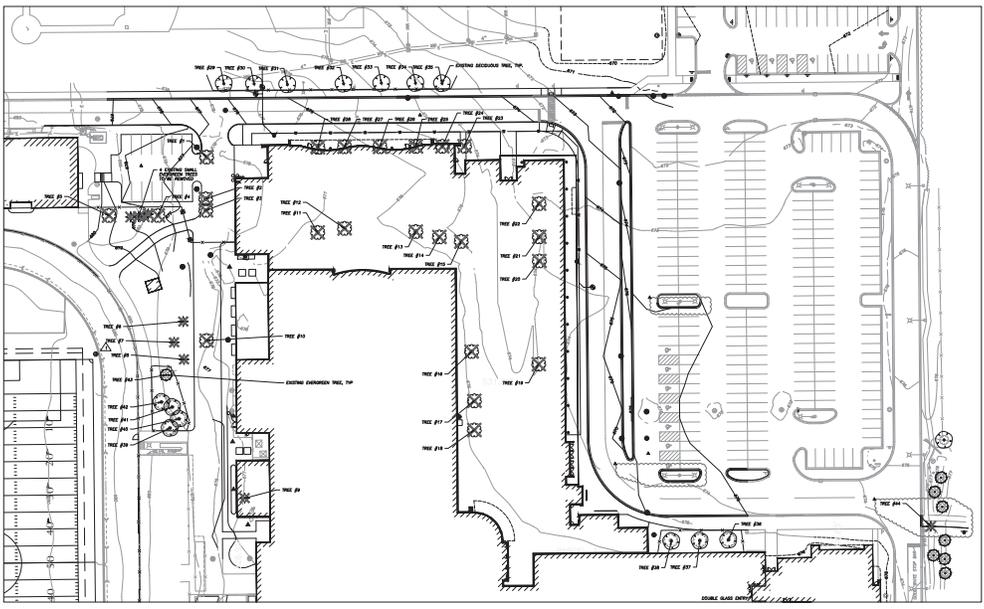
- EXISTING TREES TO REMAIN**
- EXISTING ACACIA TREE 1
  - EXISTING ACACIA TREE 14



**1 TREE PROTECTION DETAIL**  
 Not To Scale

**SURVEY PROVIDED BY:**  
 Paul & Associates, Inc.  
 1100 N. WILSON AVENUE, SUITE 100  
 CHICAGO, IL 60642  
 TEL: 312.467.1000  
 FAX: 312.467.1001  
 WWW.PAUL-ASSOCIATES.COM

**JULIE**  
 DATE: 09/20/19



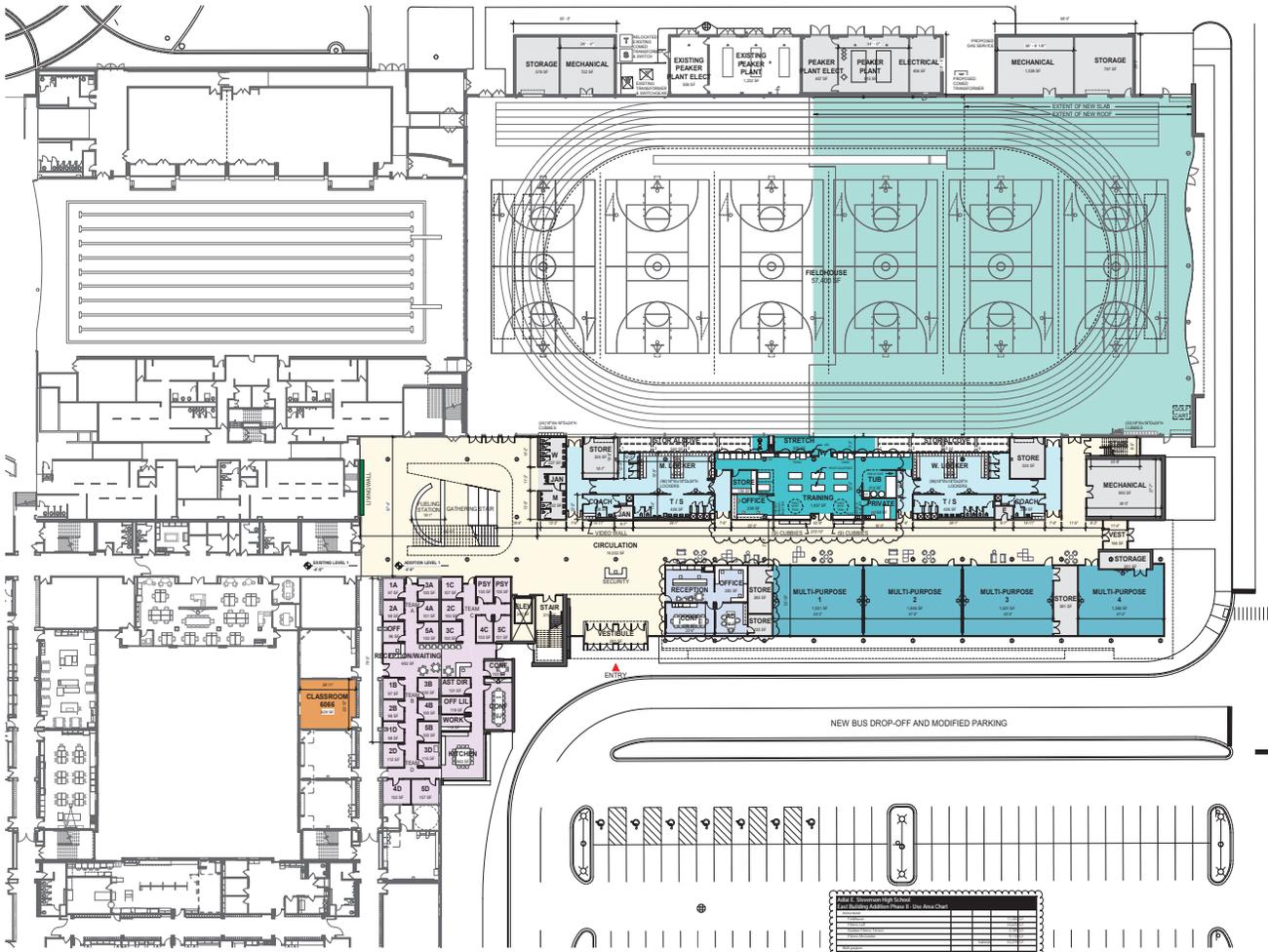
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 Plotter: HP DesignJet T1200



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

**Wight**

Wight & Company  
wightco.com  
200 North Farmington Road  
Channahon, IL 61011  
P: 815.582.7000  
F: 815.582.7200



| Room No. | Room Name | Area (sq. ft.) | Notes |
|----------|-----------|----------------|-------|
| 1A       | CL. 1A    | 100            |       |
| 1B       | CL. 1B    | 100            |       |
| 1C       | CL. 1C    | 100            |       |
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| 1K       | CL. 1K    | 100            |       |
| 1L       | CL. 1L    | 100            |       |
| 1M       | CL. 1M    | 100            |       |
| 1N       | CL. 1N    | 100            |       |
| 1O       | CL. 1O    | 100            |       |
| 1P       | CL. 1P    | 100            |       |
| 1Q       | CL. 1Q    | 100            |       |
| 1R       | CL. 1R    | 100            |       |
| 1S       | CL. 1S    | 100            |       |
| 1T       | CL. 1T    | 100            |       |
| 1U       | CL. 1U    | 100            |       |
| 1V       | CL. 1V    | 100            |       |
| 1W       | CL. 1W    | 100            |       |
| 1X       | CL. 1X    | 100            |       |
| 1Y       | CL. 1Y    | 100            |       |
| 1Z       | CL. 1Z    | 100            |       |
| 2A       | CL. 2A    | 100            |       |
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| 2G       | CL. 2G    | 100            |       |
| 2H       | CL. 2H    | 100            |       |
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| 4E       | CL. 4E    | 100            |       |
| 4F       | CL. 4F    | 100            |       |
| 4G       | CL. 4G    | 100            |       |
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| 4U       | CL. 4U    | 100            |       |
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EAST BUILDING ADDITION PHASE 2

FLOOR PLAN LEVEL 01

A2.1

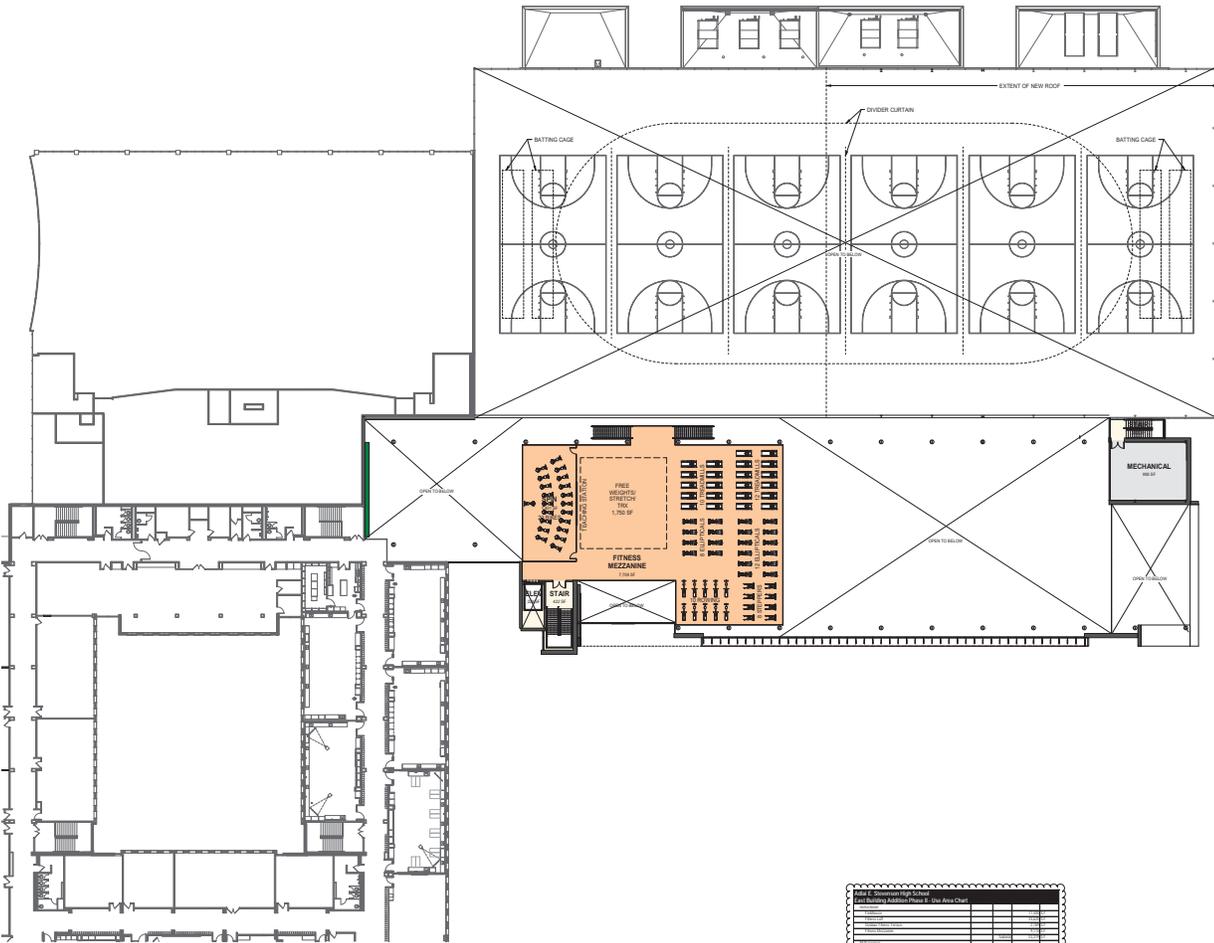
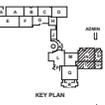




ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

**Wight**

Wight & Company  
wightco.com  
200 North Farmington Road  
Chicago, IL 60651  
P: 630.582.7000  
F: 630.582.7200



| NO. | DESCRIPTION             | DATE       |
|-----|-------------------------|------------|
| 1   | ISSUED FOR PERMIT       | 02/15/2023 |
| 2   | ISSUED FOR CONSTRUCTION | 02/15/2023 |
| 3   | ISSUED FOR OCCUPANCY    | 02/15/2023 |
| 4   | ISSUED FOR AS-BUILT     | 02/15/2023 |
| 5   | ISSUED FOR ARCHIVE      | 02/15/2023 |

FLOOR PLAN LEVEL: 03  
SCALE: 1/8" = 1'-0"

ISSUED FOR PERMIT 02/15/2023  
ISSUED FOR CONSTRUCTION 02/15/2023  
ISSUED FOR OCCUPANCY 02/15/2023  
ISSUED FOR AS-BUILT 02/15/2023  
ISSUED FOR ARCHIVE 02/15/2023

**EAST BUILDING ADDITION PHASE 2**

1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60069

**MEZZANINE**

Project Number: 230124  
Date: 02/15/23  
Author: JRM  
Sheet: 03

**A2.3**

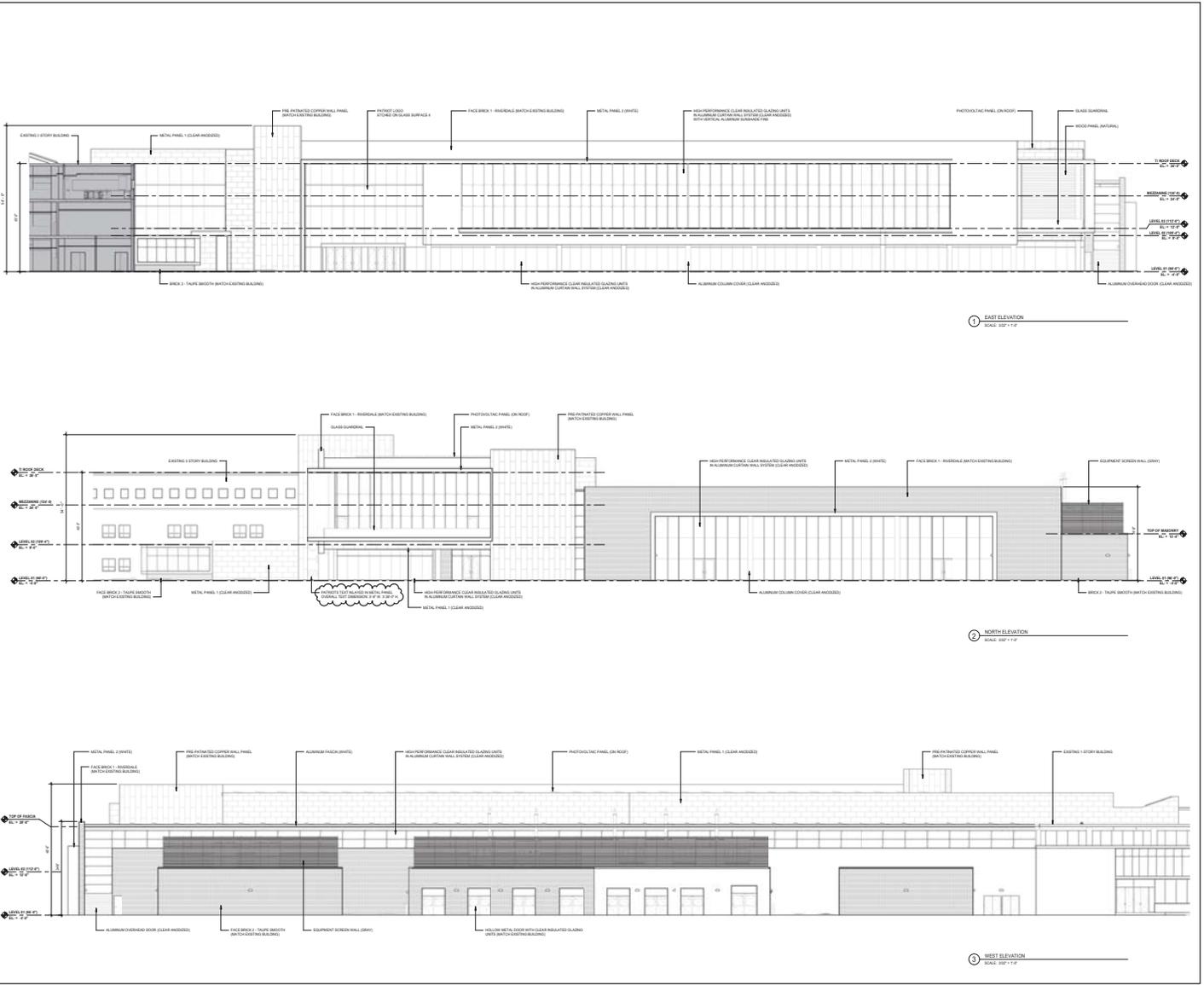
PROJECT NO. 230124  
PROJECT NAME: EAST BUILDING ADDITION PHASE 2  
SHEET NO. A2.3  
DATE: 02/15/23  
DRAWN BY: JRM  
CHECKED BY: JRM  
APPROVED BY: JRM



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



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200 North Fremont Road  
Channahon, IL 61018  
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F: 815.532.7200



ISSUED: 02/08/2018  
REVISIONS:  
NO. DATE BY  
1 02/08/2018 JSD  
2 02/08/2018 JSD  
3 02/08/2018 JSD  
4 02/08/2018 JSD  
5 02/08/2018 JSD  
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100 02/08/2018 JSD

EAST BUILDING  
ADDITION PHASE 2  
1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60089  
EXTERIOR ELEVATIONS  
Project Number: 2018-04  
Scale: 1/8" = 1'-0"  
Date: 02/08/2018  
Author: JSD



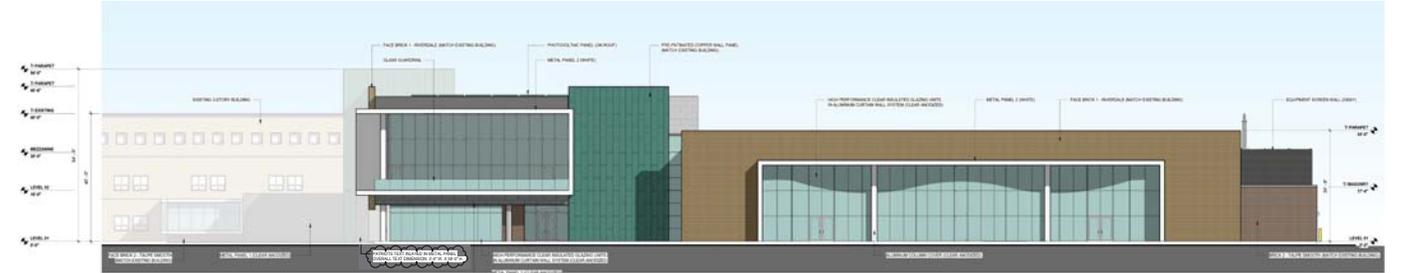
ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



Wight & Company  
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200 North Farmington Road  
Chicago, IL 60651  
P: 630.585.7000  
F: 630.585.7200



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



2 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION  
SCALE: 1/8" = 1'-0"

ISSUED: 02/04/2021  
SUBMITTED: 01/28/2021  
REV: 01/28/2021

**EAST BUILDING  
ADDITION PHASE 2**

1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60069

**EXTERIOR ELEVATIONS  
RENDERING**

Project Number: 2019-04  
Scale: 1/8" = 1'-0"  
Date: 02/04/2021  
Author: [Name]





VIEW LOOKING SOUTHWEST



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

**Wight**

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|                              |            |
|------------------------------|------------|
| VILLAGE ZONING BOARD         | 05/05/2020 |
| PLANNING DEPT.               | 05/05/2020 |
| BOARD OF ZONING ADJUDICATORS | 05/05/2020 |
| PLANNING DEPT.               | 05/05/2020 |
| VILLAGE OF LINCOLNSHIRE      | 05/05/2020 |
| DATE                         | DATE       |

**EAST BUILDING ADDITION PHASE 2**

1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60089

**EXTERIOR PERSPECTIVE RENDERING**

Project Number: 201914  
Scale: 1/8" = 1'-0"  
Date: 05/05/2020  
Sheet: A4.4

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VIEW LOOKING SOUTH



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



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 wight.com  
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 Chicago, IL 60651  
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 F: 630.583.7200

|                             |            |
|-----------------------------|------------|
| VILLAGE ZONING BOARD        | 03/03/2020 |
| PLANNING DEPARTMENT         | 02/20/2020 |
| BOARD OF ZONING ADJUSTMENTS | 02/20/2020 |
| PLANNING DEPARTMENT         | 02/20/2020 |
| DATE                        | DATE       |

**EAST BUILDING ADDITION PHASE 2**

1 STEVENSON DRIVE  
 LINCOLNSHIRE, IL 60069

**EXTERIOR PERSPECTIVE RENDERING**

Project Number: 2019-04  
 Date: 02/20/2020  
 Scale: 1/8" = 1'-0"  
 Sheet: A4.5

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VIEW LOOKING SOUTHWEST



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

**Wight**

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|                       |            |
|-----------------------|------------|
| VILLAGE ZONING BOARD  | 09/05/2020 |
| PLANNING DEPARTMENT   | 09/05/2020 |
| COMMUNITY DEVELOPMENT | 09/05/2020 |
| PLANNING BOARD        | 09/05/2020 |
| PLANNING COMMISSION   | 09/05/2020 |
| DATE                  | DATE       |

**EAST BUILDING ADDITION PHASE 2**

1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60089

**EXTERIOR PERSPECTIVE RENDERING**

Project Number: 2019-04  
Scale: 1/8" = 1'-0"  
Date: 09/05/2020

**A4.6**

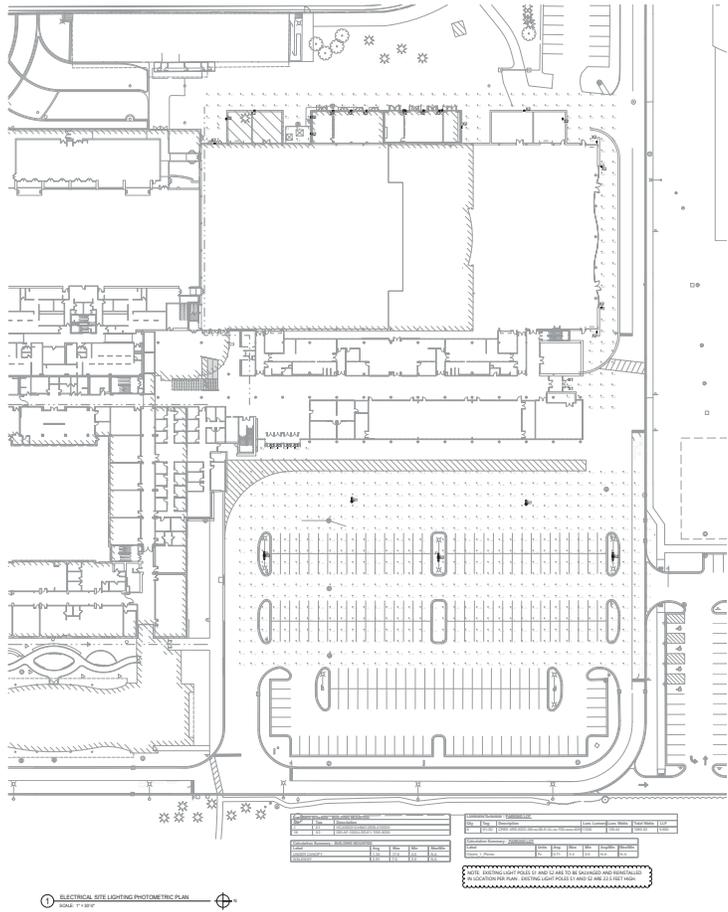
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ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



Wight & Company  
wight.com  
200 North Farmington Road  
Chicago, IL 60611  
P: 630.582.7000  
F: 630.582.7200



|                                |            |
|--------------------------------|------------|
| VILLAGE ZONING BOARD           | 02/28/2019 |
| COMMITTEE                      |            |
| VILLAGE OFFICIALS              | 03/05/2019 |
| VILLAGE PRELIMINARY EVALUATION | 01/10/2019 |
| DATE                           | DATE       |

**EAST BUILDING ADDITION PHASE 2**

1 STEVENSON DRIVE  
LINCOLNSHIRE, IL 60069

**ELECTRICAL SITE LIGHTING PHOTOMETRIC PLAN**

Project Number: 152-014  
Author: JRM  
Date: 01/10/19

**E1.01N.1**

PROJECT NO. 152-014  
DATE: 01/10/19  
DRAWN BY: JRM  
CHECKED BY: JRM  
DATE: 01/10/19  
SCALE: 1"=20'-0"

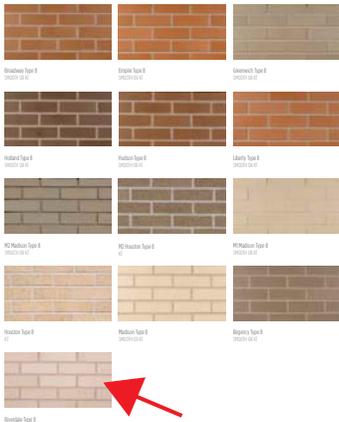
# WATSON TOWN BRICK COMPANY

## MANHATTAN

Our Manhattan series is available in a range of buffs, tans and grays that meet the stringent requirements of contemporary architectural design. Produced in our automated exterior plant using high quality buff materials from Ohio, the FBX series provides the close tolerances, through-the-body color and stability that architects, builders, and developers require for commercial projects.



BRICK - 1 (Match Existing Blend)



## ARCHITECTURAL SERIES NEW BROWN SMOOTH & VELOUR

Ideal for a multitude of building projects, Architectural Series® through-the-body color and smooth or veLOUR texture are a perfect choice for design versatility. Available in sizes ranging from Modular to Metric Jumbo and Utility, the Architectural Series is a product that scales easily to suit the project at hand, and can be paired well with other brick and stone products such as Inlay, Arise, Freese or Profile.



BRICK - 2 (Match Existing Blend)

### COLORS



### SPECIFICATIONS

Manufactured in our Farmensburg, Indiana Plant

| Product Property   | CSA      | ASTM       | Typical Brampton Brick Range*     |
|--|----------|------------|-----------------------------------|
| Compressive Strength (min)   | > 21 MPa | > 3000 psi | 40 – 60 MPa or 5800 – 8700 psi    |
| 24 hour cold water absorption  |          |            | 3% – 6%                           |
| 5 hour boil water absorption   | < 17%    | < 17%      | 4% – 8%                           |
| C/S Ratio  | < 0.78   | < 0.78     | 0.65 – 0.75                       |
| Based on CSA A82 for Exterior Grade (EG) brick, Type X and ASTM C216 for Severe Weather (SW) Brick, Type FBX |          |            | *not applicable if 24 hr CWA < 8% |

Minimum orders apply. Check with a Brampton Brick Sales Representative on product availability prior to specifying. For additional information, please visit our website at [BramptonBrick.com](http://BramptonBrick.com)

Manufacturer/Material Information - Masonry



## METAL PANEL - 1 (Clear Anodized) METAL PANEL - 2 (White)



### Intercept Entyre Panel System

The Intercept Entyre Modular Panel System offers innovation excellence with a continuous engagement extrusion and concealed fasteners that work in conjunction with sequentially installed module panel units. Material options include: .060" aluminum, 1.5mm zinc and class 1 anodized aluminum.



#### Performance:

- Closed-joint back-ventilated Rainscreen Panel with 1/4" (19mm) wide reveals between panels
- Independent panel attachment

#### Installation Sequence:

- Bottom up

#### Installation Patterns:

- Vertical and/or horizontal orientation
- Variable running bond—vertically and horizontally

#### Panel Reveal Width:

- 1/4" [19mm] (Standard)
- Various horizontal and vertical reveal options available

#### Panel Depth:

- 1 3/8" [35 mm] (Standard)
- Panel depths are available from 1 3/8" to 4"

#### Panel Shapes:

- Square or rectangular
- Multi-planar
- Sloped

#### Exceptions:

- Additional features available upon request

#### Recommended Maximum Panel Sizes

##### .060" Aluminum

Panel Width Maximum 141 1/2" [3.6m]  
29 1/2" [1.75m]

Panel Height Maximum 29 1/2" [1.75m]  
141 1/2" [3.6m]

NOTE: The documents below are in pdf format. To download the Word document, click [here](#) to login to the e-CENTRIA Portal

Product Specifications Load Span Tables Green / Sustainability  
Product Options Integrated Options Coatings Promo Details

#### Tech Data Sheets

|                                |
|--------------------------------|
| Intercept Entyre - Coil Coated |
| Intercept Entyre - Jarden Zinc |
| Intercept Entyre - Post Finish |



TECU® Patina  
New diversity for a green facade.



## PRE-PATINATED COPPER WALL PANEL (Match Existing)

Often the shortest path leads you directly to your goal. If the design concept calls for the vigor and force of expression of the green patina finish typical for copper, then it should be put into practice immediately - without a long wait for the gradual effects of natural weathering. There is a name to the solution: TECU® Patina - industrially pre-patinated copper for immediate use to satisfy the highest aesthetic demands in building design. The product portfolio has now been extended by four variants:

- TECU® Patina\_Hamburg
- TECU® Patina\_Boston
- TECU® Patina\_Oslo
- TECU® Patina\_Madrid

As a result, KME is now in a position to additionally offer four archetypal versions of natural patina, based on the proven industrial manufacturing procedure for the well-known TECU® Patina. The expansion of the TECU® Patina line of products therefore provides architects, installers and planners with additional design options, which will certainly also meet with great interest in the field of historic building preservation. TECU® Patina again proves to be extremely versatile, as is typical for natural surfaces.

The many different nuances and shades of the surface blend only gradually. After installation the surfaces continue to develop in a completely natural manner being characteristic of copper. The individual development is extremely fascinating - just as modern architecture should be.

Another decisive advantage is the certification as an environmentally friendly building product in accordance with ISO 14025 and EN 15804. No matter which variant you choose, TECU® Patina is made exclusively and to 100% of recycled copper. This significant added value of many TECU® products can be a decisive argument in favour of use in buildings with LEED, BREEAM or DGNB certificates, which are increasingly in demand, particularly for public buildings. TECU® Ecological Copper complies in all properties with materials made of new metals and surpasses all requirements of the European standard EN 1172.

TECU® stands for the combination of high quality and comprehensive service. As one of the worldwide leading producers of copper and copper alloy semis, KME with its application-related consultation services provides supports for planners, architects and installers, even beyond the European borders.

#### Product Range: TECU® Patina

| Sheets Formats/Thickness | 0,6 | 0,7 | 1,0 | 1,2 | 1,5 | 2,0 | 4,0* |
|--------------------------|-----|-----|-----|-----|-----|-----|------|
| 400 x 3000               | 0   | X   | 0   |     |     |     |      |
| 670 x 3000               | X   | X   | 0   |     |     |     |      |
| 800 x 3000               | 0   | 0   | 0   |     |     |     |      |
| 1000 x 2000              | X   | X   | 0   | 0   | 0   | 0   |      |
| 1000 x 3000              | X   | X   | 0   | 0   | 0   |     | 0    |

X = on request > 40 sqm 0 = on request > 3,000 kg

\* = as TECU® Bond

#### Product Range: TECU® Patina\_Hamburg\_Madrid\_Oslo\_Boston (all on request)

| Sheets Formats/Thickness | 0,6 | 0,7 | 1,0 | 1,2 | 1,5 | 2,0 | 4,0* |
|--------------------------|-----|-----|-----|-----|-----|-----|------|
| 600 x 3000               | 0   | XX  | 0   |     |     |     |      |
| 670 x 3000               | XX  | XX  | 0   |     |     |     |      |
| 1000 x 2000              | XX  | XX  | 0   | 0   | 0   | 0   |      |
| 1000 x 3000              | XX  | XX  | 0   | 0   | 0   |     | 0    |

XX = on request > 160 sqm 0 = on request > 3,000 kg

\* = as TECU® Bond

KME Germany GmbH & Co. KG - TECU® Patina

Manufacturer/Material Information - Exterior Panels

# CMI Architectural

Home Products Services What's New Contact Info Company Info Industry Partners

## 6600 Wall - 2 1/2" Profile - CAPTURED

Specifications  
CAD Details  
Test Reports  
Wind Load/Dead Load Charts  
Installation Instructions  
Project Photos

CMI 6600 Wall curtainwall systems are high performance 2 1/2" profile "pressure-wall" framing systems with unsurpassed aesthetic, structural and design capabilities. Captured or structural silicone glazing options and 6", 8", 10" or custom depths reflect but a few examples of the utility and versatility this system offers to any project.



Project: Allegan High School - Entry  
Location: Allegan, MI  
Architect: TMP Associates Inc  
Glazing Contractor: Commercial Glass & Glazing

### Features:

- 1/8" to 1 3/4" glazed infill capability
- Curved frame capabilities
- 2-sided and 4-sided structural silicone glazed options
- Two-color capability - separate interior and exterior finishes
- Water infiltration resistance rated to 15 PSF differential test pressure (ASTM E331)
- U - value = 0.42 btu/hr.ft<sup>2</sup>/F (AAMA 1503-09)
- CRF - frame = 72 (AAMA 1503-09)
- U - value(RANGE) = 0.33 to 0.56 btu/hr.ft<sup>2</sup>/F (AAMA 507-07)
- U - value = 0.40 btu/hr.ft<sup>2</sup>/F (NFRC 102-2010)
- CR = 95 (NFRC 500)
- Screw spline or shear block assembly methods
- Compatible with CMI's complete line of stile-and-rail, flush panel and plank doors
- Integrated door frame components
- Easily integrate CMI 200T casement, awning and hopper style operating vent windows
- Compatible with CMI 278-SSG zero-sightline awning and casement vent windows
- Independently tested air infiltration, water infiltration, structural and thermal performance
- Full spectrum color choice in Anodized or high performance Kynar resin based paint coatings

CMI Architectural Products, Inc.

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**Additional Resources**  
Solarban® 90 glass is **Cradle to Cradle Certified™** and part of **Ecological Solutions from PPG™**. For more information or to obtain samples of any PPG glass product, call 1-888-PPG-IDEA (774-4332) or visit [www.ppgideascapescapes.com](http://www.ppgideascapescapes.com).



PPG is the first U.S. float glass manufacturer to have its products recognized by the **Cradle to Cradle Certified™** program, and offers more C2C-certified architectural glasses than any other float glass manufacturer.

**PPG IdeasScapes™ Integrated products, people and services**



With its exceptional solar control performance, Solarban® 90 glass enables architects to design expansive glass facades with a true neutral aesthetic or with a range of tinted and reflective glazes by PPG.

### Solarban® 90 Glass Performance — Commercial Insulating Glass Unit

| Insulating Glass Unit Performance Comparisons 1-inch (25mm) units with 1/2-inch (13mm) airspace and two 1/4-inch (6mm) spacers |                                       |   |                                   |                           |            |                                   |              |                                    |                           |
|--|---------------------------------------|---|-----------------------------------|---------------------------|------------|-----------------------------------|--------------|------------------------------------|---------------------------|
| Outdoor Lites Coating (I Any Surfaced Glass)   | Glass Type                            | Indoor Lites Coating (I Any Surfaced Glass) | Visible Light Transmittance (VLT) | Visible Light Reflectance |            | IR(Ultra-Short-Wave) NFRC U-Value |              | Solar Heat Gain Coefficient (SHGC) | Light to Solar Gain (LSG) |
|  |                                       |   |                                   | Exterior %                | Interior % | Winter Night-time                 | Winter Argon |                                    |                           |
| <b>SOLARBAN® 90 Solar Control Low-E Glass</b>  |                                       |   |                                   |                           |            |                                   |              |                                    |                           |
|  | SOLARBAN 90 (2) Clear + Clear         |   | 51                                | 12                        | 19         | 0.29                              | 0.26         | 0.23                               | 2.22                      |
|  | SOLARBAN 90 (2) STARPHIRE + STARPHIRE |   | 54                                | 13                        | 20         | 0.29                              | 0.26         | 0.23                               | 2.26                      |
|  | SOLARBAN 90 (2) SOLEXIA + Clear       |   | 44                                | 10                        | 19         | 0.29                              | 0.26         | 0.22                               | 2.00                      |
|  | SOLARBAN 90 (2) ATLANTICA + Clear     |   | 39                                | 9                         | 19         | 0.29                              | 0.26         | 0.20                               | 1.95                      |
|  | SOLARBAN 90 (2) AZURA + Clear         |   | 39                                | 9                         | 19         | 0.29                              | 0.26         | 0.21                               | 1.85                      |
|  | SOLARBAN 90 (2) OPTIBLUE + Clear      |   | 37                                | 8                         | 19         | 0.29                              | 0.26         | 0.20                               | 1.85                      |
|  | SOLARBAN 90 (2) SOLARBLUE + Clear     |   | 32                                | 8                         | 18         | 0.29                              | 0.26         | 0.19                               | 1.68                      |
|  | SOLARBAN 90 (2) PACIFICA + Clear      |   | 26                                | 6                         | 18         | 0.29                              | 0.26         | 0.17                               | 1.41                      |
|  | SOLARBAN 90 (2) SOLARBRONZE + Clear   |   | 31                                | 7                         | 18         | 0.29                              | 0.26         | 0.18                               | 1.29                      |
|  | SOLARBAN 90 (2) OPTIGRAY + Clear      |   | 34                                | 8                         | 19         | 0.29                              | 0.26         | 0.20                               | 1.80                      |
|  | SOLARBAN 90 (2) SOLARGRAY + Clear     |   | 26                                | 6                         | 18         | 0.29                              | 0.26         | 0.17                               | 1.53                      |
|  | SOLEXIA + SOLARBAN 90 (2) Clear       |   | 44                                | 16                        | 12         | 0.29                              | 0.26         | 0.30                               | 1.47                      |
|  | ATLANTICA + SOLARBAN 90 (2) Clear     |   | 39                                | 13                        | 12         | 0.29                              | 0.26         | 0.26                               | 1.50                      |
|  | AZURA + SOLARBAN 90 (2) Clear         |   | 39                                | 13                        | 12         | 0.29                              | 0.26         | 0.27                               | 1.44                      |
|  | OPTIBLUE + SOLARBAN 90 (2) Clear      |   | 37                                | 12                        | 11         | 0.29                              | 0.26         | 0.27                               | 1.37                      |
|  | PACIFICA + SOLARBAN 90 (2) Clear      |   | 26                                | 8                         | 11         | 0.29                              | 0.26         | 0.21                               | 1.14                      |
|  | SOLARBLUE + SOLARBAN 90 (2) Clear     |   | 32                                | 10                        | 11         | 0.29                              | 0.26         | 0.25                               | 1.28                      |
|  | SOLARBRONZE + SOLARBAN 90 (2) Clear   |   | 30                                | 10                        | 11         | 0.29                              | 0.26         | 0.24                               | 1.25                      |
|  | OPTIGRAY + SOLARBAN 90 (2) Clear      |   | 34                                | 12                        | 11         | 0.29                              | 0.26         | 0.27                               | 1.23                      |
|  | SOLARGRAY + SOLARBAN 90 (2) Clear     |   | 25                                | 8                         | 11         | 0.29                              | 0.26         | 0.22                               | 1.14                      |
|  | BRALITE II + SOLARBAN 90 (2) Clear    |   | 5                                 | 4                         | 11         | 0.29                              | 0.26         | 0.11                               | 0.45                      |

All performance data calculated using LBNL Window 7.3 software and represents center of glass performance data. For detailed information on the methodologies used to calculate the aesthetic and performance values in this table, please visit [www.ppgideascapescapes.com](http://www.ppgideascapescapes.com) or request our Architectural Glass Catalog.

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7166 09/15



PPG Industries, Inc. Glass Business & Discovery Center 400 Guys Run Road Cheswick, PA 15024 1-888-PPG-IDEA [www.ppgideascapescapes.com](http://www.ppgideascapescapes.com)



Manufacturer/Material Information - Glazing and Curtain Wall



### EQUIPMENT SCREEN WALL (Gray)

#### Vert-A-Cade 301



The VAC-301 horizontal screen is our most economical extruded vision barrier and ideal for use on rooftop equipment and parking garages. Free area shown is based on standard blade spacing.



Manufacturer/Material Information - Equipment Screen Wall

# EXTERIOR LIGHT FIXTURE S1

## Cree Edge® Series LED Area/Flood Luminaire

Rev. Date: V8 R2 08/29/2019

### Product Description

The Cree Edge® Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaflet/brochure guard.

**Applications:** Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways.

### Performance Summary

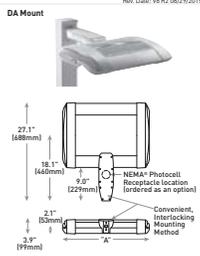
- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- CRI:** Minimum 70 CRI
- CCT:** 4000K (4- / 300K), 5700K (4- / 500K) standard
- Limited Warranty\*:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

\* See [www.creeled.com/ledwarranty](http://www.creeled.com/ledwarranty) for warranty terms.

### Accessories

| Field-Installed                       | Backlight Control Shields               |
|---------------------------------------|---|
| <b>Bird Spikes</b><br>AC 5000000      | Backlight Control Shields<br>AC 5000000 |
| <b>Hand-Held Remote</b><br>AC 5000000 | Four-pack<br>Unpainted stainless steel  |

\* For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required.



| LED Count [x10] | Dim. "A"      | Weight         |
|-----------------|---------------|----------------|
| 02              | 12.1" (306mm) | 21 lbs. (10kg) |
| 04              | 12.1" (306mm) | 24 lbs. (11kg) |
| 06              | 14.1" (357mm) | 27 lbs. (12kg) |
| 08              | 14.1" (357mm) | 28 lbs. (13kg) |
| 10              | 16.1" (409mm) | 32 lbs. (15kg) |
| 12              | 20.1" (510mm) | 34 lbs. (15kg) |
| 14              | 22.1" (562mm) | 37 lbs. (17kg) |
| 16              | 24.1" (613mm) | 41 lbs. (19kg) |

AA/DL/SA Mount - see page 22 for weight & dimensions.

### Ordering Information

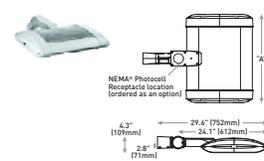
Example: ARE-ED0-3M-AA-12-E-1L-6V-350

| Product | Optic                    | Mounting*                       | LED Count [x10]                 | Series                  | Voltage                 | Color Options | Drive Current | Options |   |
|---------|--------------------------|---------------------------------|---------------------------------|-------------------------|-------------------------|---------------|---------------|---------|---|
| ARE-ED0 | 2M<br>Type II<br>Medium  | 3MB<br>Type II<br>Medium<br>Arm | 4MP<br>Type II<br>Medium<br>Arm | AA<br>Adjustable<br>Arm | 02                      | E             | UL            | 350     | DIM 0-10V Dimming<br>- Control by others<br>- Refer to <a href="#">DIMMING SPEC SHEET</a> for details<br>- Can't be used with PML options   |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
|         | 3MB<br>Type II<br>Medium | 3MB<br>Type II<br>Medium<br>Arm | 3MS<br>Type II<br>Medium<br>Arm | 04                      | E                       | UL            | 350           | 350     | PML2 Programmable Multi-Level, 10-30° Mounting Height<br>- Refer to <a href="#">PML2 SPEC SHEET</a> for details<br>- Intended for downlight applications at 0° tilt   |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
|         | 3MB<br>Type II<br>Medium | 3MB<br>Type II<br>Medium<br>Arm | 3MS<br>Type II<br>Medium<br>Arm | 08                      | E                       | UL            | 350           | 350     | R NEMA 4-3 Pin Photocell Receptacle<br>- 3-pin receptacle per ANSI C136.10<br>- Intended for downlight applications with maximum 42° tilt<br>- Photocell and shunting cap by others<br>- Refer to <a href="#">PML2 SPEC SHEET</a> for details |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
|         | 3MP<br>Type II<br>Medium | 3MP<br>Type II<br>Medium<br>Arm | 3MP<br>Type II<br>Medium<br>Arm | 12                      | E                       | UL            | 350           | 350     | PML3 Programmable Multi-Level, 40K 4000K Color Temperature<br>- Maximum 30 CRI<br>- Color temperature per luminaire   |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
|         | 3MP<br>Type II<br>Medium | 3MP<br>Type II<br>Medium<br>Arm | 3MP<br>Type II<br>Medium<br>Arm | 14                      | E                       | UL            | 350           | 350     | PML3 Programmable Multi-Level, 40K 4000K Color Temperature<br>- Maximum 30 CRI<br>- Color temperature per luminaire   |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
|         | FLD-ED0                  | 25<br>25° Flood                 | 70<br>70° Flood                 | NA<br>NEMA 4            | AA<br>Adjustable<br>Arm | 04            | E             | UL      | 350   |
|         |                          |                                 |                                 |                         |                         |               |               |         |   |
| FLD-ED0 | 40° Flood                | 5N<br>5N Sign                   | NA<br>NEMA 4                    | AA<br>Adjustable<br>Arm | 04                      | E             | UL            | 350     |   |
|         |                          |                                 |                                 |                         |                         |               |               |         | 06  |

\* Reference ETR and pole configuration suitability data beginning on page 13

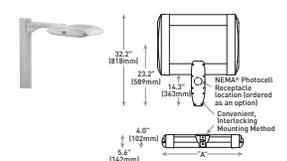
### Cree Edge® LED Area/Flood Luminaire

#### AA Mount



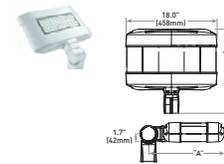
| LED Count [x10] | Dim. "A"      | Weight         |
|-----------------|---------------|----------------|
| 02              | 12.1" (306mm) | 21 lbs. (10kg) |
| 04              | 12.1" (306mm) | 24 lbs. (11kg) |
| 06              | 14.1" (357mm) | 27 lbs. (12kg) |
| 08              | 14.1" (357mm) | 28 lbs. (13kg) |
| 10              | 16.1" (409mm) | 32 lbs. (15kg) |
| 12              | 20.1" (510mm) | 34 lbs. (15kg) |
| 14              | 22.1" (562mm) | 37 lbs. (17kg) |
| 16              | 24.1" (613mm) | 41 lbs. (19kg) |

#### DL Mount



| LED Count [x10] | Dim. "A"      | Weight         |
|-----------------|---------------|----------------|
| 02              | 12.1" (306mm) | 23 lbs. (10kg) |
| 04              | 12.1" (306mm) | 26 lbs. (12kg) |
| 06              | 14.1" (357mm) | 29 lbs. (13kg) |
| 08              | 14.1" (357mm) | 30 lbs. (14kg) |
| 10              | 16.1" (409mm) | 34 lbs. (15kg) |
| 12              | 20.1" (510mm) | 36 lbs. (16kg) |
| 14              | 22.1" (562mm) | 42 lbs. (19kg) |
| 16              | 24.1" (613mm) | 46 lbs. (20kg) |

#### SA Mount



| LED Count [x10] | Dim. "A"      | Weight         |
|-----------------|---------------|----------------|
| 02              | 16.0" (406mm) | 25 lbs. (11kg) |
| 04              | 18.0" (457mm) | 28 lbs. (13kg) |
| 06              | 20.0" (508mm) | 28 lbs. (13kg) |



US: [creeled.com](http://creeled.com) (800) 236-6800  
Canada: [creeled.com/canada](http://creeled.com/canada) (800) 473-1234



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US: [creeled.com](http://creeled.com) (800) 236-6800  
Canada: [creeled.com/canada](http://creeled.com/canada) (800) 473-1234



A COMPANY OF IDEAL INDUSTRIES, INC.



## Manufacturer/Material Information - Exterior Lighting

# EXTERIOR LIGHT FIXTURE X1

## Halo Commercial

### DESCRIPTION

Recessed 4-inch LED downlight provides narrow, medium or wide distribution patterns ideal for general area lighting. Lumen packages range from 1000 to 4000 lumens in color temperatures of 2700K, 3000K, 3500K, and 4000K. In 80 or 90CRI. Luminaires are airtight and can be installed in new construction or below the finished ceiling in remodeling applications. Intended applications include office spaces, healthcare, hospitality, schools, house of worship and other institutional uses.

| Catalog #   | Type |
|-------------|------|
| Project     | Date |
| Comments    |      |
| Prepared by |      |

### SPECIFICATION FEATURES

#### Housing Frame

- Boat shaped galvanized steel plate frame with adjustable plaster lip accommodates 1/2" to 1 1/2" thick ceiling.
- May be installed in new construction or from below the finished (non-accessible) ceiling in remodeling.
- Provided with (2) old work remodel clips to secure the frame to the ceiling.

#### Universal Mounting Bracket

- Mounting bracket adjusts 2" vertically from above the ceiling or thru the aperture.
- Use with the included mounting bars or with 1/2" EMT.
- Removable to facilitate installation from below the finished ceiling.

#### Mounting Bars

- Proximity phosporors over chip on board LEDs provide a uniform source with high efficiency and no polarization.
- Available in 80 or 90 CRI minimum, accuracy within 3 SDCM provides color uniformity.
- 90 CRI, 80-90 refer to chromaticity test sheet online for details [www.eaton.com/lighting](http://www.eaton.com/lighting)

#### LED Module

- Correlated color temperature options:
  - 2700K
  - 3000K
  - 3500K
  - 4000K
- Passive thermal management achieves L70 at 50,000 hours in IC and non IC applications.
- Integral diffuse lens provides visual shielding.
- Integral connector allows quick connection to housing fix.

#### Lumen Options

- Nominal lumen values:
  - 1000 lm
  - 1500 lm
  - 2000 lm
  - 3000 lm
  - 4000 lm

#### Reflector

- Self-flanged aluminum reflectors are available in narrow, medium or wide distribution patterns.
- Medium distribution polymer non-conductive reflector may be used to meet local codes for "dead front" applications.
- Wall vane reflector features a rotatable inset assembly with integral linear spread lens for alignment of vertical illumination.
- Reflectors attach to LED module with (3) speed straps.
- Multiple painted or plated finishes are available.

- Wall vane reflector features a rotatable inset assembly with integral linear spread lens for alignment of vertical illumination.
- Reflectors attach to LED module with (3) speed straps.
- Multiple painted or plated finishes are available.

#### Reflector / Module Retention

- Reflector / module assembly is securely retained in the housing with (2) torsion springs.

#### Driver

- Field replaceable constant current driver provides low noise operation.
- UNV 120-277VAC 50/60Hz input standard.
- 3x7VAC 50/60Hz input option (Canada only).
- Continuous, flicker-free 1% - 100% dimming with 0-10V analog control.
- Optional low voltage DC driver for use with Eaton's DLPV distributed low voltage power system combines power and control.

#### Emergency Option

- Provides 90 minutes of standby lighting meeting most life safety codes for egress lighting.
- Available with integral or remote charge indicator and test switch.

#### Connected Lighting System Options

- WaveLink die mount daylight sensor includes control module, sensor and cable providing comprehensive lighting control.
- LumuWall Pro (powered by Enlighted) wireless tie mount sensor and control kit.

#### Junction Box

- Galvanized steel junction box
- 200+ internal volume excluding voltage barrier
- 25 sq ft internal total volume
- Voltage barrier for 0-10V dimming wires (occupies (1) 1/2" pry-out spot).
- Listed for (8) #12 AWG 600V, four out 90°C conductors and feed-in branch wiring.
- (3) 1/2" and (2) 3/4" trade size ports available.
- (3) 4-port push wire nuts for mains voltage, with 1-port for fixture connection.

#### Compliance

- cULus damp and wet location listed in protected ceilings, and IP20 - Above finished ceiling, IP54 - Below finished ceiling.
- Non-IC rated for 2000, 3000 and 4000 lumen models. Insulation must be kept 3" from top and sides.
- IC rated for 1000 and 1500 lumen models, and suitable for direct contact to air permeable insulation.
- Not for use in direct contact with spray foam insulation, consult NEMA L5D5-7-2013.
- Airtight per ASTM E283-04.
- Suitable for use in clothes closets when installed in accordance with the NEC 410.16 spacing requirements.
- EMI/RFI emissions FCC CFR Title 47 Part 15 Class A at 120/277V & Class B at 120V.
- Contains no mercury or lead and RoHS compliant.
- Photometric testing in accordance of IES LM-80-08 and TM-21-11.
- 1000 and 1500 lumen 90CRI ICAT models may be used to comply with State of California Title 24 residential code, with JAS-2016-E database certification.
- May be used to comply with State of California Title 24 non-residential code, as a dimmable LED luminaire.
- ENERGY STAR certified, reference certified light fixtures database.

#### Warranty

- Five year limited warranty, consult website for details.
- [www.eaton.com/lighting/legal](http://www.eaton.com/lighting/legal)



**HC4**  
**Housing Frame**  
**HM4**  
**LED Module**  
**41**  
**41PS**  
**Series Reflectors**

**4-inch Lens Downlight and Lens Wall Wash**  
**1000/1500/2000/3000/4000 Lumens**



TD517031EN  
June 25, 2019 2:56 PM

## Halo Commercial

HC4  
HM4  
41 / 41PS

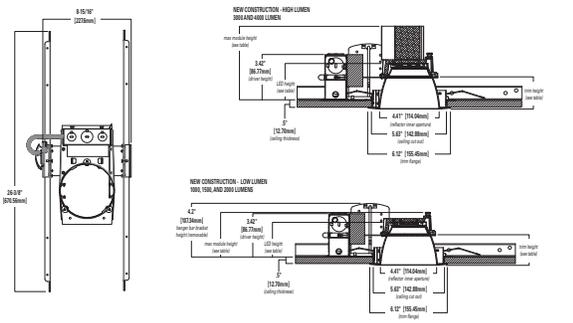
### ENERGY DATA

| Series  | 1000 lumen    |       | 1500 lumen    |       | 2000 lumen    |       |
|---|---------------|-------|---------------|-------|---------------|-------|
| Input Voltage (VAC)                                     | 120V          | 277V  | 120V          | 277V  | 120V          | 277V  |
| Input Current (A)                                       | 0.085         | 0.042 | 0.119         | 0.055 | 0.175         | 0.082 |
| Input Power (W)   | 9.1           | 10.9  | 14.2          | 14.9  | 21.1          | 21.4  |
| In-rush Current (A)                                     | 0.644         | 1.95  | 0.912         | 0.85  | 0.588         | 0.824 |
| In-rush Duration (ms)                                   | 0.125         | 0.24  | 0.28          | 0.32  | 0.3           | 0.28  |
| THDi (%)  | 8.6           | 15.6  | 7.8           | 16.3  | 8.8           | 11.2  |
| PF:   | > 0.90        |       | > 0.90        |       | > 0.90        |       |
| (Nominal input 120-277VAC & 100% of rated output power) |               |       |               |       |               |       |
| Minimum starting temperature                            | -40°C (-40°F) |       | -40°C (-40°F) |       | -40°C (-40°F) |       |
| Sound Rating: Class A standards                         |               |       |               |       |               |       |

| Series  | 3000 lumen    |       | 4000 lumen    |       |
|---|---------------|-------|---------------|-------|
| Input Voltage (VAC)                                     | 120V          | 277V  | 120V          | 277V  |
| Input Current (A)                                       | 0.228         | 0.182 | 0.345         | 0.15  |
| Input Power (W)   | 27.2          | 27    | 41.3          | 40.7  |
| In-rush Current (A)                                     | 0.898         | 1.7   | 1.05          | 2.23  |
| In-rush Duration (ms)                                   | 0.36          | 0.38  | 0.32          | 0.34  |
| THDi (%)  | 9.7           | 9.3   | 10.96         | 14.01 |
| PF:   | > 0.90        |       | > 0.90        |       |
| (Nominal input 120-277VAC & 100% of rated output power) |               |       |               |       |
| Minimum starting temperature                            | -40°C (-40°F) |       | -40°C (-40°F) |       |
| Sound Rating: Class A standards                         |               |       |               |       |

### DIMENSIONS



| Construction | High Lumen (3000 & 4000 Lumens) |            |            | Low Lumen (1000, 1500 & 2000 Lumens)* |            |            |
|--------------|---------------------------------|------------|------------|---------------------------------------|------------|------------|
|              | Max. Module Height              | Box Height | LED Height | Max. Module Height                    | Box Height | LED Height |
| Narrow       | 5.6"                            | 2.5"       | 2.3"       | 3.6"                                  | 2.5"       | 2.3"       |
| Medium       | 5.7"                            | 2.6"       | 3.0"       | 3.7"                                  | 2.6"       | 2.8"       |
| Wide         | 5.5"                            | 2.4"       | 2.8"       | 3.5"                                  | 2.4"       | 2.8"       |
| Deep         | 5.5"                            | 2.4"       | 2.8"       | 3.1"                                  | 2.4"       | 2.8"       |

\*Max. height w/adjuster for bracket 4.2"



## Manufacturer/Material Information - Exterior Lighting

# EXTERIOR LIGHT FIXTURE X2

**McGraw-Edison**

**DESCRIPTION**

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightSquares technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/UL listed for wet locations.

| Catalog #   | Type |
|-------------|------|
| Project     |      |
| Comments    | Date |
| Prepared by |      |

**SPECIFICATION FEATURES**

**Construction**

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

**Optics**

Choice of 10 patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 276K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 5700K CCT.

**Electrical**

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficiency, and prolonged life. Standard drivers feature electronic universal voltage (120-277V/50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common-mode and differential-mode surge protection. LightSquares feature an IP66 enclosure rating and maintain greater than 90% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for 20°C ambient environments and occupancy sensor available.

**Mounting**

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" f-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

**Finish**

Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

**Warranty**

Five-year warranty.



**ISC/SS/IST/ISW  
IMPACT ELITE LED**

1 LightSquare  
Solid State LED

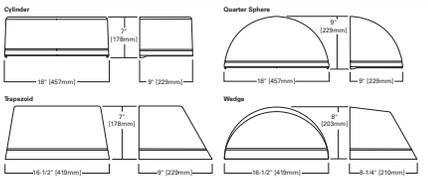
**WALL MOUNT LUMINAIRE**

**CERTIFICATION DATA**  
UL/UL Listed  
UL974 L80C Compliant  
IP66 LightSquare  
EnergyLights Consortium\* Qualified  
ISO 9001

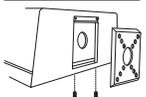
**ENERGY DATA**  
Electronic LED Driver  
e0.9 Power Factor  
±20% Total Harmonic Distortion  
120-277V/50 & 60Hz, 347V/60Hz,  
480V/60Hz  
40°C Maximum Temperature  
40°C Ambient Temperature Rating

**SHIPPING DATA**  
Approximate Net Weight:  
18 lbs. (8 kgs.)  
D55  
TDS14035EN  
July 23, 2019 4:13 PM

**DIMENSIONS**



**HOOK-N-LOCK MOUNTING**



**POWER AND LUMENS**

| 1 LightSquare (LF)        | Cylinder (SC) and Quarter Sphere (SS) |          |          |          |          |          | Taperoid (ST) and Wedge (SW) |          |          |          |          |          |          |
|---------------------------|---------------------------------------|----------|----------|----------|----------|----------|------------------------------|----------|----------|----------|----------|----------|----------|
|                           | 350                                   | 400      | 600      | 800      | 1000     | 1200     | 350                          | 450      | 600      | 800      | 1000     | 1200     |          |
| <b>Drive Current (mA)</b> | 120-277V                              | 20.3     | 25.5     | 33.4     | 43.8     | 55.1     | 66.2                         | 20.3     | 25.5     | 33.4     | 43.8     | 55.1     | 66.2     |
| <b>Power (Watts)</b>      | 120V                                  | 0.17     | 0.22     | 0.33     | 0.38     | 0.48     | 0.56                         | 0.17     | 0.22     | 0.29     | 0.38     | 0.48     | 0.56     |
| <b>Current (A)</b>        | 277V                                  | 0.09     | 0.10     | 0.13     | 0.17     | 0.21     | 0.25                         | 0.09     | 0.10     | 0.13     | 0.17     | 0.21     | 0.25     |
| <b>Power (Watts)</b>      | 347V or 480V                          | 23.3     | 38.7     | 36.6     | 49.5     | 60.7     | 70.1                         | 23.3     | 28.7     | 36.6     | 49.5     | 60.7     | 70.1     |
| <b>Current (A)</b>        | 347V                                  | 0.07     | 0.08     | 0.11     | 0.15     | 0.18     | 0.21                         | 0.07     | 0.08     | 0.11     | 0.15     | 0.18     | 0.21     |
| <b>Current (A)</b>        | 480V                                  | 0.05     | 0.06     | 0.08     | 0.11     | 0.13     | 0.16                         | 0.05     | 0.06     | 0.08     | 0.11     | 0.13     | 0.16     |
| <b>Optics</b>             |                                       |          |          |          |          |          |                              |          |          |          |          |          |          |
| <b>T2</b>                 | Lumens                                | 2,300    | 3,001    | 3,615    | 4,301    | 5,793    | 6,532                        | 3,355    | 3,208    | 4,185    | 5,239    | 6,193    | 7,647    |
|                           | BUG Rating                            | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 |
| <b>T3</b>                 | Lumens                                | 2,440    | 3,063    | 3,996    | 5,001    | 5,912    | 6,728                        | 2,861    | 3,216    | 4,195    | 5,251    | 6,207    | 7,663    |
|                           | BUG Rating                            | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 |
| <b>T4T</b>                | Lumens                                | 2,474    | 3,031    | 3,955    | 4,930    | 5,851    | 6,658                        | 2,889    | 3,250    | 4,240    | 5,206    | 6,274    | 7,739    |
|                           | BUG Rating                            | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 | B1-U1-G2 |
| <b>T4W</b>                | Lumens                                | 2,441    | 3,068    | 3,999    | 5,004    | 5,916    | 6,732                        | 2,857    | 3,211    | 4,189    | 5,244    | 6,198    | 7,653    |
|                           | BUG Rating                            | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 | B1-U1-G2 |
| <b>BL2</b>                | Lumens                                | 2,360    | 2,989    | 3,782    | 4,734    | 5,596    | 6,368                        | 3,449    | 3,100    | 4,144    | 5,065    | 5,985    | 6,800    |
|                           | BUG Rating                            | B1-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 |
| <b>BL3</b>                | Lumens                                | 2,271    | 2,851    | 3,710    | 4,656    | 5,559    | 6,282                        | 2,478    | 2,638    | 3,563    | 4,387    | 5,264    | 6,072    |
|                           | BUG Rating                            | B0-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B0-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 |
| <b>BL4</b>                | Lumens                                | 2,154    | 2,710    | 3,535    | 4,426    | 5,238    | 5,901                        | 2,286    | 2,870    | 3,744    | 4,566    | 5,336    | 6,103    |
|                           | BUG Rating                            | B0-U0-G1 | B0-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B0-U1-G1 | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 | B1-U1-G2 |
| <b>SL/BLR</b>             | Lumens                                | 2,206    | 2,555    | 3,224    | 4,174    | 4,930    | 5,614                        | 2,204    | 2,287    | 3,610    | 4,539    | 5,341    | 6,078    |
|                           | BUG Rating                            | B0-U0-G1 | B1-U0-G1 | B1-U0-G1 | B1-U0-G2 | B1-U0-G2 | B1-U0-G2                     | B1-U1-G1 | B1-U1-G1 | B1-U1-G2 | B1-U1-G2 | B1-U1-G2 | B1-U1-G2 |
| <b>RW</b>                 | Lumens                                | 2,435    | 3,057    | 3,387    | 4,392    | 5,000    | 6,710                        | 3,201    | 3,346    | 4,130    | 5,170    | 6,111    | 6,864    |
|                           | BUG Rating                            | B1-U0-G0 | B2-U0-G0 | B2-U0-G1 | B2-U0-G1 | B2-U0-G1 | B3-U0-G1                     | B1-U1-G1 | B2-U1-G1 | B2-U1-G1 | B2-U1-G1 | B2-U1-G1 | B2-U1-G1 |

**LUMEN MAINTENANCE**

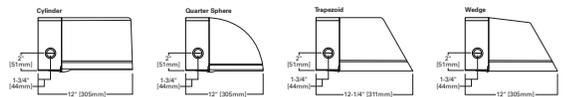
| Current    | Ambient Temperature | 25000 Hours* | 50000 Hours* | 60000 Hours* | 100000 Hours* | Theoretical L70 (Hours)* |
|------------|---------------------|--------------|--------------|--------------|---------------|--------------------------|
| Up to 1.5A | Up to 40°C          | >95%         | >91%         | >90%         | >83%          | 20,400                   |

\*Data calculated based on TM-21 calculator.

**LUMEN MULTIPLIER**

| Ambient Temperature | Lumen Multiplier |
|---------------------|------------------|
| 10°C                | 1.02             |
| 15°C                | 1.01             |
| 25°C                | 1.00             |
| 40°C                | 0.99             |

**THROUGH BACK BOX**



Eaton  
1721 Highway 76 South  
Pineville, NC 28134  
P: 770-488-4800  
www.eaton.com/lighting

Specifications and dimensions subject to change without notice.



Manufacturer/Material Information - Exterior Lighting

# WATER METER SIZING FORM

**Applicant:** AESHS - West Building

**Date:** 1/2/2020

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

|  | Illinois Plumbing Code - April 2014           | Fixture Units   | # of Fixture |     | Fixture Count                 |      |
|--|---|---|--------------|-----|-------------------------------|------|
| FIXTURE TYPES AND COUNTS                                     | Bathtub-Private                               | 2   | X            | =   | 0                             |      |
|  | Bathtub-Public                                | 4   | X            | =   | 0                             |      |
|  | Shower Head - Private                         | 2   | X            | =   | 0                             |      |
|  | Shower Head - Public                          | 3   | X            | 63  | =                             | 189  |
|  | Water Closet - Private/Public,Tank Type       | 3   | X            | =   | 0                             |      |
|  | Water Closet - Private/Public, Flush Valve    | 10  | X            | 131 | =                             | 1310 |
|  | Bidet Toilet                                  | 2   | X            | =   | 0                             |      |
|  | Urinal - 3/4" Flush Valve                     | 5   | X            | 57  | =                             | 285  |
|  | Urinal - 1" Flush Valve                       | 10  | X            | =   | 0                             |      |
|  | Urinal - Tank Type                            | 3   | X            | =   | 0                             |      |
|  | Lavatory - Private                            | 1   | X            | =   | 0                             |      |
|  | Lavatory - Public                             | 2   | X            | 116 | =                             | 232  |
|  | Kitchen Sink - Private                        | 2   | X            | =   | 0                             |      |
|  | Kitchen Sink - Public                         | 4   | X            | 8   | =                             | 32   |
|  | Laundry Tray - Private                        | 3   | X            | =   | 0                             |      |
|  | Service Sink/Laundry Tray                     | 3   | X            | 11  | =                             | 33   |
|  | Dish Washing Machine - Private                | 1   | X            | 3   | =                             | 3    |
|  | Laundry Washing Machine - 8# Private          | 2   | X            | =   | 0                             |      |
|  | Laundry Washing Machine - 8# - 16# Public     | 4   | X            | =   | 0                             |      |
|  | Hose Bibb - 1/2" WashDown                     | 2   | X            | =   | 0                             |      |
|  | Hose Bibb - 3/4" WashDown                     | 4   | X            | =   | 0                             |      |
|  | <b>Other Fixture Description &amp; Values</b> |   |              |     |                               |      |
|  | Bar Sink                                      | 2   | X            | 189 | =                             | 378  |
|  | Dental Unit (Cuspidor)                        | 1   | X            | =   | 0                             |      |
|  | Drinking Fountain - 3/8" Valve                | 0.5   | X            | 28  | =                             | 14   |
| Ice Maker (Residential and Commercial)                       | 1   | X   | =            | 0   |                               |      |
|  |   | X   |              | =   | 0                             |      |
|  |   | X   |              | =   | 0                             |      |
| <b>REFERENCE WATER METER SIZE</b>                            |   |   |              |     | <b>Initial Fixture Count:</b> |      |
| <b>Gallons per Minute (GPM) : Maximum Fixture Value (FV)</b> |   |   |              |     | <b>2476</b>                   |      |
| 3/4" Model 25  | 25 : 40                                       | Additional GPM (FV):<br>(Add additional GPM) from<br>irrigation systems, special<br>equipment or other sources on<br>this meter<br><br><b>TOTAL FIXTURE VALUE (FV):</b> |              |     | <b>2476</b>                   |      |
| 3/4" Model 35  | 35 : 70                                       |   |              |     |                               |      |
| 1" Model 55  | 55 : 140                                      |   |              |     |                               |      |
| 1" Model 70  | 70 : 225                                      |   |              |     |                               |      |
| 1 1/2" Model 120   | 120 : 450                                     |   |              |     |                               |      |
| 2" Compound  | 200 : 995                                     |   |              |     |                               |      |
| 3" Compound  | 450 gpm                                       | <b>AWWA M22 Reference (GPM)</b>   |              |     |                               |      |
| 4" Compound  | 1250 gpm                                      |   |              |     |                               |      |
| 6" Compound  | 1250 gpm                                      |   |              |     |                               |      |

**Comment:**

**REFER TO ILLINOIS PLUMBING CODE FOR:**

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)

# WATER METER SIZING FORM

**Applicant:** AESHS - East Building

**Date:** 1/2/2020

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

|  | Illinois Plumbing Code - April 2014           | Fixture Units | # of Fixture |     | Fixture Count  |      |
|--|---|---------------|--------------|-----|--|------|
| FIXTURE TYPES AND COUNTS                                     | Bathtub-Private                               | 2             | X            | =   | 0  |      |
|  | Bathtub-Public                                | 4             | X            | =   | 0  |      |
|  | Shower Head - Private                         | 2             | X            | =   | 0  |      |
|  | Shower Head - Public                          | 3             | X            | 66  | =  | 198  |
|  | Water Closet - Private/Public, Tank Type      | 3             | X            | =   | 0  |      |
|  | Water Closet - Private/Public, Flush Valve    | 10            | X            | 228 | =  | 2280 |
|  | Bidet Toilet                                  | 2             | X            | =   | 0  |      |
|  | Urinal - 3/4" Flush Valve                     | 5             | X            | 90  | =  | 450  |
|  | Urinal - 1" Flush Valve                       | 10            | X            | =   | 0  |      |
|  | Urinal - Tank Type                            | 3             | X            | =   | 0  |      |
|  | Lavatory - Private                            | 1             | X            | =   | 0  |      |
|  | Lavatory - Public                             | 2             | X            | 203 | =  | 406  |
|  | Kitchen Sink - Private                        | 2             | X            | =   | 0  |      |
|  | Kitchen Sink - Public                         | 4             | X            | 3   | =  | 12   |
|  | Laundry Tray - Private                        | 3             | X            | =   | 0  |      |
|  | Service Sink/Laundry Tray                     | 3             | X            | 19  | =  | 57   |
|  | Dish Washing Machine - Private                | 1             | X            | =   | 0  |      |
|  | Laundry Washing Machine - 8# Private          | 2             | X            | =   | 0  |      |
|  | Laundry Washing Machine - 8# - 16# Public     | 4             | X            | =   | 0  |      |
|  | Hose Bibb - 1/2" WashDown                     | 2             | X            | =   | 0  |      |
|  | Hose Bibb - 3/4" WashDown                     | 4             | X            | 6   | =  | 24   |
|  | <b>Other Fixture Description &amp; Values</b> |               |              |     |  |      |
|  | Bar Sink                                      | 2             | X            | 115 | =  | 230  |
|  | Dental Unit (Cuspidor)                        | 1             | X            | =   | =  | 0    |
|  | Drinking Fountain - 3/8" Valve                | 0.5           | X            | 39  | =  | 19.5 |
| Ice Maker (Residential and Commercial)                       | 1   | X             | =            | =   | 0  |      |
|  |   | X             |              | =   | 0  |      |
|  |   | X             |              | =   | 0  |      |
| <b>REFERENCE WATER METER SIZE</b>                            |   |               |              |     | <b>Initial Fixture Count:</b>  |      |
| <b>Gallons per Minute (GPM) : Maximum Fixture Value (FV)</b> |   |               |              |     | <b>3676.5</b>  |      |
| 3/4" Model 25  | 25 : 40                                       |               |              |     | <b>Additional GPM (FV):</b><br>(Add additional GPM) from<br>irrigation systems, special<br>equipment or other sources on<br>this meter |      |
| 3/4" Model 35  | 35 : 70                                       |               |              |     |  |      |
| 1" Model 55  | 55 : 140                                      |               |              |     | <b>TOTAL FIXTURE VALUE (FV):</b>   |      |
| 1" Model 70  | 70 : 225                                      |               |              |     |  |      |
| 1 1/2" Model 120   | 120 : 450                                     |               |              |     | <b>AWWA M22 Reference (GPM)</b>  |      |
| 2" Compound  | 200 : 995                                     |               |              |     |  |      |
| 3" Compound  | 450 gpm                                       |               |              |     |  |      |
| 4" Compound  | 1250 gpm                                      |               |              |     |  |      |
| 6" Compound  | 1250 gpm                                      |               |              |     |  |      |

**Comment:**

**REFER TO ILLINOIS PLUMBING CODE FOR:**

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)

# WATER METER SIZING FORM

**Applicant:** AESHS - East Building Addition Phase II

**Date:** 1/2/2020

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

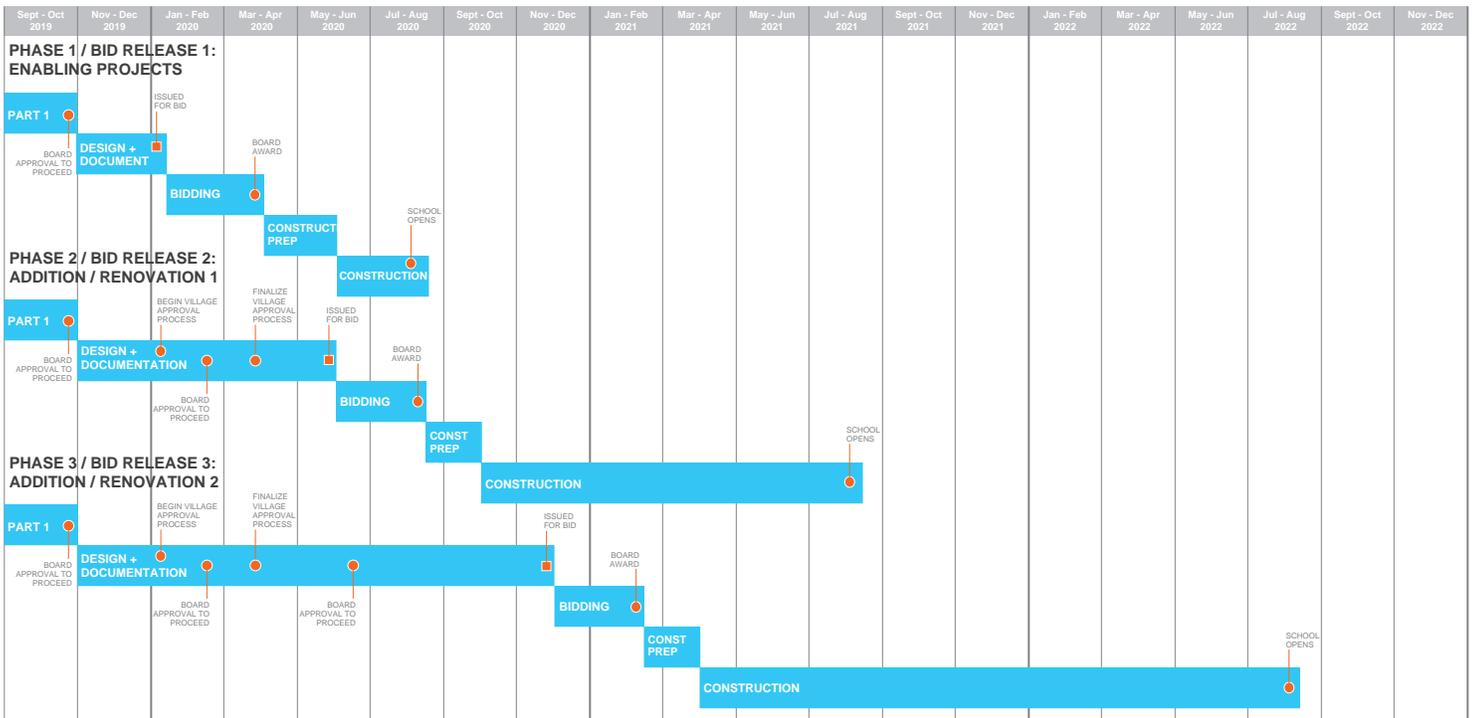
|  | Illinois Plumbing Code - April 2014           | Fixture Units |   | # of Fixture |   | Fixture Count   |  |
|--|---|---------------|---|--------------|---|---|--|
| FIXTURE TYPES AND COUNTS                                     | Bathtub-Private                               | 2             | X |              | = | 0   |  |
|  | Bathtub-Public                                | 4             | X |              | = | 0   |  |
|  | Shower Head - Private                         | 2             | X |              | = | 0   |  |
|  | Shower Head - Public                          | 3             | X | 10           | = | 30  |  |
|  | Water Closet - Private/Public, Tank Type      | 3             | X |              | = | 0   |  |
|  | Water Closet - Private/Public, Flush Valve    | 10            | X | 20           | = | 200   |  |
|  | Bidet Toilet                                  | 2             | X |              | = | 0   |  |
|  | Urinal - 3/4" Flush Valve                     | 5             | X | 6            | = | 30  |  |
|  | Urinal - 1" Flush Valve                       | 10            | X |              | = | 0   |  |
|  | Urinal - Tank Type                            | 3             | X |              | = | 0   |  |
|  | Lavatory - Private                            | 1             | X |              | = | 0   |  |
|  | Lavatory - Public                             | 2             | X | 26           | = | 52  |  |
|  | Kitchen Sink - Private                        | 2             | X |              | = | 0   |  |
|  | Kitchen Sink - Public                         | 4             | X | 3            | = | 12  |  |
|  | Laundry Tray - Private                        | 3             | X |              | = | 0   |  |
|  | Service Sink/Laundry Tray                     | 3             | X | 2            | = | 6   |  |
|  | Dish Washing Machine - Private                | 1             | X | 0            | = | 0   |  |
|  | Laundry Washing Machine - 8# Private          | 2             | X | 0            | = | 0   |  |
|  | Laundry Washing Machine - 8# - 16# Public     | 4             | X |              | = | 0   |  |
|  | Hose Bibb - 1/2" WashDown                     | 2             | X |              | = | 0   |  |
|  | Hose Bibb - 3/4" WashDown                     | 4             | X | 6            | = | 24  |  |
|  | <b>Other Fixture Description &amp; Values</b> |               |   |              |   |   |  |
|  | Bar Sink                                      | 2             | X | 2            | = | 4   |  |
|  | Dental Unit (Cuspidor)                        | 1             | X |              | = | 0   |  |
|  | Drinking Fountain - 3/8" Valve                | 0.5           | X | 4            | = | 2   |  |
| Ice Maker (Residential and Commercial)                       | 1   | X             |   | =            | 0 |   |  |
|  |   | X             |   | =            | 0 |   |  |
|  |   | X             |   | =            | 0 |   |  |
| <b>REFERENCE WATER METER SIZE</b>                            |   |               |   |              |   | <b>Initial Fixture Count:</b>   |  |
| <b>Gallons per Minute (GPM) : Maximum Fixture Value (FV)</b> |   |               |   |              |   | <b>360</b>  |  |
| 3/4" Model 25  | 25 : 40                                       |               |   |              |   | Additional GPM (FV):<br>(Add additional GPM) from<br>irrigation systems, special<br>equipment or other sources on<br>this meter<br><br><b>TOTAL FIXTURE VALUE (FV):</b> |  |
| 3/4" Model 35  | 35 : 70                                       |               |   |              |   |   |  |
| 1" Model 55  | 55 : 140                                      |               |   |              |   |   |  |
| 1" Model 70  | 70 : 225                                      |               |   |              |   |   |  |
| 1 1/2" Model 120   | 120 : 450                                     |               |   |              |   |   |  |
| 2" Compound  | 200 : 995                                     |               |   |              |   |   |  |
| 3" Compound  | 450 gpm                                       |               |   |              |   | <b>360</b>  |  |
| 4" Compound  | 1250 gpm                                      |               |   |              |   | <b>AWWA M22 Reference (GPM)</b>   |  |
| 6" Compound  | 1250 gpm                                      |               |   |              |   |   |  |

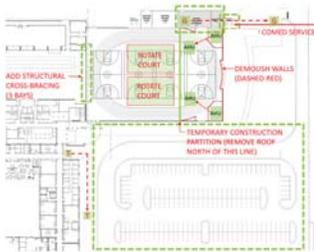
**Comment:**

**REFER TO ILLINOIS PLUMBING CODE FOR:**

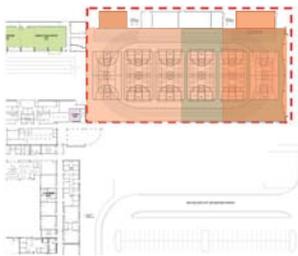
WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)





**Construction Phase 1 / Bid Release 1 - Enabling Projects:**  
Relocate existing transformer, relocate/upgrade ComEd service, relocate natural gas service, peaker plant expansion, reconfigure parking lot D, and existing fieldhouse modifications.



**Construction Phase 2 / Bid Release 2 - Addition/Renovation 1:**  
Addition and renovation of existing fieldhouse, and additions at west side of fieldhouse for storage, mechanical and peaker plant.



**Construction Phase 3 / Bid Release 3 - Addition/Renovation 2:**  
Addition east of existing fieldhouse, student services addition and renovation, demolition of fieldhouse lobby, connection to existing building, photovoltaic array on roof.



CONSTRUCTION PHASE 1

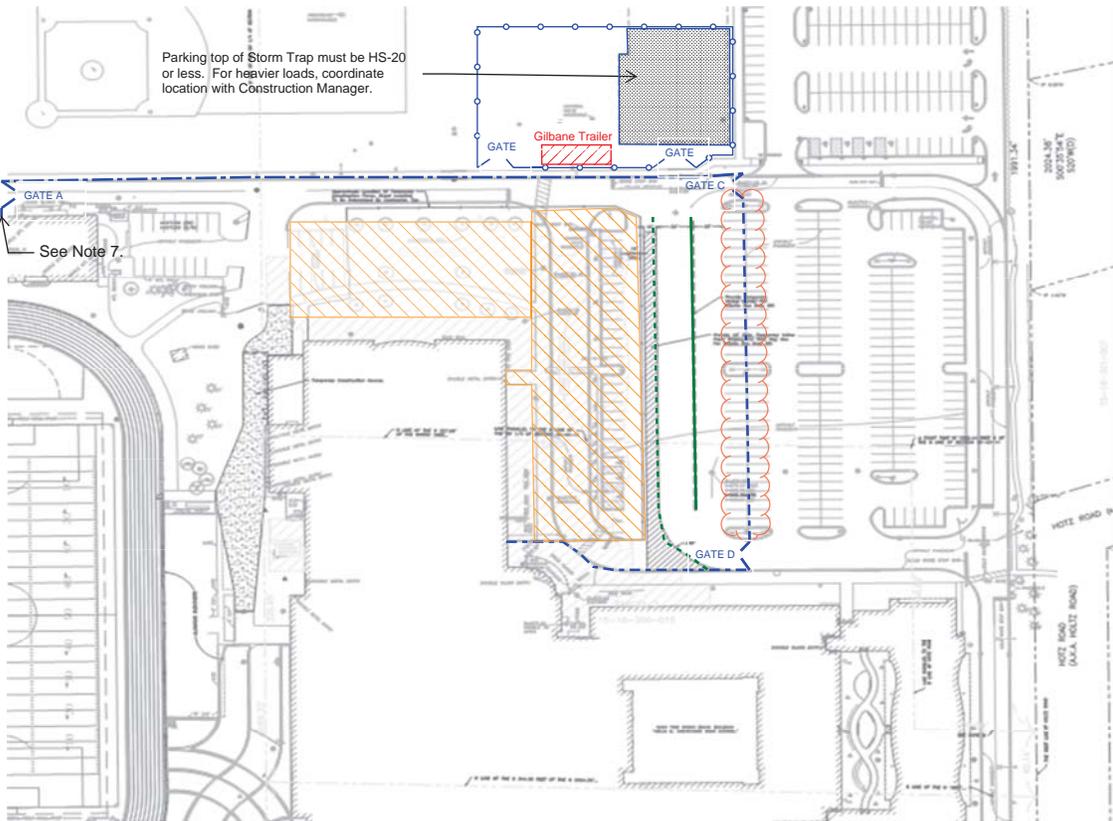


CONSTRUCTION PHASE 2 & 3

CONSTRUCTION PHASING DIAGRAMS



SUMMER 2020

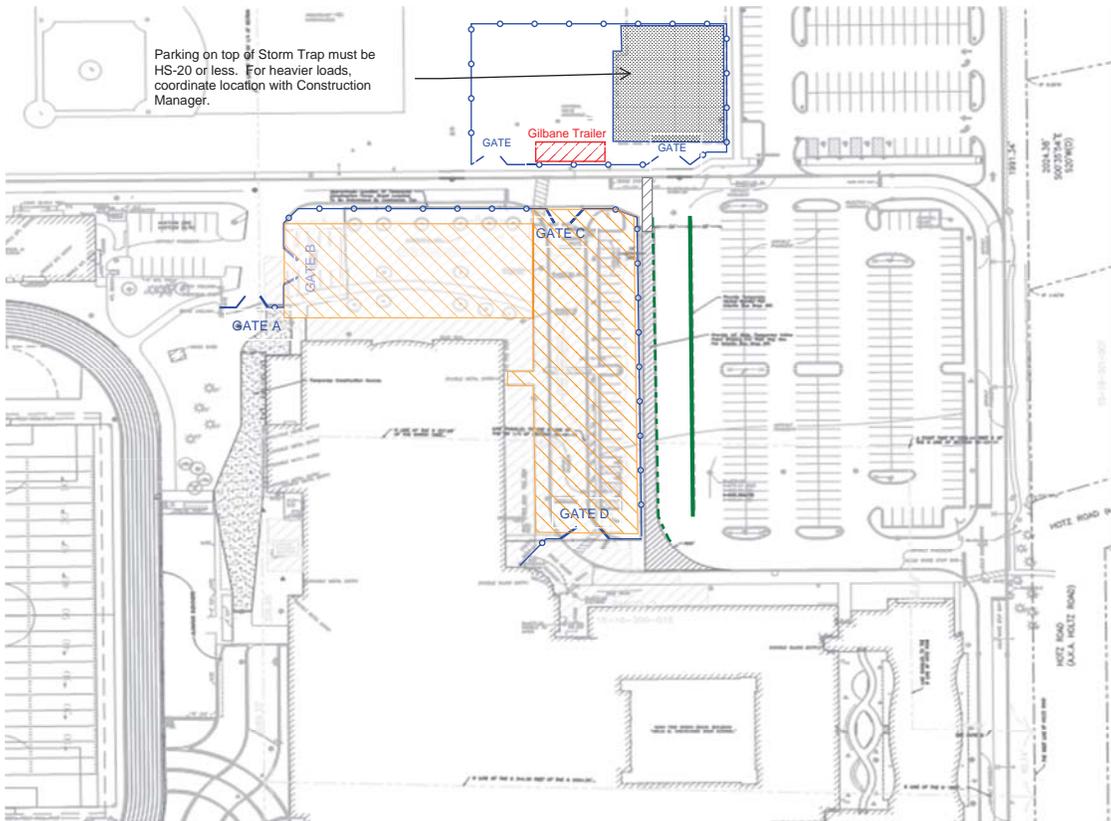


**Key/Notes:**

- 6' H temp construction fence (ballasted)
- 6' H temp construction fence driven posts
- 16' Gate
- Concrete jersey barriers - butted
- Concrete jersey barriers - 5' space between
- Remove paving; Recompact subgrade

1. This plan effective 6/8/2020 - 7/31/2020 +/-
2. All temporary fencing to have green mesh privacy screens.
3. Gates in fences with driven posts to have 6" dia. posts set in concrete.
4. All work to be coordinated with Construction Manager before installation.
5. Locate all utilities, public and private, before any installation.
6. Ballooned fence shall be relocated and reinstalled 2x over summer
7. End of fence and gate shall be at west end of administration building at entry to parking area.

SUMMER/FALL 2020 – DECEMBER 2020



Key/Notes:

-  6' H temp construction fence (ballasted)
-  6' H temp construction fence driven posts
-  16' Gate
-  Concrete jersey barriers - butted
-  Concrete jersey barriers - 5' space between
-  Remove paving; Recompact subgrade

1. This plan effective 8/1/2020 - 12/31/2020 +/-
2. All temporary fencing to have green mesh privacy screens w/ custom graphics.
3. Gates in fences with driven posts to have 6" dia. posts set in concrete.
4. All work to be coordinated with Construction Manager before installation.
5. Locate all utilities, public and private, before any installation.

## Appendix 1 - Special Function Parking

The Parking and Traffic Study included in this submittal follows "Use: High School" per Village Zoning to calculate parking space requirements. To supplement this a list of large spaces on the Stevenson campus that occasionally host high density functions has been included below with the minimum number of parking spaces calculated for each "Use" following Village Zoning Off-Street Parking & Loading Table 6-11.

### West ILC

Total square footage = 26,800 SF

Library = 1/500 SF

Minimum number of required spaces = 54

### West Auditorium

Max Occupancy = 698

Theater = 1/3 seats

Minimum number of required spaces = 233

### Performing Arts Center

Max Occupancy = 1,202

Theater = 1/3 seats

Minimum number of required spaces = 401

### Sportscenter (West Gym)

Max Occupancy = 3,275

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee

Employees = 40

Minimum number of required spaces = 1,132

### Pool

Max Occupancy = 1,142

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee +1/100 sq ft of water surface

Water Surface = 10,335 SF

Employees = 25

Minimum number of required spaces = 509

### Stadium

Max Occupancy = 2,300 (includes home and visitor bleachers, portable bleachers, and standing room)

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee

Employees = 50

Minimum number of required spaces = 817

### Existing Fieldhouse

Max Occupancy = 2,536

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee

Employees = 25

Minimum number of required spaces = 870

### Proposed Fieldhouse

Max Occupancy = 3,250

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee

Employees = 35

Minimum number of required spaces = 1,118

### Proposed Fitness Loft & Mezzanine

Max Occupancy = 720

Public Recreation Facility = 1/3 persons based on max occupancy +1/employee

Employees = 2

Minimum number of required spaces = 242

## Appendix 2 - Parking/Enrollment History

### Parking Narrative

For the 2019-20 school year, there are 1,238 parking spots on campus, excluding the parking spots located at the Vernon Hills Athletic Complex (VHAC). These spots are designated as follows:

| 2019-20                 |       |
|-------------------------|-------|
| <b>Staff/Contractor</b> | 738   |
| <b>Student</b>          | 423   |
| <b>Handicap</b>         | 36    |
| <b>Visitor</b>          | 35    |
| <b>Driver's Ed</b>      | 4     |
| <b>Police</b>           | 2     |
| <b>Total</b>            | 1,238 |

This year there are 2,125 students ages 16 and above, 593 employees, and 110 contractors. Based on current Village code we have 4 more spots than required by Village code. However, we actually have quite a few more spots than needed as we only offered 350 spots to students (per grading term, seniors only) instead of the possible 423. Furthermore, we only sold all 350 spots for the 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> grading periods. The 1<sup>st</sup> and 2<sup>nd</sup> grading period never sold out. The attached spreadsheet shows the breakdown of parking from 2004-05 through 2026-27 school years. As you can see, when our enrollment was high in the mid 2000's we didn't meet Village Code, however, we adjusted parking to ensure there were enough open spots.

One item of note, we believe the current code for student parking does not fit with the District's philosophy. The District believes parking is a privilege and not something required to be provided. In fact, the Illinois School Code requires Districts to provide transportation to and from home for all students and makes no mention of student parking on campus. With that said, we try to balance the desire of the community, Village code, cost of additional parking, effect on the environment, and traffic congestion.

The following are step's the District is committing to as our student body continues to grow in the near future.

1. Continued reduction of student spots to ensure at least 75 spots remain unallocated.
2. We are going to enhance "carpooling" on campus. Students who commit to driving together will have the opportunity for a parking spot all year. The more that carpool together, the cheaper parking will cost. In addition, we will allow students to register multiple cars from different families for their identified spot.
3. We are going to significantly reduce the number of "one-day" passes for juniors. Currently, we offer 80 passes per day. This number will decrease to 20.
4. Continue to work on expanding opportunities for increased surface parking spaces in an effort to meet Village Code. This includes purchasing property adjacent to existing Stevenson boundaries and potentially expanding parking on non-athletic parts of the existing campus.

|                               | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Spots Available*              | 1,147   | 1,147   | 1,139   | 1,128   | 1,128   | 1,144   | 1,144   | 1,144   | 1,140   | 1,140   | 1,140   | 1,140   | 1,127   | 1,133   | 1,137   | 1,238   | 1,167   | 1,167   | 1,167   | 1,167   | 1,167   | 1,167   | 1,167   |
| <b>Students</b>               |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Junior                        | 1,144   | 1,167   | 1,177   | 1,118   | 1,098   | 1,125   | 1,041   | 957     | 945     | 981     | 937     | 931     | 1,037   | 1,065   | 1,028   | 1,071   | 1,111   | 1,091   | 1,060   | 1,139   | 1,225   | 1,225   | 1,157   |
| Senior                        | 1,035   | 1,119   | 1,126   | 1,210   | 1,093   | 1,090   | 952     | 978     | 1,042   | 953     | 1,004   | 950     | 956     | 1,074   | 1,108   | 1,054   | 1,097   | 1,133   | 1,113   | 1,081   | 1,156   | 1,245   | 1,221   |
| Total                         | 2,179   | 2,286   | 2,303   | 2,328   | 2,191   | 2,215   | 1,993   | 1,935   | 1,987   | 1,934   | 1,941   | 1,881   | 1,993   | 2,139   | 2,136   | 2,125   | 2,208   | 2,224   | 2,173   | 2,220   | 2,381   | 2,470   | 2,378   |
| Spot per code (Std)           | 545     | 572     | 576     | 582     | 548     | 554     | 498     | 484     | 497     | 484     | 485     | 470     | 498     | 535     | 534     | 531     | 552     | 556     | 543     | 555     | 595     | 618     | 595     |
| Spots Sold                    | 400     | 350     | 350     | 350     | 400     | 400     | 400     | 400     | 400     | 400     | 400     | 400     | 400     | 350     | 350     | 350     | 350     | 350     | 350     | 350     | 350     | 350     | 350     |
| <b>Employees</b>              |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Faculty                       | 302     | 313     | 318     | 318     | 319     | 316     | 302     | 300     | 291     | 289     | 295     | 301     | 317     | 309     | 323     | 336     | 338     | 340     | 354     | 360     | 362     | 358     | 356     |
| Staff                         | 157     | 160     | 165     | 176     | 174     | 181     | 174     | 171     | 174     | 178     | 186     | 193     | 217     | 213     | 218     | 223     | 223     | 224     | 226     | 227     | 230     | 227     | 225     |
| Admin                         | 25      | 25      | 25      | 24      | 24      | 30      | 29      | 25      | 28      | 29      | 29      | 28      | 30      | 30      | 30      | 34      | 34      | 34      | 34      | 34      | 34      | 34      | 34      |
| Spots per Code (EE)           | 484     | 498     | 508     | 518     | 517     | 527     | 505     | 496     | 493     | 496     | 510     | 522     | 564     | 552     | 571     | 593     | 595     | 598     | 614     | 621     | 626     | 619     | 615     |
| <b>Contractors</b>            |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Sodexo 1st shift              | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 58      | 60      | 60      | 60      | 60      | 60      | 60      | 60      | 60      | 60      | 60      |
| SEDOL                         | 48      | 50      | 51      | 34      | 18      | 28      | 23      | 26      | 16      | 7       |         |         |         |         |         |         |         |         |         |         |         |         |         |
| ELC                           |         |         |         |         |         |         |         |         |         |         | 7       | 9       | 14      | 27      | 41      | 50      | 55      | 60      | 60      | 63      | 63      | 65      | 65      |
| Spots per Code (Cont)         | 106     | 108     | 109     | 92      | 76      | 86      | 81      | 84      | 74      | 65      | 65      | 67      | 72      | 87      | 101     | 110     | 115     | 120     | 120     | 123     | 123     | 125     | 125     |
| Total Spots Needed (per code) | 1,135   | 1,178   | 1,193   | 1,192   | 1,141   | 1,167   | 1,084   | 1,064   | 1,064   | 1,045   | 1,060   | 1,059   | 1,134   | 1,174   | 1,206   | 1,234   | 1,262   | 1,274   | 1,277   | 1,299   | 1,344   | 1,362   | 1,335   |
| Surplus/(Deficit)             | 12      | -31     | -54     | -64     | -13     | -23     | 60      | 80      | 76      | 96      | 80      | 81      | -7      | -41     | -69     | 4       | -95     | -107    | -110    | -132    | -177    | -195    | -168    |
| Total Spots Needed (per SHS)  | 990     | 956     | 967     | 960     | 993     | 1,013   | 986     | 980     | 967     | 961     | 975     | 989     | 1,036   | 989     | 1,022   | 1,053   | 1,060   | 1,068   | 1,084   | 1,094   | 1,099   | 1,094   | 1,090   |
| Surplus/(Deficit)             | 157     | 191     | 172     | 168     | 135     | 131     | 158     | 164     | 173     | 179     | 165     | 151     | 91      | 144     | 115     | 185     | 107     | 99      | 83      | 73      | 68      | 73      | 77      |



Appendix 2 - Parking/Enrollment History

STATE OF ILLINOIS )  
                                  ) SS.  
COUNTY OF LAKE )

CLERK'S CERTIFICATE

I, BARBARA MASTANDREA, do hereby certify that I am the duly appointed and qualified Village Clerk for the Village of Lincolnshire, Lake County, Illinois.

I do further certify that the above and attached is a true and correct copy of an Ordinance entitled:

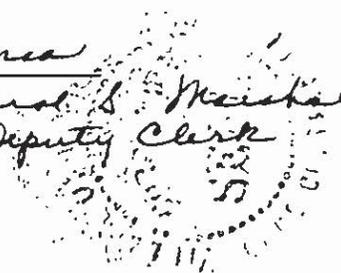
"AN ORDINANCE REZONING AND GRANTING  
A SPECIAL USE PERMIT TO CERTAIN PROPERTY  
(ADALI E. STEVENSON HIGH SCHOOL DISTRICT 125)"

passed by the Board of Trustees of the Village of Lincolnshire at a regular meeting of said Board of Trustees on the 13th day of January, 1992, and said Ordinance was duly approved by the Mayor of the Village of Lincolnshire on the 13th day of January, 1992.

I do further certify that the aforesaid Ordinance was entrusted to my care and custody, that the same is duly spread upon the record of proceedings of said Village, and that I am the custodian of all Village records, including the journal of proceedings, ordinances, and resolutions of said Village.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 13th day of January, 1992.

Barbara Mastandrea  
Village Clerk *by Carol S. Marshall*  
Village of Lincolnshire *Deputy Clerk*  
Lake County, Illinois



Village of Lincolnshire  
Community Development  
175 Olde Half Day Road  
Lincolnshire, IL 60069

3116735

RECORDED  
LAKE COUNTY, ILLINOIS

22 FEB 18 PM 1:20

*Barbara Mastandrea*

**FRONT OF PAMPHLET**

**3116735**

2

ORDINANCE NO. 92-1226-04

**AN ORDINANCE REZONING AND GRANTING  
A SPECIAL USE PERMIT TO CERTAIN PROPERTY  
(ADALI E. STEVENSON HIGH SCHOOL DISTRICT 125)**

**WHEREAS**, the Plan Commission of the Village of Lincolnshire, Lake County, Illinois, pursuant to notice as required by law, held a public hearing on January 13, 1992, on the question of granting the below indicated rezoning and issuance of a special use permit in accordance with Section 6-5A-2F of the Village Code; and

**WHEREAS**, the Plan Commission has heretofore submitted to the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, its findings of fact and recommendations relating thereto; and

**WHEREAS**, the Corporate Authorities of the Village of Lincolnshire, Lake County, Illinois, have duly considered said findings and recommendations of said Plan Commission;

**NOW, THEREFORE, Be It Ordained** by the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, as follows:

**Section 1:** That the written findings and recommendations of the Plan Commission of the Village of Lincolnshire, Lake County, Illinois, attached hereto and made a part hereof, are herein incorporated by reference as the findings of this Board to the same effect as if fully recited herein at length. All references in said findings and recommendations are hereby made the references of the Mayor and Board of Trustees of the Village of Lincolnshire.

3116735

3

**Section 2:** That the Lincolnshire Zoning Code, as amended, be further amended by rezoning and issuing a special use permit, in accordance with Section 6-5A-2F of the Village Code, for the following described property:

**PARCELS ANNEXED AND AUTOMATICALLY ZONED  
R-1 SINGLE-FAMILY RESIDENCE DISTRICT  
TO BE ISSUED A SPECIAL USE PERMIT:**

**PARCEL 1**

The West 301.65 feet of the North 583.59 feet of the East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, in Lake County, Illinois.

**PARCEL 2**

The North 583.59 feet lying Easterly of the West 361.65 feet of the East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, in Lake County, Illinois.

**PARCEL 3**

The East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, excepting therefrom the West 301.65 feet of the North 583.59 feet thereof and except that part of the North 583.59 feet thereof which lies East of the West 361.65 feet thereof, in Lake County, Illinois.

**PARCEL 4**

The East 10 feet of Lots 29 and 30 in Prairie Ridge Subdivision, being a subdivision of the West Half of Lot 35 and part of the West Half of Lot 29 in School Trustee's Subdivision of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, according to the Plat of said Prairie Ridge Subdivision recorded December 13, 1960 as Document 1092456 in Book 36 of Plats, Page 68, in Lake County, Illinois.

PARCEL 5

The West 465.25 feet of the East 665.25 feet of that part of the East Half of the North East Quarter of Section 21, Township 43 North, Range 11 East of the Third Principal Meridian (as measured on the North Line of said Quarter Section), lying North of the Center Line of State Bond Issue Route 22, in Lake County, Illinois.

PARCEL 6

The East 200 feet of that part of the East Half of the North East Quarter of Section 21, Township 43 North, Range 11 East of the Third Principal Meridian (as measured on the North Line of said Quarter Section), lying North of the Center Line of State Bond Issue Route 22, all in Lake County, Illinois.

Located North of Route 22, South of Port Clinton Road, West of Hotz Road and East of the east lot line of the lots facing Apple Hill Lane.

PROPERTY CURRENTLY WITHIN VILLAGE TO BE REZONED  
FROM R-2 AND R-3 SINGLE-FAMILY RESIDENCE DISTRICTS  
TO R-1 SINGLE-FAMILY RESIDENCE DISTRICT  
AND ISSUED A SPECIAL USE PERMIT:

The South 344.30 feet of the North 2024.30 feet (as measured along the west line thereof) of that part of the Southwest Quarter of Section 15 and of the Northwest Quarter of Section 22, Township 43 North, Range 11 East of the Third Principal Meridian, described as follows: Commencing at the Northwest Corner of the Southwest Quarter of Section 15 and running thence South 88 and 3/4 Degrees East 9.53 Chains (628.98 feet); Thence South 20 Minutes West 42.25 Chains (2788.50 feet) to a Stake; Thence South 79 Degrees West 9.75 Chains (643.50 feet) to a point 4.37 Chains (288.42 feet) South of the Corner of Sections 16, 15, 21 and 22 and Thence North 20 Minutes East to the Place of Beginning, in Lake County, Illinois.

Located as described above.

Section 3: That the Zoning Map of the Village of Lincolnshire Lake County, Illinois, be amended so as to be in conformance with the aforesaid zoning, rezoning and issuance of a special use permit.

Section 4: That this Ordinance shall be in full force and effect from and after its passage, approval and publication as required by law. The Village Clerk is hereby directed to publish this Ordinance in pamphlet form.

PASSED this 13th day of January, 1992 by the Corporate Authorities of the Village of Lincolnshire on a roll call vote as follows:

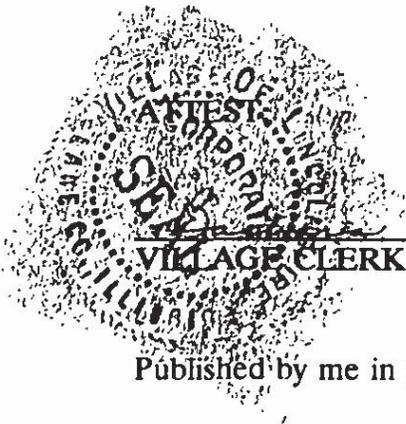
AYES: Trustees Forres, Hansen, Saltiel, Schwan

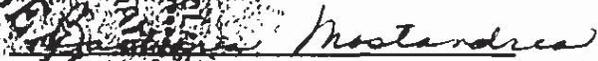
NAYS: Trustee Serauskas

ABSENT: Trustee Angonese

APPROVED this 13th day of January, 1992.

  
VILLAGE MAYOR



  
VILLAGE CLERK by Carol S. Marshall  
Deputy Clerk

Published by me in pamphlet form this 13th day of January, 1992.

VILLAGE OF LINCOLNSHIRE  
PLAN COMMISSION  
WRITTEN REPORT FINDINGS AND RECOMMENDATIONS  
RELATIVE TO THE REZONING AND ISSUANCE  
OF A SPECIAL USE PERMIT FOR  
ADLAI E. STEVENSON HIGH SCHOOL DISTRICT 125

Pursuant to subparagraph F. of Section 6-14-13 and subparagraph G. of Section 6-14-14 of the Village Code, the Plan Commission, at the conclusion of the public hearing on the aforesaid rezoning and special use permit, hereby submits its findings and recommendations to the Board of Trustees of the Village of Lincolnshire:

1. We find and recommend the zoning and rezoning of the subject property, being the School District No. 125 property to be annexed to the Village of Lincolnshire pursuant to a Pre-Annexation Agreement and School District No. 125 property presently located within the Village of Lincolnshire, to R-1 Single-Family Residence District.

Based upon the evidence presented at said public hearing, we have made the required findings which were publicly announced at the conclusion of the public hearing and we incorporate, by reference thereto, said findings as recorded on the tape attached hereto as Exhibit A and made a part hereof.

2. We find and recommend that a special use permit be issued to School District No. 125 for the subject property pursuant to Section 6-5A-2F of the Village Code to use said property for public high school purposes. Based upon the evidence presented at said public hearing, we

have made the required findings announced at the conclusion of the public hearing and we incorporate, by reference thereto, said findings as recorded on the tape attached hereto as Exhibit A and made a part hereof.

  
\_\_\_\_\_  
Robert Ives  
Chairman

## EXHIBIT A

The tapes from this meeting are on file with the original ordinance in the ordinance file in the Clerk's offices of the Village of Lincolnshire

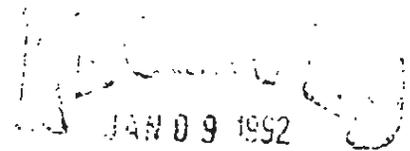


2.31

WHERE MINDS MATTER MOST  
**ADLAI E. STEVENSON SCHOOL DISTRICT 125**

18010 W HIGHWAY 22 • PRAIRIE VIEW, ILLINOIS 60069-2814  
PHONE (708) 634-4000

January 7, 1992



VILLAGE MANAGER'S OFFICE

Mr. David Limardi  
Village Manager  
Village of Lincolnshire  
175 Olde Half Day Road  
Lincolnshire, Illinois 60069

Dear Mr. Limardi,

Upon review of the standards for the issuance of a special use permit established by the Plan Commission of the Village of Lincolnshire, we have concluded that the application for a special use permit for the area commonly referred to as the Adlai E. Stevenson High School campus meets each of these criteria. A summary of our review follows:

- 1) The special use permit will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. Public schools are specifically created to advance the general welfare, and there is evidence that the presence of Stevenson High School has contributed to the welfare of this area over the past quarter century.
- 2) The special use permit will be neither injurious to the enjoyment of other property in the area nor impair the property values of the neighborhood. Stevenson's campus with its athletic fields, tennis courts, and swimming pool enhances the area and the quality of the school has had a positive effect on property values.
- 3) The special use permit will not impede the development and improvement of surrounding property. The area surrounding the school has been developed or is in the process of development. The presence of the school has not deterred development.
- 4) Adequate utilities, access roads, and drainage facilities are already in place.

Mr. David Limardi  
January 7, 1992  
Page Two

- 5) The campus has three exits and entrances, and the District pays the cost of providing traffic patrolmen immediately before and after school hours and for major special events. The District continues to work with the Illinois Department of Transportation to secure the installation of a stop light at the main entrance of the school.
- 6) The special use permit is not contrary to the comprehensive plan of the Village. In fact, the comprehensive plan calls for the annexation of the Stevenson campus into the Village.
- 7) The special use permit conforms to all applicable regulations of the Village.

The fact that the Stevenson campus has been in existence for over a quarter of a century allows the Plan Commission to assess the impact of a special use permit from an historical rather than a speculative perspective. Clearly the presence of Stevenson has been an asset to the community. The fact that the criteria identified by the Plan Commission for issuance of a special use permit have been met should be equally clear.

Sincerely,

  
Richard P. DuFour  
Superintendent

RPD:nm  
Enclosures

11  
3116735

**NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Zoning Board of the Village of Lincolnshire will conduct a Public Hearing on Tuesday, March 10, 2020, beginning at 7:00 p.m., or as soon thereafter as practical, in the Board Room of the Lincolnshire Village Hall, 1 Olde Half Day Road, Lincolnshire, Illinois 60069, to consider the following requests for the Adlai E. Stevenson High School property at 1-3 Stevenson Drive in the R1 Single-Family Residence zoning district:  
1. Major Amendment to an existing Special Use (Ordinance No. 92-1226-04), as amended, for the construction of a 106,300-square-foot building addition.  
2. A variance to Village Code Section 6-5A-3-A-4 to exceed the 0.25 floor area ratio requirement.  
3. A variance to Village Code Section 6-5A-3-A-6 to exceed the 30% maximum impervious surface requirement.  
4. A variance to Village Code Section 6-11-2-C to ratify a reduction in the minimum required length of parking stalls.  
5. A variance to Village Code Section 6-11-2-C to ratify a reduction in the minimum required width of drive aisles.

The property is identified as Property Index Numbers 15-21-200-005, 15-21-200-006, 15-16-400-006, 15-16-400-007, 15-16-400-008, 15-15-300-015, 15-15-300-016, 15-16-400-015, and 15-16-402-014.  
The petitioner is Adlai E. Stevenson High School District 25. The project file is available for viewing in the Community & Economic Development Department of the Village of Lincolnshire during normal business hours to any interested persons who wish to obtain additional information regarding this request. All interested persons present at the Public Hearing will be given an opportunity to be heard. Interested parties may also submit written evidence or testimony in advance to the Community & Economic Development Department. The above indicated hearing may be continued from time to time and without further notice, on the motion of the Zoning Board.  
s/ Brian Bichkoff, Chairman, Zoning Board  
Village of Lincolnshire 02/17/20  
Published in Daily Herald Feb. 20, 2020 (4540893)

**CERTIFICATE OF PUBLICATION**

**Paddock Publications, Inc.**

**Daily Herald**

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of

Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 02/21/2020 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.  
DAILY HERALD NEWSPAPERS

BY *Danula Baltz*  
Authorized Agent



### ITEM SUMMARY

|  |   |
|--|---|
| <b>Reviewing Body:</b>                 | Zoning Board  |
| <b>Meeting Date:</b>                   | March 10, 2020  |
| <b>Subject:</b>                        | Residential Chicken Keeping Pilot Program, Beekeeping on Nonresidential Property, and Residential Seasonal/Accessory Structures   |
| <b>Petitioner:</b>                     | Village of Lincolnshire   |
| <b>Action Requested:</b>               | <b>Public Hearing</b> regarding Text Amendments to Revise Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code to Define and Regulate Certain Accessory Structures and Uses, including Greenhouses, Hoop Houses, the Harboring of Chickens on Residential Property, and the Harboring of Bees on Nonresidential Property   |
| <b>Prepared By:</b>                    | Ben Gilbertson – Assistant Village Manager/Community & Economic Development Director  |
| <b>Staff Recommendation:</b>           | Feedback and direction to staff. Recommendation to the Village Board.   |
| <b>Meeting History:</b>                | <a href="#">Committee of the Whole – January 27, 2020</a><br><a href="#">Committee of the Whole – February 10, 2020</a>   |
| <b>Tentative Meeting Schedule:</b>     | Committee of the Whole – March 30, 2020<br>Regular Village Board – April 13, 2020   |
| <b>Reports and Documents Attached:</b> | <ol style="list-style-type: none"><li>1) Village of Lake Bluff – Backyard Animal Pilot Application</li><li>2) Village of Lake Bluff – Resolution Authorizing a Backyard Chicken Pilot Program – January 8, 2018</li><li>3) Lake County – Keeping Chickens Brochure</li><li>4) Northwest Municipal Conference – Temporary/Seasonal Recreational Structures Survey – October 2009</li><li>5) Public comment received regarding backyard chicken pilot program through March 6, 2020</li><li>6) Photographs of an existing chicken coop at 35 Kings Cross, Lincolnshire, IL</li><li>7) Photographs of an existing chicken coop at 654 Warwick Road, Deerfield, IL</li><li>8) Redlined versions of Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code</li><li>9) Findings of fact for beekeeping accessory uses and structures, prepared by the Village Attorney and staff</li><li>10) Findings of fact for accessory seasonal/accessory structures, prepared by the Village Attorney and staff</li><li>11) Certificate of publication for the public hearing notice in the February 24 edition of the <i>Daily Herald</i></li></ol> |



### **Background**

Historically, the Village of Lincolnshire has explicitly regulated urban agriculture via zoning requirements. On a handful of occasions each year, staff receive inquiries from current and prospective residents interested in keeping chickens and/or bees. Staff consistently communicate that these practices are prohibited.

Nonetheless, urban agriculture has occurred informally in different areas of the Village. The Lincolnshire Marriott Resort boasts over 600,000 honey bees on its property, with honey sold in the hotel gift shop and used in various food items in Marriott's restaurants. Additionally, in October 2019, Village staff learned of a local homeowner keeping four chickens in her backyard and received inquiries about the permissibility of chicken and beekeeping from a handful of people each year. In light of these informal practices, staff believed it necessary for the Village Board to provide formal determination on these matters.

At the January 27, 2020, Committee of the Whole meeting, staff presented a series of proposed amendments to the Village code regarding urban agriculture (i.e., backyard chickens and beekeeping) and seasonal/accessory structures (i.e., hoop houses and greenhouses). The Village Board directed staff to proceed with the following:

- Perform additional research regarding a potential pilot program for backyard chickens. Return to the Village Board with an additional, in-depth presentation regarding the pilot program.
- Work with the Lincolnshire Marriott Resort to incorporate the current beekeeping use on the resort property into the existing Special Use permit.
- Proceed with text amendments to Title 6 (Zoning), Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) to better distinguish hoop houses from greenhouses, such that hoop houses are not to be permitted within the definition of "seasonal structure". Regulations for greenhouses were to be refined to ensure these structures are kept in good repair.

At the February 10, 2020, Committee of the Whole meeting, staff provided a follow-up presentation on a potential backyard chicken pilot program (if the Village Board chose to implement such a program). A similar presentation will be provided to the Zoning Board on March 10, 2020. Details of the potential pilot program are described later in this memo, based on staff's research of various literature and interviews with neighboring communities that have launched similar programs.

### **Current Village Code Regulations – Backyard Chickens and Beekeeping**

[Village code section 11-13-4](#) prohibits the maintenance of "any stable, veterinary hospital, kennel, dovecote or other place for the keeping or harboring of any cattle, horses, goats, pigs, chickens, geese, ducks, pigeons, rabbits or similar animals or fowl, or to keep or harbor any such animals or fowl upon any residential lot within the Village." Additionally, staff does not believe "honey bees" falls within the definition of "similar animals". However, because the code is silent on "honey bees" and explicitly prohibits chickens, both practices are prohibited.

Title 6 (Zoning) of the village code does not provide for the keeping of bees and chickens in other zoning districts as either permitted or special uses, other than the F1 Farming District which allows "poultry farms" as a permitted use. However, no properties in Lincolnshire are currently zoned with this distinction. Staff became aware of a resident keeping chickens on their R3-zoned property south of Half Day Road in October 2019 and withheld formal action requiring the resident to remove them, knowing a presentation to the Village Board was forthcoming regarding this issue.

### **Summary of Findings – Backyard Chickens**

Staff researched backyard chicken keeping and regulations followed by other area communities. Generally, most communities require an application for and renewal of an annual permit for residents



wanting to keep backyard chickens. A maximum number of permits are awarded by local governments each year. Permits can be revoked at any time if the permit holder violates specific regulations. For residents living in unincorporated Lake County, Lake County officials recommend a minimum lot size of 10,000 square feet for a maximum of six hens and a minimum lot size of 20,000 square feet for a maximum of eight hens. Roosters are prohibited. The sale of chickens, chicks, and eggs is prohibited. Most communities prohibit residents from slaughtering chickens except in recognized businesses that conduct this service.

A June 2019 NWMC survey of 11 member communities found only one (Grayslake) allows residents to keep poultry on residential property. The remaining communities (Buffalo Grove, Des Plaines, Glenview, Mount Prospect, Niles, Park Ridge, Rolling Meadows, Schaumburg, Streamwood, and Wheeling) prohibit backyard chickens. Lake Forest and Winnetka also prohibit backyard chickens, per staff’s research of those communities.

More locally, the neighboring communities of Deerfield, Highland Park, and Lake Bluff permit backyard chickens. These communities implemented chicken keeping regulations via pilot programs of approximately one year. Deerfield’s program is permanent, and Lake Bluff intends to make its program permanent as well. Table 1 summarizes regulations for these respective municipalities.

**Table 1: Comparable Community Backyard Chicken Regulations**

|                     | <b>Deerfield</b>   | <b>Highland Park</b>   | <b>Lake Bluff</b>   |
|---------------------|--|--|---|
| Program Implemented | <ul style="list-style-type: none"> <li>February 2013</li> </ul>  | <ul style="list-style-type: none"> <li>May 2019</li> </ul>   | <ul style="list-style-type: none"> <li>January 2018</li> </ul>  |
| # of Hens Permitted | <ul style="list-style-type: none"> <li>4</li> </ul>  | <ul style="list-style-type: none"> <li>6</li> </ul>  | <ul style="list-style-type: none"> <li>No fewer than two adults, and no more than six adults</li> </ul>   |
| Housing             | <ul style="list-style-type: none"> <li>Predator- and extreme weather-proof</li> <li>No taller than 8’</li> <li>6 sq. ft. of living space/hen</li> <li>Requires permit from village prior to construction, addition, or modification</li> <li>Must be clean and sanitary at all times</li> <li>Feed must be kept in rodent-proof container</li> </ul> | <ul style="list-style-type: none"> <li>Predator- and extreme weather-proof</li> <li>No taller than 8’</li> <li>4 sq. ft. of living space/hen</li> <li>Requires permit from village prior to construction, addition, or modification</li> <li>Must be clean and sanitary at all times</li> <li>Feed must be kept in rodent-proof container</li> </ul>                                 | <ul style="list-style-type: none"> <li>Predator- and extreme weather-proof</li> <li>4 sq. ft. of living space/hen</li> <li>Requires permit from village prior to construction, addition, or modification</li> <li>Must be clean and sanitary at all times</li> <li>Feed must be kept in rodent-proof container</li> </ul>   |
| Coop Location       | <ul style="list-style-type: none"> <li>Rear yard</li> <li>Minimum 10’ from neighboring property lines</li> </ul>   | <ul style="list-style-type: none"> <li>Rear yard. May apply for permit exception to erect coop in side yard (absent a rear yard)</li> <li>Minimum 8’ from neighboring property lines. May apply for a permit exception to allow a chicken coop with a 3’ setback from property lines (if rear yard space is small)</li> <li>Minimum 10’ setbacks from occupied residences</li> </ul> | <ul style="list-style-type: none"> <li>Rear yard</li> <li>Minimum 10’ setbacks from occupied residences (other than permittee)</li> </ul>   |
| Restrictions        | <ul style="list-style-type: none"> <li>Nuisances regarding odor, litter, droppings, other waste, and the like is prohibited</li> <li>Hens must be confined to coop or enclosed run at all times</li> <li>Permitted only for single-family residential properties</li> <li>Slaughtering prohibited, except within enclosed building</li> </ul>        | <ul style="list-style-type: none"> <li>Nuisances regarding odor, litter, droppings, other waste, and the like is prohibited</li> <li>Hens must be confined to coop or enclosed run at all times</li> <li>Permitted only for single-family residential properties</li> <li>Slaughtering prohibited</li> </ul>   | <ul style="list-style-type: none"> <li>Nuisances regarding odor, litter, droppings, other waste, and the like is prohibited</li> <li>Hens must be confined to coop or enclosed run at all times</li> <li>Permitted only for single-family residential properties</li> <li>Slaughtering prohibited in public view</li> </ul> |



|           |   |   |   |
|-----------|---|---|---|
|           |   |   | <ul style="list-style-type: none"> <li>Permit issued only for lots 7,000 sq. ft. or larger. No more than two permits issued to lots less than 10,000 sq. ft.</li> </ul>   |
| Licensing | <ul style="list-style-type: none"> <li>Capped at five for the entire village</li> <li>Valid for 12 months. Annual renewal required. If not renewed, owner has 30 days to remove all fowl and related facilities from premises.</li> <li>Village-issued license required. Sketch of proposed coop location also required.</li> <li>Applicants must provide copy of application to all abutting property owners.</li> <li>Owners must register with IDOA Livestock Premises Registration</li> </ul> | <ul style="list-style-type: none"> <li>Valid for 12 months. Annual renewal required.</li> <li>Village-issued license required. Sketch of proposed coop location also required.</li> <li>Owners must register with IDOA Livestock Premises Registration</li> </ul> | <ul style="list-style-type: none"> <li>Capped at five for the entire village</li> <li>Valid for 12 months. Annual renewal required.</li> <li>Requires review and approval of village advisory board to approve/disapprove the permit, as well as protective conditions</li> <li>Owners must register with IDOA Livestock Premises Registration</li> </ul> |

**Potential Pilot Program Regulations – Backyard Chickens**

Were the Village to implement a pilot program, staff proposes the following regulations:

**Table 2: Potential Backyard Chicken Regulations – Village of Lincolnshire**

|                     |   |
|---------------------|---|
| # of Hens Permitted | <ul style="list-style-type: none"> <li>4</li> </ul>   |
| Housing             | <ul style="list-style-type: none"> <li>Predator- and extreme weather-proof</li> <li>No taller than 6'</li> <li>Minimum floor area of 24 sq. ft. (6 sq. ft./4 hens), maximum floor area of 60 sq. ft.</li> <li>Requires permit from village prior to construction, addition, or modification</li> <li>Plat of survey showing proposed location of the coop provided at time of permit application</li> <li>Must be clean and sanitary at all times</li> <li>Feed must be kept in rodent-proof container</li> <li>Building materials must substantially match the color of the principal structure</li> </ul> |
| Coop Location       | <ul style="list-style-type: none"> <li>Rear yard</li> <li>Minimum 10' from neighboring property lines</li> <li>Within 10' from principal structure</li> </ul>   |
| Restrictions        | <ul style="list-style-type: none"> <li>Nuisances regarding odor, litter, droppings, other waste, and the like is prohibited</li> <li>Hens must be confined to coop or enclosed run at all times</li> <li>Permitted only for single-family residential properties</li> <li>Slaughtering of chickens and storage of materials are prohibited</li> </ul>   |
| Licensing           | <ul style="list-style-type: none"> <li>Capped at five for the entire village</li> <li>Valid for 12 months. Annual renewal required. If not renewed, owner has 30 days to remove all fowl and related facilities from premises.</li> <li>Village-issued license required</li> <li>Applicants must provide copy of application to all abutting property owners.</li> <li>Owners must register with IDOA Livestock Premises Registration</li> </ul>  |

If the Zoning Board finds residential chicken keeping to be an appropriate accessory uses, additional amendments will be required to Title 11 (Misdemeanors), Chapter 13 (Animals) to outline the pilot program, which the Village Board would consider at a future meeting.

It should be noted that Lake Bluff and Highland Park generally permit 6'-tall solid fences in residential zoning districts. Deerfield allows 7'-tall tall solid fences. These fence heights and opacity provide additional screening of chicken keeping and coops from adjacent properties. Lincolnshire's fence regulations provide for 6'-tall, solid, residential fences only adjacent to Half Day Road or Riverwoods Road. Fences in the R1 and R2 zoning districts may also be 6' in height, so long as they are made of ornamental metal materials.



All other residential fences must be of an open style and no taller than 4'. The intent of these regulations is to provide a sense of open, shared space amongst residential rear yards.

**Proposed Regulations – Beekeeping**

For the Lincolnshire Marriott Resort to legally continue its practice of beekeeping, [Village code section 6-3 \(General Zoning Regulations\)](#) would need to be amended to allow this as a special use, as would the special use ordinance governing the resort. Staff will work with Marriott representatives in conjunction with a future amendment to their special use to effectuate this change, thereby allowing the Marriott to maintain current business operations. Potential zoning regulations are provided in a redlined version of Title 6 (Zoning), Chapter 3 (General Zoning Regulations) in this packet, as well as in Table 3 below (additional restrictions may be added, based on feedback from the Zoning Board and Village Board). Additional amendments will be required to Title 11 (Misdemeanors), Chapter 13 (Animals) to restrict beekeeping on nonresidential properties, which the Village Board will consider at a future meeting.

**Table 3: Proposed Non-Residential Beekeeping Regulations – Village of Lincolnshire**

|                            |   |
|----------------------------|---|
| Permitting Zoning District | • B1 (Retail Business District) and B2 (General Business District) as a special accessory use   |
| Lot Size                   | • Permitted on properties measuring 100 acres or greater  |
| Hive Location              | • May be located in side and rear yard setbacks, provided they are no closer than ten feet (10') from the side and rear property lines. Hives shall not be located within ten feet (10') of any sidewalk, path, or residence. |

**Current Village Code Regulations – Accessory Structures**

[Village code section 6-2-2](#) defines "seasonal structures" as "[a]n Accessory Structure located on residential property used for temporary seasonal use, including but not limited to, shade structures, and temporary ice rinks." While not explicitly defined, the openness of this definition may allow for the temporary erection of [hoop houses](#), [high tunnels](#), and similar temporary season-extending growing structures. Staff proposes amendments to Village code sections 6-2-2 and 6-3-6-B to prohibit hoop these types of structures, as they are more easily damaged and can fall into disrepair than a greenhouse which is more permanent and serves the same purpose (proposed amendments are provided in a redlined versions of Title 6 (Zoning), Chapter 3 (General Zoning Regulations) in this packet).

[Village code section 6-3-6-B](#) regulates seasonal structures via quantity (1), duration (erected for no more than six consecutive months during a 12 month period), height (no taller than 15'), size (no greater than 10% of the gross square footage of principal structure), location (no closer than 10' from side and rear property lines), and installation of utility services (no permanent utilities such as water, sanitary sewer, and natural gas).

[Village code section 6-3-5-B](#) regulates greenhouses as accessory structures via size (no greater than 10% of the gross square footage of principal structure), height (no taller than 15'), location (must meet minimum required setbacks applicable to the principal structure; cannot extend beyond front façade of principal structure), quantity (no more than two), and establishment (cannot be erected or moved prior to establishment of the principal structure).

Greenhouses are allowed as permitted uses in the R1, R2, R2A, R3, and O/I zoning districts. Greenhouses must be made of at least two walls and the roof of the structure must be glass or similar transparent materials. Storage of materials other than plants cannot be visible from adjacent properties and public ways. Staff recommends additional language for greenhouse regulations to prohibit hoop houses, high tunnels, and similar temporary season-extending growing structures.

Additionally, staff request direction from the Zoning Board regarding the quantity and type of accessory structures allowed on a property. Village code currently caps the number of accessory structures at two. The structures cannot be the same type, except for play structures (e.g., play house, jungle gym, swing



set). Several Village Board members expressed concern with chicken coops being permitted as one of the two accessory structures, and possibly limiting the number of accessory structures to one if it qualifies as a chicken coop. Staff also asks the Zoning Board to consider the exception for two play structures on a property, and if that exception should be eliminated (i.e., only one play structure is permitted, with another accessory structure also allowed).

#### **Findings of Fact**

Staff requests the Zoning Board review the responses and determine if each standard has been satisfied prior to recommending approval of the request. Specifically, staff have included findings of fact for beekeeping and prohibition of hoop houses, high tunnels, and similar temporary season-extending growing structures. Staff have not included findings of fact for chicken keeping, as this may warrant additional discussion and consideration by the Zoning Board, in which case the Zoning Board may wish to continue the public hearing regarding this matter. Should the Zoning Board choose to recommend approval of residential chicken keeping to the Village Board, staff will assist in drafting these findings prior to the conclusion of the public hearing.

#### **Public Hearing Notice**

A public hearing notice was published in the February 24, 2020, edition of the *Daily Herald*. The notice originally indicated forthcoming text amendments to Chapters 2 (Zoning Definitions), 3 (General Zoning Regulations), 5A (R1, R2, and R3 Single-Family Residence Districts), 5B (R2A Single-Family Residence District), and 6B (B2 General Business District) of Title 6 (Zoning) of the Village code. However, only Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) need to be amended, as these chapters set forth zoning definitions and requirements for accessory uses and structures across all zoning districts. As such, the individual zoning district chapters do not need to be amended.

#### **Staff Recommendation / Conditions**

Staff recommends approval of the proposed amendments to allow beekeeping as a special accessory use in the B zoning districts for properties that are 100 acres or greater, as well as prohibition of hoop houses, high tunnels, and similar temporary season-extending growing structures. Staff requests direction by the Zoning Board with respect to residential chicken keeping and a potential pilot program to be further considered by the Village Board.

#### **Approval Process**

[Village code section 6-14-8](#) outlines the general application process for text amendment requests. Specifically, a preliminary evaluation is required with the Village Board, which occurred on February 10, 2020. Following preliminary evaluation, a public hearing with the Zoning Board is required before final consideration and potential approval by the Village Board. A proposed schedule is provided in the Item Summary table on page 1.

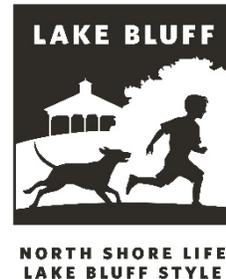
#### **Motion**

***Seasonal/Accessory Structures:*** *The Zoning Board moves to recommend approval to the Village Board the proposed text amendments to Chapter 2, Zoning Definitions, and Chapter 3, General Zoning Regulations, of Title 6, Zoning, to define and regulate accessory structures, including hoop houses and similar temporary season-extending growing structures, and further subject to...*

***Nonresidential Beekeeping:*** *The Zoning Board moves to recommend approval to the Village Board the proposed text amendments to Chapter 3, General Zoning Regulations, of Title 6, Zoning, to define and regulate accessory structures and uses, including the harboring of bees and beehives on nonresidential property, and further subject to...*

# Backyard Pilot Program Application

Village of Lake Bluff, Illinois



## General Information

Lake Bluff recently approved pilot programs that will allow residents to keep chickens and bees on residential property. A limited number of permits will be issued, following a review by the Village's Sustainability and Community Enhancement Ad Hoc Committee ("SEC") and an inspection by Village staff. The pilot program is intended to be of limited scope and duration, and may be amended or terminated at any time.

A list of applicable requirements is attached, starting on Page 3. Note that, as a pilot program, the SEC is committed to selecting those applicants most likely to succeed as participants. A full list of the criteria the SEC will consider is attached to this application.

## Process Overview

- |  | <b>Mail Notice<br/>No Later Than</b> | <b>Hearing<br/>(7 p.m.)</b>     |
|--|--------------------------------------|---------------------------------|
| <ul style="list-style-type: none"> <li> <b>&gt; 14 days before meeting:</b><br/>           Applicant submits application and \$50 fee.<br/>           Staff reviews for completeness.         </li> </ul>  | Wednesday,<br>February 14, 2018      | Wednesday,<br>February 28, 2018 |
| <ul style="list-style-type: none"> <li> <b>14 days before meeting:</b><br/>           Applicant mails certified notice in a form prescribed by the Village to adjoining owners of record and residents. (<i>These parties may not be the same.</i>)         </li> </ul>  | Thursday,<br>March 8, 2018           | Thursday,<br>March 22, 2018     |
| <ul style="list-style-type: none"> <li> <b>Day of meeting:</b><br/>           The SEC meets at 7 p.m. in the Village Hall Board Room (40 E. Center Ave.) Applications are generally considered in the order they were first received. Staff will provide an overview of the request, and the Applicant will give a brief presentation. Members of the public will be invited to comment, and then the SEC will discuss the application's merits under the standards. The SEC may recommend approval or denial.         </li> </ul> | Wednesday,<br>April 11, 2018         | Wednesday,<br>April 25, 2018    |
|  | Wednesday,<br>May 16, 2018           | Wednesday,<br>May 30, 2018      |
|  | Wednesday,<br>June 13, 2018          | Wednesday,<br>June 27, 2018     |
|  | Wednesday,<br>July 11, 2018          | Wednesday,<br>July 25, 2018     |
| <ul style="list-style-type: none"> <li> <b>After meeting:</b><br/>           Village Administrator makes final decision on application.<br/>           If approved, Applicant may construct (e.g. hives, coops). (<i>A building permit is required.</i>)<br/>           Staff inspects structures and issues permit, which authorizes start of animal keeping.         </li> </ul>   |                                      |                                 |
| <ul style="list-style-type: none"> <li> <b>Ongoing basis:</b><br/>           The Village may inspect the property from time to time if there are complaints or reason to believe that the Municipal Code or provisions of the pilot program are being violated.<br/>           Permits expire March 1 each year – no matter when first issued – and must be renewed by repeating this process. (2018 permits will not be issued prior to March 1.)         </li> </ul>   |                                      |                                 |

# Backyard Pilot Program Application

Village of Lake Bluff, Illinois



Name: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Site Address: \_\_\_\_\_

Site PIN: \_\_\_\_\_

**Animal requested (select one):**                      **Chickens**                      **Bees**

**Attach, at a minimum, the following:**

- \_\_\_\_\_ A statement (one page or less) describing why you wish to pursue this activity; how you will ensure that adjacent properties are not inconvenienced; and describing any relevant experience or training you have. *Refer to the Criteria for Applicant Review on the next page.*
- \_\_\_\_\_ A site plan showing where the shelter, fencing, signage, etc. will be erected. Note the distances separating these structures from rear and side lot lines. *(You may use a survey of your property, or refer to [Lake County Maps](#) for a map to sketch upon.)*
- \_\_\_\_\_ Attach a drawing of any shelter you plan to build, or a catalog page of any pre-fabricated shelter you intend to purchase.

**My initials on each line indicate that I understand and agree to abide by the following conditions:**

- \_\_\_\_\_ I authorize Village officials to inspect the shelter and living conditions of these animals.
- \_\_\_\_\_ I will ensure that the animals will be kept and maintained at all times in a safe and sanitary manner and will not, at any time, constitute or contribute to a public nuisance.
- \_\_\_\_\_ I will ensure that the animals do not violate the animal control ordinances of Lake Bluff. I will not allow them to run at large, emit disturbing noises or odors, or otherwise disturb the peace.
- \_\_\_\_\_ I will notify the Village if there are substantial changes to the shelter arrangements described herein.
- \_\_\_\_\_ If my property is subject to private deed restrictions, covenants, or conditions, said documents do not prohibit the activities allowed by this permit.

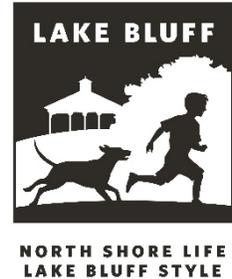
In accordance with the Lake Bluff Municipal Code, I will continue to meet all of the foregoing conditions and requirements. I hereby swear or affirm that all information in this application is, to the best of my knowledge and belief, true and correct.

**Signature** \_\_\_\_\_ **Date:** \_\_\_\_\_

# SEC's Criteria for Applicant Review

## Backyard Pilot Program Application Village of Lake Bluff, Illinois

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**General Standard:** The extent that the application demonstrates the applicant will provide adequately for health, shelter, food, water, and yard conditions.

**Compliance with the Regulations:** The extent that the application demonstrates that the applicant and the proposed activity will comply with all additional standards imposed on it (see subsequent page of Chicken-Specific or Bee-Specific Regulations).

**Lot Size and Situation:** The shape, size, and location of the lot, principal structure, and keeping area; and the extent that these conditions tend to mitigate or exaggerate the potential that an adjoining property owner or others may be negatively affected by the proposed keeping. The advisory body shall show preference to those applications which demonstrate large lot sizes, screening, or other unique conditions which minimize the aforesaid potential.

**Prior Violations:** If the applicant has been the subject of any valid complaint documenting a violation of the program or any nuisance, property maintenance or animal control regulations contained in the Lake Bluff Municipal Code.

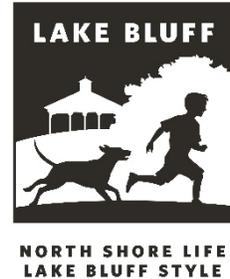
**Experience or Training:** The applicant's training, education, or prior experience in keeping the animal requested.

**Unique Health Circumstances:** If residents of adjoining or nearby property present evidence that they suffer from a health condition whereby the proposed keeping may pose a unique risk to their health.

**Public Testimony:** Testimony and other evidence received from the public during the advisory body's consideration of the application, to the extent that such testimony concerns the specific circumstances of the application and not the general propriety of the proposed activity.

# Chicken-Specific Regulations

## Backyard Pilot Program Application Village of Lake Bluff, Illinois



**Eligibility:** Only residents of single-family dwellings may apply. No permit shall be issued for a lot smaller than 7,000 square feet in area. No more than two (2) permits shall be issued to lots less than 10,000 square feet in area.

**Limit Upon Number:** No fewer than two adult chickens, and no more than six, adult chickens may be owned by any permittee at any one time.

**Female Chickens:** Only female chickens may be owned or maintained on a permittee's property.

**Sale of Eggs Prohibited:** The permittee shall not sell eggs produced upon the property.

**Slaughtering:** No slaughtering of chickens shall occur in public view.

### Chicken Enclosure:

- i. Chickens shall be kept in a pen, coop, run, or chicken tractor.
- ii. No chicken enclosure shall be erected or maintained within 10 feet of any occupied residence other than that of the permittee.
- iii. Chicken enclosures shall only be erected or maintained in the rear yard and behind the principal structure on the permittee's lot.
- iv. Chicken enclosures shall provide at least four square feet of area for each chicken housed.
- v. Chicken enclosures must be maintained in a sound and useable condition.
- vi. Chicken enclosures must be constructed of sturdy and weather-resistant materials, such as, without limitation: wire, wood, hardware cloth.
- vii. Chicken enclosures shall be resistant to predators. All access doors must be able to be shut and locked. All opening windows and vents must be covered with predator-proof wire with less than one-inch openings.

**Open Space:** Chickens shall be provided with adequate open space in the form of either an enclosed chicken run or a yard fully enclosed by a fence.

**Sanitation:** The enclosure and open space must be kept clean and sanitary at all times.

**Rodent Protection:** All feed and other items associated with the keeping of chickens shall be protected from or to prevent rats, mice, or other rodents from gaining access to or coming into contact with the feed.

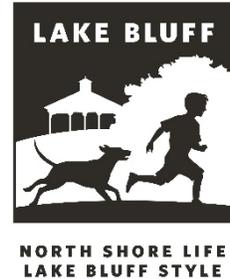
**Nuisances:** No permittee shall permit:

- i. Noxious or offensive odors from chicken-keeping, including the odor of chickens or manure, to be perceptible at or beyond the boundary of the permittee's property;
- ii. Offensive noise from chickens that disturbs the peace at any time; or
- iii. Any other public or private nuisance resulting from the permitted activity, whether by litter, droppings, feathers, waste, or attraction of pests or rodents.

**State Registration:** The permittee's premises upon which chickens are kept shall be registered with the Illinois Department of Agriculture, and proof of registration shall be maintained on-site; unless the Department shall stop accepting residential hive registrations.

# Bee-Specific Regulations

## Backyard Pilot Program Application Village of Lake Bluff, Illinois



**Eligibility:** Only residents of single-family dwellings may apply. No permit shall be issued for a lot smaller than 7,000 square feet in area. No more than two (2) permits shall be issued to lots less than 10,000 square feet in area.

**Limit Upon Number:** No more than three hives may be kept upon a property except where approved by resolution of the Village Board of Trustees.

### Hives:

- i. No hive shall be erected or maintained within five feet of any property line, or within 10 feet of any sidewalk, path, or residence.
- ii. Hives must have removable combs that can be inspected.
- iii. Hives must be maintained in a sound and useable condition.
- iv. Hives shall only be erected or maintained in the rear yard and behind the principal structure on the lot.

### Fences and Barriers:

- i. **Enclosure:** Except where a residential rear yard is fenced, an area no less than 20 feet by 25 feet (20'x25') shall be enclosed by fencing or a hedge with a secure gate.
- ii. **Flyway Barrier:** A flyway barrier shall be maintained at least six feet in height consisting of a solid wall, fence, dense vegetation or combination thereof that is parallel to the property line and extends 10 feet beyond the colony in each direction so that all bees are forced to fly at an elevation of at least six feet above ground level over the property lines.
- iii. A single structure may satisfy both the enclosure and flyway barrier requirements.
- iv. Signage shall be provided warning of the presence of a bee hive on the property.

**Water:** Each permittee must ensure that a convenient source of water is available at all times to the bees so that the bees will not congregate at swimming pools or other water sources where they may cause human, bird, or domestic pet contact. The water shall be maintained so as not to become stagnant.

**Queens:** In any instance in which a colony exhibits unusually aggressive characteristics by stinging or attempting to sting without due provocation, or exhibits an unusual disposition towards swarming, the colony shall be re-queened. Queens must be selected from stock bred for gentleness and non-swarming characteristics.

**State Registration:** The hives maintained by the permittee shall be registered with the Illinois Department of Agriculture, and proof of registration shall be maintained on-site; unless the Department shall stop accepting residential hive registrations.

**State Inspection:** The permittee shall request that a State apiary inspector inspect the hives within a reasonable period of time after the establishment of the hive.

**RESOLUTION NO. 2018-6**

**A RESOLUTION AUTHORIZING A BACKYARD CHICKEN PILOT PROGRAM**

**WHEREAS**, the Village of Lake Bluff ("*Village*") is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970; and,

**WHEREAS**, there are certain environmental benefits associated with the keeping of chickens, including the chickens' ability to provide a local, sustainable, and environmentally friendly food source through eggs, and nitrogen rich plant fertilizer; and,

**WHEREAS**, chickens can be maintained within populated areas in reasonable densities to fill the ecological niche without causing a nuisance if the chickens are properly located, managed and maintained; and,

**WHEREAS**, the Village has prosecutorial discretion on whether to, and how to, enforce, its local ordinances, regulations, and other laws (collectively, "*Regulations*"); and,

**WHEREAS**, notwithstanding anything contained in the Regulations to the contrary, the Village Board desires to use the Village's prosecutorial discretion and its home rule authority to create a temporary pilot program to allow residents to keep chickens on their properties pursuant to certain criteria ("*Pilot Program*"); and,

**WHEREAS**, the Village finds that the creation of a Pilot Program is desirable and in the best interest of the Village.

**NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS** as follows:

**Section 1. Recitals.**

The foregoing recitals are hereby incorporated into, and made a part of, this Resolution as the findings of the President and Board of Trustees of the Village of Lake Bluff.

**Section 2. Approval of Pilot Program.**

The Village Board of Trustees hereby permits chickens to be kept on property in the Village pursuant to the following regulations:

**A. Permits:**

1. **Purpose:** Accessory chicken permits are established to provide a mechanism for the lawful keeping of chickens that are uncommon in residential areas and that, if kept improperly, would injure the public

health, safety, comfort, convenience, and general welfare. These regulations are explicitly adopted as a pilot program for study, which may be modified or terminated by the Village Board of Trustees, and no permit shall be construed as a vested right that would prevent the modification or termination of this program or to otherwise keep the permitted chickens except in conformance with the requirements set forth herein.

2. **Permit Required:** No person shall own, keep, possess, harbor, or offer refuge to or for chickens without first applying to and receiving an accessory chicken permit.
3. **Number of Permits:** The Village shall be authorized to issue no more than five (5) permits outstanding at any one time. No more than two (2) accessory chicken permits shall be issued to lots less than 10,000 square feet in area.
4. **Eligibility:** Only residents of single-family dwellings may apply for and receive an accessory chicken permit. No accessory chicken permit shall be issued for a lot smaller than 7,000 square feet in area.
5. **Permit Term:** Accessory chicken permits issued shall be valid from the date of issuance until the next succeeding March 1 unless the permit or the Pilot Program is terminated. Permits must be renewed annually.
6. **Application Fee:** A non-refundable application fee of \$50 shall accompany each application. Said fee is imposed to defray the costs and expenses of the Village's consideration of the application, regardless of the ultimate approval or disapproval of the permit sought.
7. **Transfer of Permit:** Permits issued shall only be valid for the applicant listed on the application. A new permit and application fee shall be required in the event that an applicant or permittee moves to a new address or transfers the chickens to a person not already possessing the appropriate permit.
8. **Responsible Officer:** The Village Administrator or his or her designee shall be responsible for the review, issuance, enforcement, and revocation of accessory chicken permits.
9. **Advisory Review Required:** Prior to reaching a decision upon an initial or renewal application for an accessory chicken permit, the Village Administrator shall solicit the review and recommendation of the Sustainability and Community Enhancement Ad Hoc Committee or another advisory body of the Village as to whether the application should be approved or disapproved and as to what, if any, protective conditions

should be imposed upon the permit. The recommendation shall occur after a public meeting held before the advisory body, only after notice in a form prescribed by the Village is duly provided by the applicant to adjoining property owners and residents by certified mail at least two weeks in advance of the meeting. In reviewing the application and the proposed permit, among other factors, the advisory body shall give due consideration to:

- i. General Standard: The extent that the application demonstrates the applicant will provide adequately for the chickens health, shelter, food, water, yard conditions.
- ii. Compliance with the Regulations: The extent that the application demonstrates that the applicant and the proposed activity will comply with all additional standards imposed on it by Section 2.B of this Resolution.
- iii. Lot Size and Situation: The shape, size, and location of the lot, principal structure, and chicken-keeping area; and the extent that these conditions tend to mitigate or exaggerate the potential that an adjoining property owner or others may be negatively affected by the proposed chicken-keeping. The advisory body shall show preference to those applications which demonstrate large lot sizes, screening, or other unique conditions which minimize the aforesaid potential.
- iv. Prior Violations: If the applicant has been the subject of any valid complaint documenting a violation of this Resolution or any nuisance, property maintenance or animal control regulations contained in the "Lake Bluff Municipal Code."
- v. Experience or Training: The applicant's training, education, or prior experience in keeping chickens.
- vi. Unique Health Circumstances: If residents of adjoining or nearby property present evidence that they suffer from a health condition whereby the proposed chicken-keeping may pose a unique risk to their health.
- vii. Public Testimony: Testimony and other evidence received from the public during the advisory body's consideration of the application, to the extent that such testimony concerns the specific circumstances of the application and not the general propriety of the proposed activity.

10. **Inspection:**

- i. Initial Inspection: An on-site inspection shall be performed prior to first issuance of an accessory chicken permit, and from time to time as described herein. The applicant or permittee shall permit such inspection at reasonable times and upon reasonable notice. Said consent to inspect is a condition of any accessory animal permit, and refusal shall be cause for rejection of an application or revocation of an accessory chicken permit.
- ii. Additional Inspections: The Village Administrator may perform an inspection of the property of an applicant or permittee for any of the following reasons:
  - a) The Village Administrator or his or her designee requires an inspection as a condition of renewal of an accessory animal permit;
  - b) The applicant or permittee has received a citation for violation of any provision of this Resolution or the "Lake Bluff Municipal Code" related to chicken-keeping within the preceding 12 months;
  - c) The Village has received a documented complaint concerning the conditions of the permit, including the chickens permitted or the manner in which the chickens are kept; or,
  - d) The Village has probable cause to believe a violation of this Resolution or the "Lake Bluff Municipal Code" related to chicken-keeping exists.
- iii. Inspection Criteria: The inspection shall verify that the applicant or permittee provides adequate shelter, food, water, yard condition, yard security, and other necessary conditions to preserve the health of the chickens, and complies with the requirements of this Resolution. If any deficiency of these conditions is found, the applicant or permittee must correct such violation within such period of time as the Village shall direct.

11. **Protective Conditions:** At the time of issuance or renewal, the Village Administrator may impose specific conditions upon the recipient of an accessory chicken permit to prevent or minimize adverse effects upon other property in the vicinity of the permitted activity. Such conditions

shall be expressly set forth in the permit. Violation of any such condition or limitation shall be a violation of the regulations contained in this Resolution and shall constitute grounds for revocation of the permit.

12. **Revocation:** Any permit issued under the provisions of this chapter may be revoked by the Village Administrator for a violation of any condition imposed upon a permit, any provision hereof, or upon satisfactory proof that the permitted activity was conducted in a manner detrimental to the public safety, health, or morals. Such revocation may be in addition to the imposition of a fine or other penalty for a violation of any provision of the "Lake Bluff Municipal Code," and shall be no defense to a prosecution for such violation.
13. **Appeal:** In the event any applicant or permittee shall be refused a permit by the Village Administrator, have their permit revoked, or shall feel otherwise aggrieved, he or she shall have the right to appeal from the decision of the Village Administrator to the Board of Trustees, which Board shall have the power to reverse or otherwise modify the decision of the Village Administrator. Such appeal shall be in writing, addressed to the President and Board of Trustees setting forth in detail the grounds of such appeal.

**B. Backyard Chicken Regulations:**

1. **Limit Upon Number:** No fewer than two adult chickens, and no more than six, adult chickens may be owned by any permittee at any one time.
2. **Female Chickens:** Only female chickens may be owned or maintained on a permittee's property.
3. **Sale of Eggs Prohibited:** The permittee shall not sell eggs produced upon the property.
4. **Slaughtering:** No slaughtering of chickens shall occur in public view.
5. **Chicken Enclosure:**
  - i. Chickens shall be kept in a pen, coop, run, or chicken tractor.
  - ii. No chicken enclosure shall be erected or maintained within 10 feet of any occupied residence other than that of the permittee.

- iii. Chicken enclosures shall only be erected or maintained in the rear yard and behind the principal structure on the permittee's lot.
  - iv. Chicken enclosures shall provide at least four square feet of area for each chicken housed.
  - v. Chicken enclosures must be maintained in a sound and useable condition.
  - vi. Chicken enclosures must be constructed of sturdy and weather-resistant materials, such as, without limitation: sturdy wire, wood, hardware cloth.
  - vii. Chicken enclosures shall be resistant to predators. All access doors must be able to be shut and locked. All opening windows and vents must be covered with predator-proof wire with less than one-inch openings.
6. **Open Space:** Chickens shall be provided with adequate open space in the form of either an enclosed chicken run or a yard fully enclosed by a fence.
  7. **Sanitation:** The enclosure and open space must be kept clean and sanitary at all times.
  8. **Rodent Protection:** All feed and other items associated with the keeping of chickens shall be protected from or to prevent rats, mice, or other rodents from gaining access to or coming into contact with the feed.
  9. **Nuisances:** No permittee shall permit:
    - i. Noxious or offensive odors from chicken-keeping, including the odor of chickens or manure, to be perceptible at or beyond the boundary of the permittee's property;
    - ii. Offensive noise from chickens that disturbs the peace at any time; or
    - iii. Any other public or private nuisance resulting from the permitted activity, whether by litter, droppings, feathers, waste, or attraction of pests or rodents.

10. **State Registration:** The permittee's premises upon which chickens are kept shall be registered with the Illinois Department of Agriculture, and proof of registration shall be maintained on-site; unless the Department shall stop accepting residential hive registrations.

**Section 4.**     **Effective Date**

This Resolution shall be in full force and effect from and after its passage by a vote the Village Board of Trustees and approval in the manner required by law, and shall remain in effect until the earlier of:

- A.     March 1, 2021; or
- B.     Until this Resolution is repealed.

[SIGNATURE PAGE FOLLOWS]

**PASSED** this 8<sup>th</sup> day of January, 2018, by vote of the Board of Trustees of the Village of Lake Bluff as follows:

**AYES:** (4) Dewart, Grenier, Meyer and President O'Hara

**NAYS:** (2) Ankenman and Lemieux

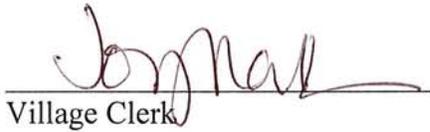
**ABSTAIN:** (0)

**ABSENT:** (1) Towle

**APPROVED** this 8<sup>th</sup> day of January, 2018.

  
Village President

ATTEST:

  
Village Clerk

DOCUMENT 3

# KEEPING CHICKENS



REGISTRATIONS ARE REQUIRED TO DEMONSTRATE THAT THE CRITERIA ENCLOSED HAVE BEEN MET. PLEASE VISIT THE CENTRAL PERMIT FACILITY TO OBTAIN MORE INFORMATION.

Central Permit Facility  
500 W. Winchester Rd.  
Libertyville, Illinois 60048

Phone: 847-377-2600  
Fax: 847-984-5608  
E-Mail: [icpermits@lakecountyil.gov](mailto:icpermits@lakecountyil.gov)



# KEEPING CHICKENS

Hens (female chickens) may be kept as an accessory use on single family residential lots of 10,000 square feet or greater. The number of hens allowed is based on the lot size, as follows:



| MINIMUM LOT SIZE    | MAXIMUM NUMBER OF HENS ALLOWED |
|---------------------|--------------------------------|
| 10,000 square feet  | 6                              |
| 20,000 square feet  | 8                              |
| 40,000 square feet  | 10                             |
| 80,000 square feet  | 12                             |
| 200,000 square feet | No Limit, if AG Exempt         |

## Chicken Coop

- ❖ Hens must be kept in an enclosed outdoor protective coop, no more than eight feet in height.
- ❖ Coops must be large enough to provide at least 3 square feet per hen and allow the hens easy access to an enclosed chicken yard.

## Chicken Yard

- ❖ Coops must be connected with an enclosed chicken yard or run.
- ❖ Wire mesh fencing materials must retain a flat and uniform plane and be maintained in a safe condition.
- ❖ Hens may be allowed to roam within a fenced back yard, but not outside of the fenced yard.

## Setbacks

### Street Side

Chicken coops and yards may not be located between the dwelling and any improved road right-of-way or transportation easement.

### Neighboring Structures

In addition to setback requirements for accessory structures, chicken coops must be located at least thirty (30) feet away from any existing structures on any adjoining parcel, such as dwellings, non-residential buildings, patios, decks, or swimming pools, but not including storage structures such as garages or sheds

## Management Practices

- ❖ Roosters are not allowed on non-exempt properties.
- ❖ Coops must be covered with uniform materials and be maintained intact with all parts secure. Any repairs must maintain consistency with the original structure in appearance and condition. The coop or yard fencing must be replaced, removed, or repaired upon evidence of deterioration.
- ❖ Coops and yards must be cleaned on a regular basis, so they remain free from accumulated waste causing odors reasonably detectable on adjacent properties.
- ❖ All feed for hens must be stored in tightly fitted containers that are rodent-proof.
- ❖ Outdoor slaughter of chickens is not allowed.



Per the Illinois Department of Agriculture, those wishing to keep hens on their premises are advised to complete a Livestock Premises Registration. Visit <http://www.agr.state.il.us/premiseid/> for more information.

# HEALTHY FAMILIES AND FLOCKS

Live poultry, such as chickens, ducks, geese, and turkeys, often carry harmful germs such as *Salmonella*. While it usually doesn't make the birds sick, *Salmonella* can cause serious illness when it is passed to people.

## HANDWASHING PROTECTS YOU FROM GERMS



- Always wash your hands with soap and water right after touching live poultry or anything in the area where they live and roam.
- Adults should supervise hand washing for young children.
- Use hand sanitizer if soap and water are not readily available.

## HANDLE BIRDS SAFELY



- Children younger than 5 years, adults older than 65 years, and people with weakened immune systems should not handle or touch chicks, ducklings, or other live poultry.
- Do not bring chicks, ducklings and other live poultry to schools, childcare centers, or nursing homes.
- Do not snuggle or kiss the birds, touch your mouth, or eat or drink around live poultry.

## SAFELY CLEAN COOPS

- Clean any equipment used to care for live poultry outside, such as cages or feed or water containers.
- Set aside a pair of shoes to wear while taking care of poultry and keep those shoes outside of the house.



## POULTRY BELONG OUTSIDE

- Do not let live poultry inside the house, especially in kitchens.
- Do not let live poultry in areas where food or drink is prepared, served, or stored.



U.S. Department of  
Health and Human Services  
Centers for Disease  
Control and Prevention

Have a Backyard Flock? Don't Wing it.  
Visit [www.cdc.gov/features/salmonellapoultry](http://www.cdc.gov/features/salmonellapoultry)  
for more information

| Municipality      | Does your community regulate temporary/seasonal structures, such as canvas (quick assembly) gazebos and tents, used for recreational purposes on residential lots? | Please list these types of structures  | Do they require a building permit?              | Does your municipality have regulations regarding the size, height, setbacks, and design (materials, colors) of these temporary/seasonal structures? | What is the maximum size permitted?            | What is the maximum height permitted?                    | What yards are these structures allowed in?  | What are the setback requirements, if applicable?                                | Are there any other requirements?         | What is the specific basis for categorizing these structures into temporary/seasonal recreational structures, as opposed to permanent recreational structures (e.g., time period, method of attachment to the ground, foundation, materials, etc.)? | How long are these structures allowed to remain installed?  | How many temporary/seasonal structures are permitted per lot? | Does your Code have a definition of "temporary/seasonal recreational structure" or similar? If so, please attach this definition. | Please attach applicable Code sections pertaining to temporary/seasonal recreational structure regulations. |
|-------------------|--|--|---|--|--|--|--|--|---|---|---|---|---|---|
| Antioch           | Yes.   | Any temporary structure in excess of 120 square feet   | Yes.  | Yes.   | N/A.   | 18'  |  | N/A.   | See attached.                             | Time Period.  | Less than 180 days.   |   | See attached.   | See attached.   |
| Arlington Heights | No.  |  |   |  |  |  |  |  |   |   |   |   |   |   |
| Barrington        | No.  |  |   | No.  |  |  |  |  |   |   |   |   |   |   |
| Buffalo Grove     | No.  |  |   | No.  |  |  |  |  |   | N/A.  | N/A.  | N/A.  | N/A.  | N/A.  |
| Carpentersville   | No.  |  |   | No.  |  |  |  |  |   | Not addressed in the Municipal Code.  | Not regulated.  | Not regulated.  | None.   | None.   |
| Carv              | No.  |  |   | No.  |  |  |  |  |   |   |   |   | No.   |   |
| Deerfield         | No.  |  |   |  |  |  |  |  |   |   |   |   |   |   |
| Des Plaines       | Yes.   | Tents.   | Yes. If 10 x 20 or larger a permit is required. | Yes.   | N/A.   | 35' (max height for single family residential structure) | Must comply with setback requirements of district.   | R-1 is Front - 25', Side - 5', Rear - 25'  |   | Time period.  | No tent shall be allowed to remain for a period of more than two days longer than the period during which the use with which it is associated is allowed to remain or, in the absence of any such period, ten days. | No Limit.   |   | See attached.   |
| Glencoe           | Yes.   | All structures (tent, canvas, arbors trellis, etc. up more than 48 hrs. required to meet zoning requirements + a permit. | Yes.  | No on design. Yes - same as any other structure required to meet zoning.   | All accessory structures - max 6% of lot area. | 18 ft roof midpoint + F.A.R.                             | Same as other accessory limits buildings. 1) Rear half of lot 2) 10 ft. from other buildings 3) side & rear setbacks as per zoning | Usually 5 ft. in rear 8', 10', 12' or more. District on side yards.              | Mainly zoning + F.A.R. limits.            | N/A.  | N/A.  | See #2 limits on zoning not on # of accessory structures.     | No as all structures treated the same in zoning code.   | Zoning code online www.golencoe.com   |
| Grayslake         | Yes.   | Tents, Fallout shelters, gazebos, canvas.  |   | No   |  |  |  | For real estate trailers, 30 feet is the required setback from the right of way. | Permanent structure is with a foundation. | It depends on type of structure: Tents-no more than 15 days, Seasonal Sale of Farm Produce - not more than 6 months a year.   |   |   |   | See attached.   |
| Highland Park     | No.  |  |   |  |  |  |  |  |   | Tents such as the ones used for weddings are temporary and are usually removed in days. Other buildings and structures are regulated.   | It has never been an issue.   | Not regulated.  |   |   |
| Inverness         | No.  |  |   | No.  |  |  |  |  |   |   |   |   |   |   |
| Palatine          | No, not for Residential properties.  |  |   |  |  |  |  |  |   |   |   |   |   |   |
| Park Ridge        | Yes. See attached Reference Section 10.4 of the Zoning Ordinance.  | Yes. See attached.   | Yes. See attached.                              | Yes. See attached.   | Yes. See attached.                             | Yes. See attached.                                       | Yes. See attached.   | Yes. See attached.   | Yes. See attached.                        |   | Yes. See attached.  | Yes. See attached.  | No.   | Yes. See attached Reference Section 10.4 of the Zoning Ordinance  |
| Streamwood        | No.  |  |   |  |  |  |  |  |   |   |   |   |   |   |
| Wilmette          | Yes.   | See ordinance.   | Yes, it depends; see tent ordinance.            | No.  |  |  |  |  |   | No specific; see temporary use list attached.   | Max 6 months; any time has to be approved by Village Board.   | No limit in code; per approval by Village Board.              | See attached.   | See attached.   |

## Ben Gilbertson

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**From:** Brad Burke  
**Sent:** Friday, February 14, 2020 2:52 PM  
**To:** Diane Denning, 21 Fox Trail  
**Cc:** Ben Gilbertson  
**Subject:** RE: Officials Contact Form Submission

Dear Ms. Denning,

Thank you for your feedback regarding housing chickens within the Village of Lincolnshire. At their February 10, 2020 meeting, the Village Board referred this matter to the Zoning Board for consideration and recommendation. The Zoning Board will be charged with making a recommendation to the Village Board on the topic of keeping chickens on residentially zoned properties. After Zoning Board's consideration and recommendation, the Village Board will then make a final decision on any policy change pertaining to housing chickens in the Village.

Your comments regarding chicken noise, wildlife attraction, noise, and sanitation will be shared with the Zoning Board prior to their formal consideration of the policy. If you have any further comments or input, please direct them to Assistant Village Manager/Community & Economic Development Director Ben Gilbertson at [bgilbertson@lincolnshireil.gov](mailto:bgilbertson@lincolnshireil.gov).

Thanks again for your input on this potential policy change.

Sincerely,

**Brad Burke**  
Village Manager  
Village of Lincolnshire  
Administration

D: 847-913-2335  
[www.lincolnshireil.gov](http://www.lincolnshireil.gov)

**From:** Diane Denning, 21 Fox Trail [mailto:dgdenning@comcast.net]  
**Sent:** Friday, February 14, 2020 12:43 PM  
**To:** Mayor Brandt <MayorBrandt@lincolnshireil.gov>; Trustee Harms Muth <TrusteeHarmsMuth@lincolnshireil.gov>; Trustee Leider <TrusteeLeider@lincolnshireil.gov>; Trustee Pantelis <TrusteePantelis@lincolnshireil.gov>; Trustee Raizin <TrusteeRaizin@lincolnshireil.gov>; Trustee Grujanac <TrusteeGrujanac@lincolnshireil.gov>; Brad Burke <bbruke@lincolnshireil.gov>; Trustee Hancock <trusteehancock@lincolnshireil.gov>  
**Subject:** Officials Contact Form Submission

The following was submitted from the Officials Contact form:

Name: Diane Denning, 21 Fox Trail

E-Mail Address: [dgdenning@comcast.net](mailto:dgdenning@comcast.net)

Comments: I am opposed to allowing chicken coops in Lincolnshire. It will be an intrusive and very annoying nuisance when roosters loudly crow at first sunrise, waking up the entire family every morning (we lived near

## DOCUMENT 5

a farm in MD and the noise carries over a mile). Wildlife will be attracted to the coops, and we already have a coyote and fox problem posing a danger to pets. Finally, it will be a problematic sanitation issue to have smelly and germ-laden chicken coops in a residential area. Chicken coops are a detriment to our beautiful community.

Most Relevant ▾



Comment as Village of Lincolnshire - Government



**Nona Novak** When will the public hearings be held on allowing chickens and chicken coops in Lincolnshire yards? Who will enforce ordinances on odor, appearance and noise? (No info on website) <https://www.chicagotribune.com/.../ct-lsr-chicken-coop...>



CHICAGOTRIBUNE.COM

Lincolnshire looks to allow residents to raise chickens in their backyards, but...

Like · Reply · Message · 1w



**Chris Mural** Nona Novak I would love to have both chickens and bees. Hopefully they'll approve it soon!

Like · Reply · Message · 1w



**Chris Mural** Nona Novak not sure what your point is. I live in residential Lincolnshire, and I was extremely disappointed by antiquated regulations that prohibited the cultivation of bees and chickens.

Like · Reply · Message · 1w



Author

**Village of Lincolnshire - Government** ✓ The Zoning Board will conduct a public hearing on Tuesday, March 10 at 7 p.m. to consider urban agriculture as well as several other items. A notice of public hearing was published in the February 24 edition of the Daily Herald. Potential administratio... [See More](#)

Like · Reply · Commented on by Ben Gilbertson [?] · 1w



**Nona Novak** Village of Lincolnshire - Government thank you. Hopefully the meeting info will be noted on village site/email as DH reaches less than 5% of village residents

Like · Reply · Message · 6d

**From:** [Village of Lincolnshire](#)  
**To:** [Ben Gilbertson](#)  
**Subject:** Village of Lincolnshire: Pilot Application  
**Date:** Wednesday, February 26, 2020 9:19:12 AM

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This is an enquiry email from:  
Beth Auer <[bethauer@mac.com](mailto:bethauer@mac.com)>

Hi Ben. I read the article on the pilot program to have chickens on your property and I would like to apply. Please let me know next steps!

Thanks so much.

Beth

## Ben Gilbertson

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**From:** Brad Burke  
**Sent:** Monday, February 17, 2020 8:11 AM  
**To:** Brad Burke  
**Cc:** Tonya Zozulya; Ben Gilbertson  
**Subject:** FW: Village of Lincolnshire: Please vote against chicken coops in Lincolnshire

Village Board of Trustees,

Mayor Brandt requested that the email below be shared with all Village Board members. This email will also be shared with members of the Zoning Board as they take up consideration of keeping chickens in the Village.

Please contact me if you have any questions.

Thanks,  
Brad

**Brad Burke**  
Village Manager  
Village of Lincolnshire  
Administration

D: 847-913-2335  
[www.lincolnshireil.gov](http://www.lincolnshireil.gov)

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**From:** Mayor Brandt  
**Sent:** Sunday, February 16, 2020 6:18 PM  
**To:** Brad Burke <[bburke@lincolnshireil.gov](mailto:bburke@lincolnshireil.gov)>  
**Subject:** Fwd: Village of Lincolnshire: Please vote against chicken coops in Lincolnshire

Can you please share this with the Trustees

Sent from my iPhone

Begin forwarded message:

**From:** Village of Lincolnshire <[no-reply@lincolnshireil.gov](mailto:no-reply@lincolnshireil.gov)>  
**Date:** February 16, 2020 at 5:20:33 PM CST  
**To:** Mayor Brandt <[MayorBrandt@lincolnshireil.gov](mailto:MayorBrandt@lincolnshireil.gov)>  
**Subject:** Village of Lincolnshire: Please vote against chicken coops in Lincolnshire  
**Reply-To:** Kathleen Healan <[khealan@gmail.com](mailto:khealan@gmail.com)>

This is an enquiry email from:  
Kathleen Healan <[khealan@gmail.com](mailto:khealan@gmail.com)>

Hi Liz. I know you are very committed to what is best for Lincolnshire so I wanted to express my concern about allowing chicken coops in Lincolnshire. I have been a resident of Lincolnshire for almost 30 years and have always been very proud of the beauty of our community and of our upscale reputation. I was very disappointed to see in last week's Village Board agenda that the Board of Trustees is considering a pilot program to allow residents to have chicken coops in their

backyards. As our mayor, I appreciate your commitment to our Village and I urge you to vote against this pilot program as it will negatively impact our property values as well as our quality of life. I personally would never consider buying a house where I could see, hear or smell chickens in the neighborhood and I feel sure that many if not most potential buyers will feel the same way.

Thank you.

Kathy Healan  
306 Carlisle Lane























whether they are permanently affixed or mounted to one location on the ground or attached to something having a permanent location on the ground. (Amd. Ord. 06-2011-02, eff. 1/23/06)

**STRUCTURE, SEASONAL**

An Accessory Structure located on residential property used for temporary seasonal use, including but not limited to, shade structures, and temporary ice rinks. This definition does not include hoop houses, high tunnels, and similar temporary season-extending growing structures.

**STRUCTURE, TEMPORARY**

A structure located on non-residential property for temporary use and is removed when the permitted time period, activity, or use for which the temporary structure was erected has ceased.

**SUPERVISION**

The act of assuming responsibility for the day-to-day operation of a community residential home that includes, without limitation, the performance of any act that requires licensing, certification or such similar authorization by an agency of the State of Illinois of competent jurisdiction.

**SUPPORT SERVICES**

Those services provided to residents in order to facilitate their integration into the community and to improve their level of functioning and independence. (Ord. 90-1182-66)

**SURFACE WATER ELEVATION**

The normal water level elevation of a lake, stream, or stream bed as depicted on the United States Geological Survey (U.S.G.S.) flood plain topographic maps. If "surface water elevation" datum specified by the Illinois Department of Transportation - Division of Water Resources is more current than U.S.G.S. flood plain topographic maps, Division of Water Resources information may be used.

**TEMPORARY EVENT**

An organized occasion, activity, or gathering for public attendance on private property, which may be conditioned upon participant registration, for a fixed, short time period.

**TEMPORARY SALES**

Temporary sales of overstock and similar products manufactured, warehoused or distributed in the normal business operation of the principal use.

**TENT, PERMANENT**

An enclosure or shelter with walls and roofing constructed of pliable and non-pliable materials, installed on a permanent foundation, and intended for assembly use.

**TENT, TEMPORARY**

An enclosure or shelter with walls or roofing constructed of pliable materials and intended for seasonal use.

**THREE-COMPONENT MEASURING SYSTEM**

A complement of instruments or seismograph which can record, simultaneously, vibration vectors in three (3) mutually-perpendicular directions.

**TOXIC MATERIAL**

Any substance (liquid, solid, or gaseous) which by reason of an inherent deleterious property when emitted in any amount, is injurious to plants, animals, or human beings.

- 6. Quantity: A maximum of two Accessory Structures shall be permitted on a lot. No two Accessory Structures shall be the same, ~~with the exception of Play Structures~~. These restrictions shall not apply to permanent tent structures or small wireless structures.
- 7. Establishment: An Accessory Structure shall not be erected, altered or moved onto a lot prior to the establishment of a permitted Principal Structure on the same lot. Accessory Structures to any non-residential use or structure shall require Architectural Review Board approval prior to establishment.
- 8. Appeal: Any person or entity aggrieved by Staff determination regarding the application or interpretations of these requirements may submit a written appeal, as specified in Section 6-14-12 of the Lincolnshire Village Code, to the Architectural Review Board or Zoning Board, for final decision by the Village Board of Trustees.

B. Specific Requirements: The following Accessory Structures and Uses shall be permitted subject to the additional specific regulations set forth below:

| ACCESSORY STRUCTURES AND USES 6-3-5(B)   |         |         |          |         |         |         |        |        |          | P = Permitted<br>S = Special Use |  |
|--|---------|---------|----------|---------|---------|---------|--------|--------|----------|----------------------------------|--|
|  | R1      | R2      | R2A      | R3      | R4      | R5      | B      | E      | O/I      | M                                |  |
| <b>Beekeeping</b>  |         |         |          |         |         |         | B<br>S |        |          |                                  |  |
| <ul style="list-style-type: none"> <li>• The practice of beekeeping shall be governed by <u>Section 11-13-4-C</u>.</li> <li>• Permitted on properties measuring 100 acres or greater.</li> <li>• Hives may be located within the required side and rear yard setbacks, provided they are no closer than ten feet (10') from the side and rear property lines. Hives shall not be located within ten feet (10') of any sidewalk, path, or residence.</li> </ul>   |         |         |          |         |         |         |        |        |          |                                  |  |
| <b>Chicken Keeping</b>   | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B<br>P | E<br>P | O/I<br>P | M<br>P                           |  |
| <ul style="list-style-type: none"> <li>• The practice of chicken keeping shall be governed by <u>Section 11-13-4-D</u>.</li> <li>• Chicken coops and runs shall adhere to the following:                             <ol style="list-style-type: none"> <li>1. No taller than six feet (6').</li> <li>2. Minimum floor area no smaller than 24 square feet. Maximum floor area no larger than 60 square feet.</li> <li>3. May not be used for storage or activities other than the keeping of chickens.</li> <li>4. Located in the rear yard with a minimum of 10 feet (10') from neighboring property lines. Must be within 10' from the principal structure.</li> <li>5. Building materials must substantially match the color of the principal structure at all times.</li> <li>6. Shall not be erected within a utility easement.</li> </ol> </li> </ul>   |         |         |          |         |         |         |        |        |          |                                  |  |
| <b>Flagpole &amp; Flags</b>  | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B<br>P | E<br>P | O/I<br>P | M<br>P                           |  |
| <ul style="list-style-type: none"> <li>• Flagpoles shall not exceed a height of fifteen feet (15') or 75% of the height of the Principal Structure, whichever is greater.</li> <li>• Flagpoles may be located beyond the front façade of the Principal Structure and shall comply with all required building setbacks or setbacks shall be equal to the pole height, whichever is greater.</li> <li>• Flagpoles shall be exempt from the Quantity requirement of Section 6-3-5(A)(6). In addition, Flagpoles in single-family residential lots shall be limited to one (1) flagpole per lot.</li> </ul>  |         |         |          |         |         |         |        |        |          |                                  |  |
| <b>Gazebo</b>  | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B<br>P | E<br>P | O/I<br>P | M<br>P                           |  |
| <ul style="list-style-type: none"> <li>• Shall incorporate traditional/classical architectural detailing and ornamentation in the pillars, railings, walls, eave brackets, structural members, roof and/or similar elements</li> <li>• Shall have a shape of six (6) or more sides, with a maximum diameter of fifteen feet (15').</li> <li>• Shall be open sided, with no more than 50% of any exterior side of the structure consisting of a solid wall surface.</li> <li>• Installation of natural gas, water supply or sanitary sewer service; plumbing fixtures; hot tubs; whirlpool tubs or similar equipment is prohibited.</li> <li>• Permanent or temporary windows or other installations are prohibited. The installation of screens to control insects and ceiling fans are permitted.</li> <li>• Storage is prohibited.</li> <li>• Shall be constructed of wood materials erected upon concrete piers or a structural foundation</li> <li>• Permitted within the required rear yard setback, provided the Gazebo is no closer than ten feet (10') from the nearest property line(s).</li> </ul> |         |         |          |         |         |         |        |        |          |                                  |  |
| <b>Greenhouse</b>  | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B<br>P | E<br>P | O/I<br>P | M<br>P                           |  |
| <ul style="list-style-type: none"> <li>• At least two walls and the roof of the structure must be glass or similar transparent materials.</li> <li>• Storage of materials other than plants shall not be visible from adjacent properties and public ways.</li> </ul>  |         |         |          |         |         |         |        |        |          |                                  |  |

**Commented [BG1]:** Section to be created  
 Considerations for fencing/hedging for flyway barrier?  
 Limit to number of hives?  
 Consideration for signage providing a warning for presence of bee hive on the property?

**Commented [BG2]:** Section to be created  
 Consideration for screening?

- Shall not include hoop houses, high tunnels, and similar temporary season-extending growing structures.

|                        |         |         |          |         |         |         |   |   |     |   |
|------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|
| <b>Memorial Garden</b> | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B | E | O/I | M |
|------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|

- As defined in Section 6-2-2

|                                   |         |         |          |         |         |         |   |   |     |   |
|-----------------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|
| <b>Memorial Assembly Facility</b> | R1<br>S | R2<br>S | R2A<br>S | R3<br>S | R4<br>S | R5<br>S | B | E | O/I | M |
|-----------------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|

- Shall only be permitted as an accessory use to an assembly use, including but not limited to religious institutions or schools.
- Shall be permitted inside the principal structure on the lot.
- If located outside as an accessory structure, the following shall apply:
  1. Shall be located not less than 100 feet from any Lot Line where there is Frontage.
  2. Shall maintain a minimum distance of 135 feet from any Lot Line where there is no Frontage.
  3. Shall be located not more than 20 feet from the principal structure on the lot.
  4. Shall comprise an area no greater than 600 square feet.
  5. The structure shall have a height not greater than 3 feet.
  6. The structure shall be concealed from the adjacent right-of-way and contiguous residential Lots with vegetation which provides complete screening during the entire year and shall be a minimum of 6 feet tall at the time of planting (such vegetation shall not be considered part of the permitted area).
  7. The face of the structure into which cremated human remains are interred must substantially face towards the principal structure on the Lot.

|                                 |    |    |     |    |         |         |        |        |          |   |
|---------------------------------|----|----|-----|----|---------|---------|--------|--------|----------|---|
| <b>Parking Garage Structure</b> | R1 | R2 | R2A | R3 | R4<br>S | R5<br>S | B<br>S | E<br>S | O/I<br>S | M |
|---------------------------------|----|----|-----|----|---------|---------|--------|--------|----------|---|

- Refer to permitted zoning districts for specific regulations.

|                        |    |    |     |    |    |    |        |   |     |   |
|------------------------|----|----|-----|----|----|----|--------|---|-----|---|
| <b>Permanent Tents</b> | R1 | R2 | R2A | R3 | R4 | R5 | B<br>P | E | O/I | M |
|------------------------|----|----|-----|----|----|----|--------|---|-----|---|

- Permitted on properties measuring 100 acres or greater.
- Permitted for assembly purposes only.
- Shall include a permanent foundation.
- Shall not exceed a height of twenty-five (25') feet from the established grade.
- Shall have a maximum gross floor area no greater than 10% of the gross floor area of the Principal Structure on the lot or 15,000 square feet, whichever is less.
- Storage of materials is prohibited except for limited storage of tables and chairs used in the tent.
- May be located within the required side and rear yard setbacks, provided they are no closer than ten (10') from the side and rear property lines.

|                                     |         |         |          |         |         |         |   |   |     |   |
|-------------------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|
| <b>Personal Recreation Facility</b> | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B | E | O/I | M |
|-------------------------------------|---------|---------|----------|---------|---------|---------|---|---|-----|---|

- Recreation courts/facilities which do not require a foundation, concrete slab, or impervious surface floor shall not require a building permit.
- Permitted within the required rear yard setback, provided they are no closer than ten feet (10') from the nearest property line(s).
- Lighting shall be positioned and operated to minimize the amount of light and glare cast onto any adjacent property or street to not be a nuisance.

|                       |         |         |          |         |         |    |   |   |     |   |
|-----------------------|---------|---------|----------|---------|---------|----|---|---|-----|---|
| <b>Play Structure</b> | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5 | B | E | O/I | M |
|-----------------------|---------|---------|----------|---------|---------|----|---|---|-----|---|

- Structures which do not include a foundation or concrete slab shall not require a building permit.
- Playhouses shall not exceed 8 feet in height and a maximum floor area of sixty (60) square feet.
- Storage of materials is prohibited.
- Permitted within the required rear yard setback, provided they are no closer than ten feet (10') from the nearest property line(s).

|   |         |         |          |         |         |         |   |   |     |   |
|---|---------|---------|----------|---------|---------|---------|---|---|-----|---|
| <b>Private Residential Swimming Pools &amp; Pool Houses</b> | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5<br>P | B | E | O/I | M |
|---|---------|---------|----------|---------|---------|---------|---|---|-----|---|

- Private Residential Swimming Pools – Refer to Chapter 5 of Title 5 for specific requirements.
- The combination of a Private Residential Swimming Pool and Pool House shall be classified as one Accessory Structure/Use and exempt from the Quantity requirement of Section 6-3-5(A)(6).
- The use of a Pool Houses as a Second Residential Unit is prohibited.
- Pool Houses shall be constructed with the same materials used on the Principal Structure.
- Pool Houses shall be permitted only in conjunction with an in-ground swimming pool. Installation of natural gas, water supply or sanitary sewer service; plumbing fixtures; heating/air conditioning is permitted.

|                                |         |    |     |    |    |    |   |   |     |   |
|--------------------------------|---------|----|-----|----|----|----|---|---|-----|---|
| <b>Second Residential Unit</b> | R1<br>S | R2 | R2A | R3 | R4 | R5 | B | E | O/I | M |
|--------------------------------|---------|----|-----|----|----|----|---|---|-----|---|

- Refer to Section 6-5A-2(H) for specific requirements.

|                                |         |         |          |         |         |         |        |        |          |        |
|--------------------------------|---------|---------|----------|---------|---------|---------|--------|--------|----------|--------|
| <b>Small Wireless Facility</b> | R1<br>S | R2<br>S | R2A<br>S | R3<br>S | R4<br>S | R5<br>S | B<br>P | E<br>P | O/I<br>P | M<br>P |
|--------------------------------|---------|---------|----------|---------|---------|---------|--------|--------|----------|--------|

- Small Wireless Facilities which require a special use must also meet the definition of a "no impact" facility, as described in Section 6-2-2.

State of Illinois.

| Mobile Services | R1 | R2 | R2A | R3 | R4 | R5 | B<br>TUP | E<br>TUP | O/I<br>TUP | M<br>TUP |
|-----------------|----|----|-----|----|----|----|----------|----------|------------|----------|
|-----------------|----|----|-----|----|----|----|----------|----------|------------|----------|

- Shall be located entirely on private property and shall only provide service to the owner, tenants and their respective employees or customers with a scheduled appointment window of less than thirty (30) minutes. Consent from the property owner or legal representative of the property owner must be obtained in writing in advance, and a copy of such authorization shall remain on file with the Community & Economic Development Department.
- All services and product storage shall occur within a fully enclosed facility, which may include a mobile facility. All waste, including fluids, shall be contained within the facility and properly disposed pursuant to local, state, and federal guidelines/regulations. Minor services may be permitted outdoors, as authorized by the Department of Community & Economic Development.
- Permitted a maximum of three (3) days in a consecutive seven (7) day period.
- All signage, product and service information must be securely attached to the mobile facility. Directional signs may be permitted to ensure proper traffic circulation and access, as authorized by the Department of Community Economic Development.
- The location of the operation shall not interfere with vehicle ingress and egress to the premises, nor impede traffic circulation in any way.
- Set-up and removal of the Mobile Services must occur within the same day of operation. Overnight storage and parking of equipment is prohibited.
- A separate Temporary Use Permit shall be required for each individual location of operation, regardless if all services are performed by the same owner/operator.
- All vendors shall have a valid Illinois State Sales Tax License, except when a temporary (daily) sale is assigned, and shall abide by all food, safety, and health regulations of the Village of Lincolnshire Health Code, the Lake County Department of Health and the State of Illinois.

| Mobile Food Vendor | North Park, Spring Lake, Public Schools<br>TUP |  |  |  | R5<br>TUP | B<br>TUP | E<br>TUP | O/I<br>TUP | M<br>TUP |
|--------------------|--|--|--|--|-----------|----------|----------|------------|----------|
|--------------------|--|--|--|--|-----------|----------|----------|------------|----------|

- Shall possess a valid license for operation from the Lake County (IL) Health Department. A copy must be submitted to the Department of Community & Economic Development prior to operation.
- Parking or standing in any public right-of-way for the purpose of preparing, cooking, serving or selling products shall be prohibited, with the exception of ice cream vending.
- All of the proprietor's activity associated with a Mobile Food Vendor must occur within the vehicle.
- Consent from the property owner or legal representative of the land owner, either written or verbal, must be obtained prior to operation.
- All signage, product and menu information must be securely attached to the mobile food vehicle.
- Operation shall be permitted for a maximum of four (4) hours at any single location.

| Model Sales Office/Unit/Trailer | R1<br>BP | R2<br>BP | R2A<br>BP | R3<br>BP | R4<br>BP | R5<br>BP | B | E | O/I | M |
|---------------------------------|----------|----------|-----------|----------|----------|----------|---|---|-----|---|
|---------------------------------|----------|----------|-----------|----------|----------|----------|---|---|-----|---|

- Shall be permitted upon the recording of a final plat of subdivision for sales or marketing of any residential development and shall not be used for general office purposes.
- Shall be located on the same premises as the development site and must be securely affixed to the ground and meet all applicable codes and regulations of the Village, including building setbacks, light, ventilation, egress, and space for the occupancy of a structure.
- Must be removed upon the sale of the last unit of the development.
- Shall not contain any sleeping or cooking accommodations, unless located in a model unit.

| Seasonal Structure | R1<br>P | R2<br>P | R2A<br>P | R3<br>P | R4<br>P | R5 | B | E | O/I | M |
|--------------------|---------|---------|----------|---------|---------|----|---|---|-----|---|
|--------------------|---------|---------|----------|---------|---------|----|---|---|-----|---|

- Only one (1) Seasonal Structure shall be permitted at any one time.
- Shall be permitted for a portion of the year for seasonal use only, and shall not remain for an uninterrupted period longer than six (6) months within any consecutive twelve (12) month period.
- Shall not include a permanent foundation.
- Shall not exceed a height of fifteen feet (15') from the established grade.
- Shall have a maximum floor area ratio no greater than 10% of the gross square feet of the Principal Structure on the lot.
- Storage of materials is prohibited.
- Installation of natural gas, water supply or sanitary sewer service, plumbing fixtures or similar utilities is prohibited.
- May be located within the required side and rear yard setbacks, provided they are no closer than ten feet (10') from the side and rear property lines.
- **Shall not include hoop houses, high tunnels, and similar temporary season-extending growing structures.**

| Temporary Event | R1 | R2 | R2A | R3 | R4 | R5<br>TUP | B<br>TUP | E<br>TUP | O/I<br>TUP | M<br>TUP |
|-----------------|----|----|-----|----|----|-----------|----------|----------|------------|----------|
|-----------------|----|----|-----|----|----|-----------|----------|----------|------------|----------|

- Event hours are limited between the hours of 9:00 a.m. and 11:00 p.m.
- Permitted a maximum of three (3) consecutive days.
- No more than two (2) temporary events shall be permitted on the same premises in any calendar year.

## FINDINGS OF FACT

### **On An Application for a Text Amendment regarding Accessory Uses & Structures (Beekeeping)**

Mayor and Board of Trustees  
Village of Lincolnshire  
1 Olde Half Day Road  
Lincolnshire, IL 60069

Honorable Mayor and Board of Trustees:

We transmit for your consideration a **favorable recommendation** vote by the Zoning Board of the Village of Lincolnshire to recommend approval of the application for a text amendment related to accessory structures and uses including beekeeping. The text amendment would allow beekeeping as a special accessory use on properties located within the B zoning districts comprised of 100 acres or more.

Following due notice, as required by the Title 6 (Zoning) of the Lincolnshire Village Code, the Zoning Board held a public hearing on March 10, 2020, in the Village Hall. Upon having reviewed materials submitted by staff and a staff memorandum with attachments prepared by the Community & Economic Development Department, and having heard Village staff comments and the sworn testimony of all interested parties desiring to be heard at the public hearing, the Zoning Board deliberated and reached the following Findings of Fact:

#### **Standards**

**1. The request for an amendment shall serve the purpose of promoting the public health, safety, and general welfare because:**

Beekeeping is a sustainable agricultural use which promotes community pollination, food supplies, and fosters bee populations outside of the commercial beekeeping industry.

**2. The request for an amendment shall conserve the value of property throughout the community because:**

Beekeeping provides a safe and effective alternative revenue source for large scale properties capable of mitigating the secondary effects on neighboring uses, promoting the continued occupancy and operation of such property.

**3. The request for an amendment shall lessen or avoid congestion in the public streets and highways because:**

Local food production reduces reliance on shipping, thereby eliminating trips on public streets and highways and reducing congestion.

*Chair Brian Bichkoff and Members of the Zoning Board  
March 10, 2020*

## FINDINGS OF FACT

### On An Application for a Text Amendment regarding Accessory Structures (Hoop Houses)

Mayor and Board of Trustees  
Village of Lincolnshire  
1 Olde Half Day Road  
Lincolnshire, IL 60069

Honorable Mayor and Board of Trustees:

We transmit for your consideration a **favorable recommendation** vote by the Zoning Board of the Village of Lincolnshire to recommend approval of the application for a text amendment related to accessory structures including hoop houses, high tunnels, and similar temporary season-extending growing structures. The text amendment would prohibit these types of structures as accessory structures or seasonal structures.

Following due notice, as required by the Title 6 (Zoning) of the Lincolnshire Village Code, the Zoning Board held a public hearing on March 10, 2020, in the Village Hall. Upon having reviewed materials submitted by staff and a staff memorandum with attachments prepared by the Community & Economic Development Department, and having heard Village staff comments and the sworn testimony of all interested parties desiring to be heard at the public hearing, the Zoning Board deliberated and reached the following Findings of Fact:

#### **Standards**

**1. The request for an amendment shall serve the purpose of promoting the public health, safety, and general welfare because:**

Hoop houses, high tunnels, and other similar season-extending growing structures are intended to be temporary and mobile, causing them to be more easily damaged and poorly maintained, resulting in negative aesthetic impacts on the community; and

Damaged seasonal structures which fail to provide security against animals tend to promote an increase of nuisance animals, including skunks, foxes, squirrels, rats and deer, which damage private property and local landscaping.

**2. The request for an amendment shall conserve the value of property throughout the community because:**

The mitigation of any negative secondary effects from hoop houses, high tunnels, and other similar temporary season-extending growing structures will preserve the value of property throughout the community.

**3. The request for an amendment shall lessen or avoid congestion in the public streets and highways because:**

The amendment will not affect the amount of vehicle trips on public streets.

*Chair Brian Bichkoff and Members of the Zoning Board  
March 10, 2020*





**ITEM SUMMARY**

|  |   |
|--|---|
| <b>Reviewing Body:</b>                 | Zoning Board  |
| <b>Meeting Date:</b>                   | March 10, 2020  |
| <b>Subject:</b>                        | Massage Businesses  |
| <b>Petitioner:</b>                     | Village of Lincolnshire   |
| <b>Action Requested:</b>               | <b>Public Hearing</b> regarding Text Amendments to Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code to Define and Regulate Massage Businesses as Special Accessory Uses  |
| <b>Prepared By:</b>                    | Ben Gilbertson – Assistant Village Manager/Community & Economic Development Director  |
| <b>Staff Recommendation:</b>           | Favorable recommendation to the Village Board for further consideration at the March 30, 2020, Committee of the Whole meeting.  |
| <b>Meeting History:</b>                | <a href="#">Committee of the Whole – February 10, 2020</a>  |
| <b>Tentative Meeting Schedule:</b>     | Committee of the Whole – March 30, 2020<br>Regular Village Board – April 13, 2020   |
| <b>Reports and Documents Attached:</b> | <ol style="list-style-type: none"> <li>1) Draft ordinance, prepared by the Village Attorney and staff</li> <li>2) Redlined versions of Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) of the Lincolnshire Village Code</li> <li>3) Findings of fact, prepared by the Village Attorney and staff</li> <li>4) Certificate of publication for the public hearing notice in the February 24 edition of the <i>Daily Herald</i></li> </ol> |

**Background**

Principal use massage therapy establishments, or massage parlors, have been associated with illegal solicitation, prostitution, and human trafficking. Throughout the metropolitan Chicago region in 2019 and 2020, several news stories have highlighted similar offenses, with local governments often lacking stringent ordinances to deter massage parlors as primary business uses (as distinguished from massage therapy offered by physician’s offices and day spas – see page 2 for further information). For communities that permit stand-alone massage parlors, officials are often challenged by revoking a business license, only to receive a petition for a similar business shortly thereafter under a different business owner.

**State Law, Village Code Regulations, and Staff Recommendation**

Fortunately, Lincolnshire has not had issues with massage therapy establishments promoting illicit activity. There are currently no massage-only businesses operating in the Village. Furthermore, Lincolnshire does not have a business licensing program in place, and all licensing authority for massage therapists is held with the State of Illinois (225 ILCS 57/55). The unlicensed practice of massage is a civil penalty with a fine of up to \$10,000. Furthermore, State law prohibits the advertising of massage services unless the person providing the service is a licensee. The first violation of the Massage Licensing Act is a Class A misdemeanor and subsequent violations are Class 4 felonies.



Pursuant to State statute, Lincolnshire cannot regulate massage licensing; however, the Village does have the power to exercise zoning authority over the location of massage therapy businesses. In consultation with the Village Attorney, staff recommends massage therapists operate only as an accessory use to a day spa or a physician's office – not as a principal use. To assure the Village can enforce this limitation, text amendments to Title 6 (Zoning) of the Lincolnshire Village Code ("Village code") are needed. Should the Village require that massage businesses operate only as an accessory use, the code effectively requires the host business to vouch for the legitimacy of the massage therapists.

Day spas with massage services are currently regulated as Special Uses in the B1 (Retail Business), B2 (General Business), and all O/I (Office/Industrial) zoning districts. Physician's offices may offer massage therapy as part of their medical services, and are currently regulated as permitted uses in the B1 (Retail Business), B2 (General Business), E (Small Scale Office), and all O/I (Office/Industrial) zoning districts. Physician's offices are also regulated as special uses within the R5 (Mixed Use General Residence District) zoning district. To better regulate massage therapy in Lincolnshire, staff recommends the following:

- Provide definitions for "massage", "massage business", and "massage therapist" in Title 6 (Zoning), Chapter 2 (Definitions) of the Lincolnshire Village Code.
- Add specific requirements for "Massage Businesses" in Title 6 (Zoning), Chapter 3 (General Zoning Regulations) of the Lincolnshire Village Code such that massage businesses may only be permitted as special accessory uses to a principal use in the R5 (Mixed Use General Residence District), B1 (Retail Business), B2 (General Business), E (Small Scale Office), and all O/I (Office/Industrial) zoning districts.
- Require any person seeking to operate an accessory massage business must apply for a Special Use permit, and provide:
  - Written authorization from principal business operator to apply for approval to operate an accessory massage business;
  - The term of any lease or other occupancy arrangement with principal use operator;
  - The number of massage therapy rooms or beds; and
  - The gross area occupied by the massage business, including, without limitation, any reception area, waiting area, office area, and bathroom.
- Capping massage businesses to 25% of the gross floor area of the principal use.
- Requiring the posting the licenses of each massage therapist in a conspicuous area for all guests to view in non-private areas of the business.

While the proposed text amendments would preclude a massage-only business from becoming a principal use in Lincolnshire – either in a stand-alone or multi-tenant facility –, this would not preclude massage businesses from operating as an accessory use in a shared business space.

#### **Findings of Fact**

Staff requests the Zoning Board review the responses and determine if each standard has been satisfied prior to recommending approval of the request.

#### **Public Hearing Notice**

A public hearing notice was published in the February 24, 2020, edition of the *Daily Herald*. The notice originally indicated forthcoming text amendments to Chapters 2 (Zoning Definitions), 3 (General Zoning Regulations), 5D (Mixed Use General Residence District), 6A (B1 Retail Business District), 6B (B2 General Business District), 6C (E Small Scale Office District), and 8 (Office/Industrial District) of Title 6 (Zoning) of the Village code. However, only Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of Title 6 (Zoning) need to be amended, as these chapters set forth zoning definitions and requirements for special accessory uses across all zoning districts. As such, the individual zoning district chapters do not need to be amended.



**Staff Recommendation**

Staff recommends favorable recommendation of the text amendments.

**Approval Process**

[Village code section 6-14-8](#) outlines the general application process for text amendment requests. Specifically, a preliminary evaluation is required with the Village Board, which occurred on February 10, 2020. Following preliminary evaluation, a public hearing with the Zoning Board is required before final consideration and potential approval by the Village Board. A proposed schedule is provided in the Item Summary table on page 1.

**Motion**

*The Zoning Board moves to recommend approval to the Village Board the proposed text amendments to Chapter 2, Zoning Definitions, and Chapter 3, General Zoning Regulations, of Title 6, Zoning, to define and regulate massage businesses as special accessory uses, and further subject to...*

**VILLAGE OF LINCOLNSHIRE  
LAKE COUNTY, ILLINOIS**

**ORDINANCE \_\_\_\_\_**

**AN ORDINANCE AMENDING TITLE 6 (ZONING),  
CHAPTERS 2 (ZONING DEFINITIONS) AND 3 (GENERAL ZONING REGULATIONS) OF THE  
LINCOLNSHIRE VILLAGE CODE TO DEFINE AND REGULATE MASSAGE BUSINESSES AS  
SPECIAL ACCESSORY USES**

**WHEREAS**, the Village of Lincolnshire (the “Village”) is an Illinois home rule municipal corporation organized and operating under the Constitution and laws of the State of Illinois; and

**WHEREAS**, the Mayor and Board of Trustees (the "Corporate Authorities") find certain occupations and land uses warrant regulatory oversight because of the unique nature of operations that could harmfully affect the public health, safety, and welfare; and

**WHEREAS**, the Village has seen massage establishments operating in a manner that is harmful to the public health, safety, and welfare; and

**WHEREAS**, the Village’s investigations have found that activities harmful to the public health, safety, and welfare, including illegal solicitation and prostitution, overwhelmingly occur at purported principal use massage establishment businesses; and

**WHEREAS**, these same Village investigations have overwhelmingly found that legitimate massage establishment businesses most often operate as an accessory business to a principal use in shared business space; and

**WHEREAS**, after due and careful consideration and analysis, the Village has determined that new zoning regulations are appropriate to better regulate massage establishments, protect the reputation of reputable massage therapy providers, and promote the public health, safety, and welfare; and

**WHEREAS**, the Corporate Authorities referred certain amendments of Title 6 (Zoning), Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) (the “Text Amendments”) of the Lincolnshire Village Code (the “Village Code”) to the Zoning Board for the purpose of regulating the operation of massage therapy establishments, attached hereto as Exhibit B; and

**WHEREAS**, a public hearing on the Text Amendments was duly publicized on February 24, 2020, in the Daily Herald and was held by the Zoning Board on March 10, 2020, on which date the Zoning Board voted in favor of recommending approval of the Text Amendments.

**NOW, THEREFORE, BE IT ORDAINED** by the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, in exercise of its home rule powers, as follows:

**SECTION 1. Recitals; Findings.** The preamble to this Ordinance expresses the Village's purpose and intent for enacting this amendment to the Village Code and it is the intent of the Mayor and Board of Trustees for this Ordinance to be liberally construed to most effectively accomplish the purposes described above. The Corporate Authorities also hereby adopt the findings of fact attached hereto as Exhibit A in support of the amendments enacted by this Ordinance.

**SECTION 2. Text Amendments.** Title 6 (Zoning), Chapters 2 (Zoning Definitions) and 3 (General Zoning Regulations) of the Village Code are hereby amended in the manner described in Exhibit B, attached hereto and incorporated as though fully recited herein. The changes are shown as additions described with underlines and deletions described with strikeouts. Language which is omitted from Exhibit B is not intended to be changed.

**SECTION 3. Severability.** In the event any provision or application of the Village Code enacted by this Ordinance is found to be invalid or unenforceable, it is the intent of the Village Board that all other applications and the remaining provisions shall remain in full force and effect to the extent permitted by law.

**SECTION 4. Effective Date.** This Ordinance shall become effective following its adoption and approval in the manner provided by law.

**SO ORDAINED** this \_\_\_\_\_ day of \_\_\_\_\_, 2020, at Lincolnshire, Lake County,  
Illinois.

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED:**

\_\_\_\_\_  
Elizabeth J. Brandt, Mayor

**ATTEST:**

\_\_\_\_\_  
Barbara Mastandrea, Village Clerk

**Published by me in pamphlet form**

this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_.

**EXHIBIT A**  
**FINDINGS OF FACT**

**EXHIBIT B  
TEXT AMENDMENTS**

\* \* \*

**TITLE 6: ZONING  
CHAPTER 2: DEFINITIONS**

**6-2-2: DEFINITIONS**

The following words and terms, wherever they occur in this Zoning Code shall be defined as follows:

**MASSAGE**

A system of structured palpation or movement of the soft tissue of the body. The system may include, but is not limited to, techniques such as effleurage or stroking and gliding, petrissage or kneading, tapotement or percussion, friction, vibration, compression, and stretching activities as they pertain to massage therapy. These techniques may be applied by a licensed massage therapist with or without the aid of lubricants, salt or herbal preparations, hydromassage, thermal massage, or a massage device that mimics or enhances the actions possible by human hands. The purpose of the practice of massage is to enhance the general health and well-being of the mind and body of the recipient. "Massage" does not include the diagnosis of a specific pathology. "Massage" does not include those acts of physical therapy or therapeutic or corrective measures that are outside the scope of massage therapy practice as defined in this Chapter. Massage does not include the intentional stimulation, manipulation or use of a device applied to a sexual or genital area.

**MASSAGE BUSINESS**

The premises where a massage therapist engages in or carries on any massage services.

**MASSAGE THERAPIST**

Any person who, for compensation, engages in the practice of massage as defined herein and provides proof of professional license issued by the State of Illinois authorizing the practice of massage therapy under the Massage Licensing Act (225 ILCS 57/1 et seq.).

\* \* \*

**TITLE 6: ZONING  
CHAPTER 3: GENERAL ZONING REGULATIONS**

**6-3-5: ACCESSORY STRUCTURES AND USES**

No accessory structure or use shall be established, erected, altered or moved onto a lot unless it specifically conforms to the requirements of this Section.

\* \* \*

B. Specific Requirements: The following Accessory Structures and Uses shall be permitted subject to the additional specific regulations set forth below:

| <b>Massage Business</b> | <u>R1</u> | <u>R2</u> | <u>R2A</u> | <u>R3</u> | <u>R4</u> | <u>R5</u> | <u>B</u> | <u>E</u> | <u>O/I</u> | <u>M</u> |
|-------------------------|-----------|-----------|------------|-----------|-----------|-----------|----------|----------|------------|----------|
|                         |           |           |            |           |           | <u>S</u>  | <u>S</u> | <u>S</u> | <u>S</u>   |          |

- Any person seeking to obtain approval under this Chapter to operate an accessory massage business must, in addition to the special use application, provide the following minimum information: (a) written authorization from principal business operator to apply for approval to operate an accessory massage business; (b) the term of any lease or other occupancy arrangement with principal use operator; (c) the number of massage therapy rooms or beds; and (d) the gross area occupied by the massage business.

including, without limitation, any reception area, waiting area, office area, and bathroom.

- No massage business shall occupy more than 25% of the gross floor area of the principal use, including, without limitation, any reception area, waiting area, office area, and bathroom.
- Parking: Off-street parking shall be required at the same rate required for a day spa.
- The license of each massage therapist engaged in providing massage services shall be conspicuously posted so that an invitee or guest can view the license from non-private areas of the business.

**TITLE 6: ZONING  
CHAPTER 2: DEFINITIONS**

**SECTION:**

**6-2-1: Rules of Word Construction  
6-2-2: Definitions**

**6-2-1: RULES OF WORD CONSTRUCTION**

The language set forth in the text of this Zoning Code shall be interpreted in accordance with the following rules of construction:

- A. The singular number includes the plural and the plural the singular;
- B. The present tense includes the past and future tenses, and the future the present;
- C. The word "shall" is mandatory, while the word "may" is permissive;
- D. The masculine gender includes the feminine and neuter;
- E. Whenever a word or term defined hereinafter appears in the text of this Zoning Code, its meaning shall be construed as set forth in the definition thereof; and any word appearing in parenthesis, between a word and its definition herein, shall be construed in the same sense as that word;
- F. All measured distances, expressed in feet, shall be to the nearest integral foot; if a fraction is one-half foot ( $\frac{1}{2}$ ' ) or more, the integral foot next above shall be taken;
- G. Words contained in this Code and not defined hereinafter shall assume definitions as set forth in Merriam-Webster's dictionary (website edition; [www.merriam-webster.com](http://www.merriam-webster.com));
- H. Unless otherwise specified, all distances shall be measured horizontally.
- I. Graphic illustrations are used herein to demonstrate the intent of the definition language. In any case of conflict between a graphic illustration and the text definition, the text shall prevail.

**6-2-2: DEFINITIONS**

The following words and terms, wherever they occur in this Zoning Code shall be defined as follows:

**ACCESSORY STRUCTURE**

A structure detached from the Principal Structure located on the same lot and customarily incidental and subordinate to a principal building or use, in terms of size, area, extent or purpose.

**ACCESSORY USE**

A use of land, structure or a portion thereof customarily incidental and subordinate to the principal use of the land or building, in terms of intensity or purpose, and located on the same lot with the principal use.

**ADVERTISING DEVICE**

Any advertising sign, billboard, or poster panel which directs attention to a business, commodity, service, or entertainment not exclusively related to the premises where such sign is located or to which it is affixed; but does not include those advertising signs, billboards, or poster panels which direct attention to the business on the premises or

to a brand name of a product or commodity with which the business is specifically identified and which is sold on the premises.

**ADJACENT**

Lying near or in the immediate vicinity.

**ADJOINING**

Touching or contiguous to; or to be in the neighborhood or vicinity of.

**ADULT-USE CANNABIS  
BUSINESS ESTABLISHMENT**

A cultivation center, craft grower, processing organization, infuser organization, dispensing organization or transporting organization, all as defined in Section 1-10 of the Cannabis Regulation and Tax Act, 410 ILCS 705/1-10, but not including a medical cannabis cultivation center or a medical cannabis dispensary organization.

**AGRICULTURE**

The use of land for agricultural purposes, including farming, dairying, pasturage, agriculture, horticulture, floriculture, viticulture, and animal and poultry husbandry, and the necessary accessory uses for packing, treating, or storing the produce; provided, however, that the operation of any such accessory uses shall be secondary to that of the normal agricultural activities. Included are truck-farming, growing of nursery stock, raising of fruit and berries, bee-keeping, and the retail sale of products grown or raised on the premises through one growing season.

Agriculture shall not include the commercial feeding of garbage or offal to swine or other animals or operating for the disposal of garbage, sewerage, rubbish, or offal. Also, excluded from agriculture are mechanized industrial animal farms, commercially operated greenhouses, commercial milk farms, and commercial dog kennels.

The land area (farm) necessary to constitute an agricultural use is five (5) acres.

**AIRCRAFT**

A contrivance, now known or hereafter invented, for use in or designed for navigation of or flight in the air.

**AIRPORT**

Any area of land or water which is used or intended for use for the landing and taking off of aircraft, and any appurtenant areas which are used or intended for use for airport buildings or other air-port facilities or rights of way, including all necessary taxiways, aircraft storage and tie down areas, hangars, and other necessary buildings and open spaces.

**AIRPORT (LANDING STRIP  
HELIPORT or HELISTOP)**

Any premises which are used, or intended, for use, or for the landing and take-off of aircraft; and any appurtenant areas which are used or intended for use as airport buildings or other airport structures or rights of way, together with all airport buildings and structures located thereon.

**ALLEY**

A right of way, with a width not exceeding twenty four feet (24') which affords a secondary means of access to abutting property.

**ALTERATION**

Any change in size, shape, character, occupancy, or use of a building or structure.

**AMENDMENT**

Any addition to, deletion from, or change, including text and/or map.

|                                    |  |
|------------------------------------|--|
| <b>ANIMAL CLINIC/HOSPITAL</b>      | An establishment for the diagnosis and medical and surgical treatment of small domestic animals by persons qualified and authorized by appropriate licensing to treat injuries, illnesses and diseases of animals. All activity associated with animal clinics/hospital operations shall be conducted within a completely enclosed building.   |
| <b>ANIMAL HOSPITAL</b>             | A structure where animals or pets are given medical or surgical treatment. Use as a kennel, or for other boarding purposes, shall be limited to short-time and fully enclosed boarding and shall only be incidental to such hospital use. Also a "veterinary clinic".  |
| <b>ANTENNA</b>                     | Any device or array that transmits and/or receives electromagnetic signals for voice, data or video communication purposes including, but not limited to, television, AM/FM radio, microwave, cellular telephone, personal wireless services and similar forms of communications.  |
| <b>APARTMENT</b>                   | One or more rooms in a multi-family dwelling arranged, intended or designed as living quarters for an individual, group of individuals, or a family.   |
| <b>ASSEMBLY USE</b>                | The use of a non-government owned building, or part thereof, by a gathering of persons principally for civic, literary, arts, music, political, transportation, religious, or similar purposes. Examples include, but are not limited to Fraternal Lodges, Private Club which shall not include any Sexual Oriented Business as defined in Section 6-7B-3 of this Title, Veterans' membership organizations, civic organizations, conference centers, banquet halls, and meeting rooms and ballroom facilities which are principal uses or accessory to hotels/motels. |
| <b>ATTIC</b>                       | The space between the ceiling beams of a top habitable story and the roof rafters.   |
| <b>AUTOMOBILE LAUNDRY</b>          | A building or portion thereof containing facilities for (Car Wash) washing motor vehicles, using automatic production-line methods with a chain conveyor, blower, steam cleaning device, or other mechanical devices; or providing space, water, and equipment for the hand washing of autos, whether by the customer or the operator.   |
| <b>AUTOMOBILE REPAIR FACILITY</b>  | The general repair, including engine rebuilding or reconditioning, of motor vehicles; collision service such as body, frame and fender straightening and repair, and painting of motor vehicles.   |
| <b>AUTOMOBILE SERVICE FACILITY</b> | Any building or premises used for the sale and installation of tires, batteries and other minor accessories and services for automobiles, but not including Automotive Repair Facility services; and may include washing of automobiles where no production line methods are employed. When the dispensing, sale or offering for sale of motor fuels or oil is incidental to the conduct of a public garage, the premises shall be classified as a public garage.  |
| <b>AUXILLARY USE</b>               | Retail and/or service use within the Office/Industrial (O/I) Districts, incidental to and to service the principal use for the convenience of the  |

employees.

**AWNING**

A roof-like cover, temporary in nature, which projects from the wall of a building and which may overhang the public way.

**BASEMENT (CELLAR)**

The portion of a building located partly or wholly underground, and having half or more than half of its clear floor-to-ceiling height below the average grade of the adjoining ground.

**BASEMENT, ENGLISH**

The portion of a building located partly underground, but having less than half its clear floor-to-ceiling height below the average grade of the adjoining ground and which is finished for living space.

**BERM**

A hill of land that acts as a visual barrier between a lot and adjacent properties, alleys or streets.

**BLOCK**

A tract of land bounded by streets, or by a combination of one or more streets and public parks, cemeteries, railroad rights of way, bulkhead lines or shore lines of waterways, or corporate boundary lines.

**BREWERY**

A business which holds a Class 3, 10 or 11 manufacturer's license and/or a brewer warehouse permit from the State of Illinois.

**BUILDABLE AREA**

The area of the lot remaining after the minimum open space and/or yard requirements of this Code have been complied with.

**BUILDING**

Anything constructed for the shelter or enclosure of persons, animals, chattels, or movable property of any kind, and which is permanently affixed to the land.

**BUILDING/COMPLETELY ENCLOSED**

A building separated on all sides from the adjacent open space, or from other buildings or other structures, by a permanent roof and by exterior walls or party walls, pierced only by windows and normal entrance or exit doors.

**BUILDING/DETACHED**

A principal building surrounded by open space on the same lot. (Ord. 86-885-22)

**BUILDING HEIGHT**

The vertical distance from the established grade to the highest point of the roof of a building or the highest point of the roof including rooftop equipment screens, but excluding residential chimneys. The established grade shall be determined by taking the mean elevation of the finished lot grade at the front of the building. In residential districts, the established grade for any new dwelling units associated with the replacement or reconstruction, for any reason, of a previous dwelling unit shall be determined by taking the mean elevation of the lot grade at the front of the proposed building, prior to any new site grading. Established grade for development of a previously-vacant lot shall be determined by reference to the mean existing grade at the front yard setback line. (Amd. Ord. 04-1934-50, eff. 11/8/04)

**BUILDING/RESIDENTIAL**

A principal building arranged, designed, used or intended to be used for residential occupancy by one or more families.

|                                    |   |
|------------------------------------|---|
| <b>BUILDING SIDE SETBACK PLANE</b> | Defines the planes within which, except for permitted encroachments, all portions of a building must remain. The planes begin at specific points directly above the established grade at the side lot lines and run at a 45 degree angle toward the interior of the lot until they reach the maximum building height permitted on the lot. (Amd. Ord. 04-1934-50, eff. 11/8/04)   |
| <b>BUILDING/TEMPORARY</b>          | A building not designed to be permanently located in the place where it is, or where it is intended to be placed or affixed.  |
| <b>BULK</b>                        | A composite characteristic of a given building or structure as located upon a given lot-not definable as a single quantity but involving all of these characteristics: <ul style="list-style-type: none"> <li>A. Size and height of building or structure.</li> <li>B. Location of exterior walls at levels in relation to lot lines, streets, or to other buildings or structures.</li> <li>C. Floor area ratio.</li> <li>D. All open spaces allocated to the building or structure.</li> <li>E. Amount of lot area provided per dwelling unit.</li> </ul> |
| <b>BUSINESS</b>                    | An occupation, employment or enterprise which occupies time, attention, labor, and materials, or wherein merchandise is exhibited, bought or sold, or where services are offered for compensation.  |
| <b>CANOPY</b>                      | A roof-like structure projecting from a wall and supported in whole or in part by vertical supports from the ground, and erected primarily to provide shelter from the weather.   |
| <b>CARGO or FREIGHT TERMINAL</b>   | A building or premises in which cargo or freight is received or dispatched.   |
| <b>CARPORT</b>                     | An open sided (on at least 2 sides), roofed automobile shelter, usually formed by extension of the roof from the side of a building.  |
| <b>CATERING ESTABLISHMENT</b>      | An establishment for commercial on-site food preparation specifically for off-site delivery and consumption of food.  |
| <b>CEMETERY</b>                    | A permanent or semi-permanent burial place or receptacle for human remains, regardless of whether the remains are composed of the whole body or parts thereof and irrespective of the vessel in which the remains are held, encased or entombed. For illustrative purposes only, and not intended to be an exhaustive list, Cemetery includes a catacomb, cinerarium, columbarium, crypt, mausoleum, ossuary, sepulcher, sepulture, tomb, or vault. (Ord. 08-3070-53)   |
| <b>CERTIFICATE, OCCUPANCY</b>      | The written approval of the Zoning Administrator certifying that the building or structure, as constructed, conforms to the applicant's approved plans and drawings as authorized through the zoning certificate and is ready for occupancy.  |
| <b>CERTIFICATE, ZONING</b>         | The written approval of the Zoning Administrator certifying that the applicant's plans and drawings comply with all applicable provisions of  |

this Code. The "zoning certificate" may consist of a standardized independent form bearing the signature of the Zoning Administrator or it may be represented as a part of the building permit application.

**CERTIFICATE OF ZONING COMPLIANCE**

The written confirmation certifying compliance with the regulations set forth in Title 6, Zoning, including but not limited to any decisions, conditions or special requirements for any use or occupancy of a parcel of land.

**CHILD DAY CARE CENTER**

An institution or place in which are received three (3) or more children, not of common parentage, apart from their parents or guardian, for part or all of a day but not later than nine o'clock (9:00) P.M. This term includes but is not limited to nursery schools, child care centers, and day nurseries.

**COMMON OPEN SPACE**

Land or water unoccupied by structures, buildings, streets, rights of way and automobile parking lots and designed and intended for the use or enjoyment of residents of a planned unit development. Common open space may contain walks, patios, and structures for recreational use. Area used for individual open space, such as private courtyards, and not available to all residents of the planned unit development shall not be included as common open space. (Ord. 86-885-22)

**COMMUNICATIONS SUPPORT BUILDING**

A structure for the protection and security of communications equipment associated with one or more antennas, where access to equipment is gained from the interior of the structure.

**COMMUNICATIONS SUPPORT CABINETS**

A casing or console used for the protection and security of communications equipment associated with one or more antennas, where direct access is provided from the exterior.

**COMMUNITY RESIDENTIAL HOME**

A dwelling unit owned or leased and operated to provide a living environment for twelve (12) or fewer unrelated residents who operate as the functional equivalent of a family unit and who receive support services and are under the supervision of a sponsor or support staff due to their developmental, physical or mental disability.

A community residential home shall not be construed to include a medical or nursing facility. A community residential home shall not include a residence which serves persons as an alternative to incarceration for a criminal offense, or persons whose primary reason for placement is substance abuse or alcohol abuse or for treatment of a communicable disease. (Ord. 90-1182-66)

**COMPATIBLE USE**

A property, use, or service which is capable of direct association with certain other uses because it is complimentary, congruous, or otherwise non-detrimental.

**CONCRETE RECYCLING, STORAGE AND SALES:**

The process whereby previously manufactured concrete, without protruding metal bars, is received, stored, segregated, processed and remixed for sale to end markets in the form of raw materials or products.(Ord. 06-2948-40, eff. 8/14/06)

**CONFORMING BUILDING or STRUCTURE**

Any building or structure which:  
A. Complies with all the regulations of the Zoning Code or of any amendment hereto governing bulk for the zoning district in which such building or structure is located, or,  
B. Is designed or intended for a conforming use.  
C. Example: An office building in a Business District.

**CONTIGUOUS**

In contact, adjoining, or touching another object or item, as distinguished from being adjacent.

**CONVALESCENT, NURSING or REST HOME**

An establishment for the care of the aged or inform, or a place of rest for those suffering bodily disorders. Such home does not contain convalescent equipment for surgical care or for more than the incidental treatment of disease or injury.

**CURB LEVEL**

The level of the established curb in front of a building measured at the center of such front. Where no curb elevation has been established, the pavement elevation at the street center line similarly measured, or the mean elevation of the finished lot grade immediately adjacent to a building shall be considered the "curb level".

**DAY**

As used in this Code, "day" shall mean one calendar day. If a projected day falls on a weekend or holiday, the next following working day or week day shall fulfill requirements.

**DAY SPA**

An establishment that provides State licensed, professionally administered massage and body treatments. For the purposes of explanation, and not intended to an exhaustive list, day spa services may include body wraps, skin exfoliation, electrolysis, body toning, waxing, aromatherapy, and facial treatments. Full service beauty shops/salons, makeup consultation and applications, manicure and pedicure services, and body tanning may be provided as accessory services to a day spa.(Ord. 09-3103-26, eff. 06/22/09)

**DECIBEL**

A unit of measurement of the intensity (loudness) of sound. Sound level meters which are employed to measure the intensity of sound are calibrated in "decibels".

**DETENTION**

The temporary on-site restraining of storm water. (Ord. 86-885-22)

**DEVELOPMENTAL DISABILITY**

A severe or chronic disability of a person which:  
A. Is attributable to a mental or physical impairment or combination of mental and physical impairments.  
B. is manifested before the person attains age twenty two (22).  
C. is likely to continue indefinitely.  
D. Results in substantial functional limitation in three (3) or more of the following areas of major life activity: 1) self-care, 2) receptive and expressive language, 3) learning, 4) mobility, 5) self-direction, 6) capacity for independent living, and 7) economic self sufficiency.  
E. Reflects the person's need for a combination and sequence of special care, treatment, or other services which are lifelong or of extended duration and are individually planned and coordinated, (Ord. 90-1182-66)

|                                 |  |
|---------------------------------|--|
| <b>DISTILLERY</b>               | A business which holds a Class 1 or Class 9 manufacturer’s license and/or a craft distiller tasting permit from the State of Illinois.   |
| <b>DISTRICT</b>                 | A portion of the corporate area of the Village, within which certain uniform regulations and requirements; or various combinations thereof, apply under the provisions of this Title.  |
| <b>DRIVE-THROUGH RESTAURANT</b> | Any business where food or beverages are sold and delivered to the consumer while the consumer is in an automobile or other motorized vehicle.   |
| <b>DRIVEWAY</b>                 | A pathway for motor vehicles from a street to a structure used for service purposes or for access to the structure only.   |
| <b>DRINKING ESTABLISHMENT</b>   | Establishments primarily engaged in preparing and serving alcoholic beverages for immediate consumption; commonly known as bars, taverns, nightclubs, or drinking place; and may also provide limited food services.   |
| <b>DWELLING</b>                 | A building, or portion thereof, designed or used exclusively for residential occupancy, including single-family dwellings, two-family dwellings and multiple-family dwellings, but not including hotels or motels.   |
| <b>DWELLING/ATTACHED</b>        | A dwelling which is joined to another dwelling at one or more sides by party walls.  |
| <b>DWELLING/DETACHED</b>        | A dwelling which is entirely surrounded by open space on the same lot.   |
| <b>DWELLING/MULTI-FAMILY</b>    | A building, or portion thereof, containing three (3) or more dwelling units, originally constructed for said purpose. (Ord. 86-885-22)   |
| <b>DWELLING/SINGLE-FAMILY</b>   | A building containing one dwelling unit only and that is occupied by one family as defined in this Title. (Ord. 90-1182-66)  |
| <b>DWELLING/TWO FAMILY</b>      | A building containing two (2) dwelling units only, designed for two (2) families to live independently of each other, and that is occupied by not more than two (2) families. (Ord. 86-885-22)   |
| <b>DWELLING UNIT</b>            | A group of contiguous rooms which include facilities which are used for living, sleeping, cooking, and eating, constituting all or part of a dwelling or hotel, and arranged, designed or intended for use exclusively as living quarters for one family or a community residential home maintaining a single and separate housekeeping unit, except as provided in Section 6-3-9 of this Zoning Code. (Ord. 90-1182-66) |
| <b>EDUCATIONAL INSTITUTION</b>  | A public, parochial, private or charitable, or nonprofit school, junior college, college or university, trade or business schools, including instructional and recreational uses. An Educational Institution is distinguished from a Tutoring Center by the scale of the facilities, number of students and the style of presenting academic instruction.  |
| <b>EFFICIENCY UNIT</b>          | A dwelling unit consisting of one principal room together with   |

bathroom, kitchen, hallway, closets, and/or dining room alcove directly off the principal room, provided such dining alcove does exceed one hundred twenty five (125) square feet in area. An efficiency unit created after the effective date of this Zoning Code shall contain at least three hundred (300) square feet of floor area.

**ELEEMOSYNARY  
INSTITUTION**

A building or group of buildings devoted to and supported by charity.

**ESTABLISHMENT, BUSINESS**

A place of business carrying on operations, the ownership and management of which are separate and distinct from those of any other place of business located on the same zoning lot. Direct access to each "business establishment" shall be separate and distinct from direct access to any other business establishment, and in no case shall there be access to one such establishment from within another such establishment.

**FAMILY**

- A. One person, his or her spouse, their offspring, legally adopted children.
- B. Plus not more than six (6) other persons who are foster children or related to said person by blood, marriage or legal adoption such as mother or father, sister or brother, and mother-in-law or father-in-law, except that the total shall not exceed eight (8) unless it consists entirely of persons included under A as listed above. (Ord. 86-885-22)
- C. A family may also be composed of not to exceed three (3) persons not so related, provided that such unrelated persons live in a single dwelling and maintain a common household and a single housekeeping unit, including persons of a community residential home as defined in this Title.

A family includes any domestic servants and not more than one gratuitous guest residing with said family; such servants or guests shall be included in the unrelated persons attained by this definition, and shall not be in addition thereto. (Ord. 90-1182-66)

**FARMERS MARKET**

A designated area where home-grown or home-made products are sold directly to the public from open or semi-open facilities.

**FENCE**

A structure, other than a building, which is a barrier and used as a boundary or means of protection or confinement.

**FENCE, NATURAL**

A fence made of natural growth, such as trees, deciduous shrubs, evergreens, etc.

**FENCE, OPEN**

A fence, including gates, which contains no greater than 60% opaque materials, as measured horizontally along each foot of the length of the fence facing each yard.

**FENCE, SOLID**

A fence, including gates, which conceals from view from adjoining properties, streets, or alleys activities conducted behind it.

**FLOOD** A temporary increase in normal water level (surface water elevation) that results in water inundating areas adjacent or near to the usual channel or lake.

**FLOOD BASE ELEVATION** Six hundred forty five feet (645') above mean sea level which is the elevation of the highest flood on record for the Des Plaines River at Highway 22.

**FLOOD-CREST ELEVATION** The elevation equal to the flood-crest level of record designated by the Village Engineer or other governmental official or body having jurisdiction as applicable to the property for which a zoning certificate is being requested.

**FLOOD PLAIN AREA** That continuous area adjacent to a stream or stream bed, or any storm water retention area and its tributaries, whose elevation is equal to or lower than the flood-crest elevation including also land less than ten (10) acres in area having an elevation higher than flood-crest elevation and which is surrounded by land in a flood plain area, or land, less than five (5) acres in area, having an elevation equal or higher than flood-crest elevation and bordered on three (3) sides by land in a flood plain area.

**FLOOD TABLE LAND** The area up to one thousand feet (1,000') adjacent to the flood plain but which is lower than the flood base elevation. Areas protected by an existing dike or natural ridge are not considered flood table land.

**FLOOR AREA (GROSS FLOOR AREA)** For the purpose of determining the floor area ratio, the minimum floor area and conversions of existing structures. The sum of the gross horizontal areas of the several floors of a building, including the English Basement floor but not including a basement floor, measured from the exterior faces of the exterior walls. The "floor area" of a building shall also include elevator shafts and stairwells at each floor; floor space used for mechanical equipment, except equipment, open or enclosed, located on the roof; penthouses; finished attic space having headroom of five feet (5') or more; unfinished garage attic space, with or without flooring, having headroom of five feet (5') or more from the top of the lowest garage ceiling rafters; provided however that porches and any space devoted to accessory off-street parking or loading shall not be included in "floor area, and, in residential zoning districts, the area of a garage shall be included, with the exception that the first 400 square feet of the total garage area shall be excluded. Further, for that portion of any open two-story element, which consists of an interior space which has a clear height of sixteen feet (16') or more from the floor elevation, that floor area shall be counted twice in calculating the floor area ratio. (Amd. Ord. 04-1934-50, eff. 11/8/04)

**FLOOR AREA (FOR THE PURPOSE OF DETERMINING OFF-STREET PARKING AND LOADING REQUIREMENTS)** The sum of the gross horizontal area of the several floors of a building or portion thereof, devoted to a use requiring off-street parking or loading as required in this Zoning Code. This area shall exclude such floor areas used for accessory off-street parking and off-street loading facilities and such basement floor areas that are devoted exclusively to uses accessory to the operations of the building. All horizontal

dimensions shall be taken from the exterior faces of the wall.

**FLOOR AREA (OF A DWELLING UNIT OR A LODGING ROOM)**

The sum of the gross horizontal areas of the room constituting the dwelling unit or lodging room, including closets, baths, utility rooms, hallways when accessible only to the occupants of said dwelling unit or lodging room and not accessible to other occupants of the building or to the general public, and only when such rooms, halls or other areas are an integral part of said dwelling unit or lodging room. Floor area shall be measured from the interior faces of the outer-most walls defining the dwelling unit or lodging room but shall not include any unfinished space or finished space having a headroom of less than five feet (5').

**FLOOR AREA (RATIO)**

The numerical value obtained by dividing the gross floor area of a building or buildings by the lot area on which such building or buildings are located.

**FOOTCANDLE**

A unit of measure of the intensity of light falling on a surface, equal to one lumen per square foot and originally defined with reference to a standardized candle burning at one foot from a given surface. (Ord. 08-3049-32, eff. 08/11/08)

**FREE-STANDING ANTENNA POLE**

A free-standing monopole-design structure that is constructed solely for the purpose of supporting one or more antennas. This definition does not include towers that require additional support, such as guyed towers or lattice towers.

**FRONTAGE**

The length of all the property fronting on one side of a street between the two (2) nearest intersecting streets, measured along the line of the street, or if dead ended, then all of the property abutting on one side between an intersecting street and the dead end of the street.

**FRONTAGE, ZONING LOT**

The length of all the property of such zoning lot fronting on street, measured between side lot lines.

**GARAGE/PRIVATE**

An accessory building or an accessory portion of the principal building, which is intended for and used for storing of privately owned motor vehicles, boats and trailers of the family or families resident upon the premises and in which no business, service, or industry connected directly or indirectly with motor vehicles, boats and trailers is carried on; provided that not more than two-thirds (2/3) of the parking spaces therein may be rented for the storage of motor vehicles, boats and trailers of persons not resident on premises, except that all the parking spaces in a garage of one (1), two (2) or three (3) car capacity may be so rented.

**GARAGE/PUBLIC**

A building or portion thereof, other than a private garage, designed or used for equipping, servicing, repairing, hiring, selling, storing, or parking motor-driven vehicles. The term repairing shall not include an automotive body repair shop or the rebuilding, dismantling, or storage of a wrecked or junked vehicle, unless expressly authorized.

**GARAGE SALE**

The occasional sale of used or surplus household goods, wares and other items of personal property owned by the occupier of the residence on

the premises where such sale is held, or owned collectively by a group of persons including the occupier of the residence on the premises where such sale is held. Also includes sales commonly known as yard sales, basement sales, house sales, yard sales, attic sales, rummage sales, estate sales or other similar occasional sales conducted on an infrequent and unscheduled basis from residentially zoned premises.

**GARAGE/STORAGE**

A building or premises used for housing of motor vehicles, and where no equipment or parts are sold and vehicles are not rebuilt, serviced, repaired, hired or sold, except that fuel, grease, or oil may be dispensed within the building to vehicles stored therein.

**GAZEBO**

A freestanding roofed Accessory Structure open on all sides, affording shade and rest.

**GLARE**

A distinct light source within the visual field that is sufficiently brighter than the ambient level of brightness to which the eyes are adapted to cause a visual disturbance or nuisance. (Ord. 08-3049-32, eff. 08/11/08)

**GRADE**

The average level of the finished surface of the ground adjacent to the exterior walls of the building or structure.

**GRADING**

Reshaping natural land contours, using natural land materials such as soil, gravel, sand, black dirt, etc., for the purpose of eliminating erosion or sedimentation problems, creating or improving surface drainage, providing for the natural aesthetic contouring of property, or to accommodate a building plan by making minor changes in land elevation.

**GROSS FLOOR AREA**

All the floor area contained within a building or buildings, without exception.

**GROUND FLOOR**

That level of a building on a sloping or multi-level site which has its floor line at or not more than three feet (3') above exit grade.

**GROUND FLOOR AREA**

The lot area covered by a building, measured from the exterior faces of exterior walls, but excluding open terraces and carports.

**GUEST/PERMANENT**

A person who occupies or has the right to occupy, a residence accommodation for a period of thirty (30) days or more.

**HEDGE**

A row or fence of bushes. (Ord. 86-885-22)

**HISTORIC DISTRICT**

Any parcel of land, use or structure which has been determined by the Village Board or National Trust to be of historic significance and which is identified as such on a recorded plat, plan or any other appropriate document. (Ord. 87-954-40)

**HOME OCCUPATION**

An occupation or profession practiced by, a member of the family residing on the premises, and which occupation is clearly incidental and secondary to the residential use of the dwelling; and in connection with which there is no indication from the exterior, that the building is being

utilized in whole or in part for any purpose than that of a dwelling. No commodity is sold upon the premises and no commodity intended for sale or use elsewhere is stored on the premises; no more than one person is employed other than members of the family residing on the premises; and no mechanical or electrical equipment is used except such as is permissible for purely domestic or household purposes. A professional person may use his residence for consultation, emergency treatment, or performance of religious rites. No accessory building shall be used for such home occupation. Home occupations, further, shall not utilize more than twenty five percent (25%) of the total floor area of any one story.

**HOSPITAL**

A medical institution devoted primarily to the maintenance and operation of facilities for the diagnosis, treatment, and care of individuals suffering from illness, disease, injury, deformity or other abnormal physical condition.

**HOTEL or MOTEL**

An establishment which is open to transient guests, in contradistinction to a boarding, rooming or lodging house, and is commonly known as a hotel in the community in which it is located; and which provides customary hotel services such as maid services, the furnishing and laundering of linen, telephone and secretarial or desk service, the use and upkeep of furniture, and bellboy service.

**IMPERMEABLE SURFACE**

A surface which does not allow water to be absorbed so it may percolate into deeper ground. Such surfaces are those constructed of Portland concrete, bituminous concrete, composed stone or gravel, or any other surface that allows little or no water penetration.

**IMPERVIOUS SURFACE**

Any man-made area that alters the natural surface course for or does not allow for the natural rate of absorption or retention of storm water. Such areas may include, but are not limited by reason of exclusion from the following list of examples, roofs, parking and driveway areas, graveled areas, sidewalks and bike paths, paved recreational areas, swimming pools, porches, decks and patios. (Amd Ord. 07-2973-01B, eff. 1/22/07)

**INCOMPATIBLE LAND USE**

A non-residential use adjacent to a residential zoning district or a Special Use in a residential zoning district. (Amd. Ord. 12-3233-03, eff. 1/23/12)

**LABORATORY**

A place devoted to experimental study such as testing and analyzing. Manufacturing of product or products is not to be permitted within this definition.

**LANDSCAPE WASTE**

All accumulations of grass or shrubbery cuttings, leaves, tree limbs and other materials accumulated as a result of the care of lawns, shrubbery, vines and trees.(Ord. 06-2948-40, eff. 8/14/06)

**LIBRARY-PUBLIC**

A facility owned and operated by a unit of local government for the collection, storage, use and dissemination of educational and recreational materials in various formats and which provides space for uses that support the efficient and effective operation of a public library system. (Ord. 92-1228-06)

**LIVE ENTERTAINMENT**

With respect to any restaurant, bar, tavern or other place of public accommodation, any public artistic, musical or dramatic performance which is the principal purpose for the audience to be present, regardless of whether a fee is charged. (Ord. 13-3282-08, eff. 3/11/13)

**LOADING BERTH**

A space within the principal building or on the same lot as the principal building providing for the standing, loading, or unloading of trucks and with access to a street or alley.

**LOT**

A parcel of land of at least sufficient size to meet minimum zoning requirements for use, coverage and area, and to provide such yards and other open spaces as are herein required. Such lot may consist of any of the following, provided that in no case of division or combination shall any residual lot or parcel be created which does not meet the requirements of this Zoning Code:

- A. A single lot of record;
- B. A combination of complete lots of record, of complete lots of record and portions of lots of record, or of portions of lots of record.

A lot occupied by, or intended for occupancy by, one principal building or principal use and shall have frontage upon a street as defined by this Zoning Code. Notwithstanding the above requirements, a lot shown on a plat properly recorded in the office of the County Recorder prior to the effective date of this Zoning Code even though not meeting the requirements of this Zoning Code as to width or area may be used as a zoning lot if it complies with conditions as set forth in Section 6-3-3A of this Zoning Code.

**LOT AREA, GROSS**

The area of a horizontal plane bounded by the front, side, and rear lot lines, but not including any area occupied by the waters of a duly recorded lake or river.

**LOT/CORNER**

A lot situated at the intersection of two (2) streets, the interior angle of such intersection not exceeding one hundred thirty five degrees (135°).

**LOT COVERAGE/BUILDING**

The ratio between the ground floor area of all buildings or structures on a lot and the total area of the lot.

**LOT COVERAGE/GROSS**

The ratio between the ground floor area of all buildings and structures plus all areas used for off-street parking facilities, loading areas, vehicular access ways of driveways, and the total area of the lot.

**LOT DEPTH**

The mean horizontal distance between the front lot line and the rear lot line of a lot, measured within the lot boundaries.

**LOT LINE**

A line dividing one lot from another lot or from a street or alley.

**LOT LINE/FRONT**

A lot line which is a street lot line. Any street lot line of a corner lot may be established by the owner as the front lot line, but once established, shall not be altered.

**LOT LINE/REAR**

That boundary of a lot which is most distant from and is, or is approximately, parallel to the front lot line. If the rear lot line is less than ten feet (10') in length, or if the lot forms a point at the rear, the rear lot line shall be deemed to be a line ten feet (10') in length within the lot, parallel to, and at the maximum distance from, the front lot line.

**LOT LINE/SIDE**

Any boundary of a lot which is not a front or rear lot line. On a corner lot a side lot line may be a street lot line.

**LOT LINE/STREET**

A lot line dividing a lot from a street.

**LOT/REVERSED CORNER**

A corner lot where the street side lot line is substantially a continuation of the front lot line of the first lot to its rear.

**LOT/THROUGH**

A lot which has a pair of opposite lot lines along two (2) substantially parallel streets, and which is not a corner lot. On a through lot both street lot lines shall be deemed front lot lines.

**LOT/WIDTH**

The horizontal distance between the side lot lines of a lot, measured at the narrowest width within the first thirty feet (30') of lot depth immediately in back of the required front yard.

**LOT, ZONING**

A single tract of land located within a single block which (at the time of filing for a building permit) is designated by its owner or developer as a tract to be used, developed, or built upon as a unit, under single ownership or control. Therefore, a "zoning lot or lots" may or may not coincide with a lot of record.

**LUMINAIRE**

A complete lighting unit, including the lamp, reflectors, globes, lenses, shields, or other components designed to block, diffuse or distribute light. (Ord. 08-3049-32, eff. 08/11/08)

**MARQUEE**

A roof-like structure of a permanent nature which projects from a wall of a building. (Ord. 86-885-22)

**MASSAGE**

A system of structured palpation or movement of the soft tissue of the body. The system may include, but is not limited to, techniques such as effleurage or stroking and gliding, petrissage or kneading, tapotement or percussion, friction, vibration, compression, and stretching activities as they pertain to massage therapy. These techniques may be applied by a licensed massage therapist with or without the aid of lubricants, salt or herbal preparations, hydromassage, thermal massage, or a massage device that mimics or enhances the actions possible by human hands. The purpose of the practice of massage is to enhance the general health and well-being of the mind and body of the recipient. "Massage" does not include the diagnosis of a specific pathology. "Massage" does not include those acts of physical therapy or therapeutic or corrective measures that are outside the scope of massage therapy practice as defined in this Chapter. Massage does not include the intentional stimulation, manipulation or use of a device applied to a sexual or genital area.

**MESSAGE BUSINESS**

The premises where a massage therapist engages in or carries on any massage services.

**MESSAGE THERAPIST**

Any person who, for compensation, engages in the practice of massage as defined herein and provides proof of professional license issued by the State of Illinois authorizing the practice of massage therapy under the Massage Licensing Act (225 ILCS 57/1 et seq.).

**MEDICAL CANNABIS CULTIVATION CENTER**

A facility operated by an organization or business registered by the Department of Agriculture to perform necessary activities to provide only registered medical cannabis Dispensary Organizations with usable medical cannabis. No available parcels in the Village of Lincolnshire permit Cultivation Centers to exist due to the separation requirements of the Compassionate Use of Medical Cannabis Program Act (410 ILCS 103/1, et seq.).

**MEDICAL CANNABIS DISPENSARY ORGANIZATION**

A facility operated by an organization or business registered by the Illinois Department of Financial and Professional Regulation to acquire medical cannabis from a registered Cultivation Center for the purpose of dispensing cannabis, paraphernalia, or related supplies and educational materials to registered qualifying patients.

**MEMORIAL ASSEMBLY FACILITY**

A type of cemetery comprising an area and/or structure (i.e. columbarium) intended as a memorial for deceased persons and used for the burial, inurnment or internment of only cremated human remains. For the purpose of this Chapter, an outdoor Memorial Assembly Facility shall include the area and/or structure wherein the cremated human remains are buried, inurned or interned and the adjoining improvements intended for memorials, services or private reflection. (Ord. 08-3070-53)

**MEMORIAL GARDEN**

An area and/or structure intended as a memorial for deceased persons but which shall not be used as a CEMETERY. (Ord. 08-3070-53)

**MENTAL DISABILITY**

An individual or group of disorders that cause severe disturbances in thinking, feeling, and relating that can result in a substantially diminished capacity for coping with the ordinary demands of life. (Ord. 90-1162-66)

**MOBILE FOOD VENDOR**

A mobile vendor that transports and sells food and/or drinks from a designated vehicle or cart, which may include facilities for storage, preparation and cooking of food and/or drinks, for immediate public consumption.

**MOBILE SERVICES**

A mobile operation providing on-site services, including but not limited to car wash, product pick-up/distribution, and general vehicle maintenance and service, but not including major automotive repair and service.

**MOTOR VEHICLE**

Any passenger vehicle, truck, truck-trailer, trailer, or semi-trailer propelled or drawn by mechanical power.

**MULTI-USER BUILDING**

An office/industrial building that is occupied, or operated, by two or

**TITLE 6: ZONING**  
**CHAPTER 3: GENERAL ZONING REGULATIONS**

**SECTION:**

- 6-3-1: Buildings on a Lot**
- 6-3-2: Allowable Uses of Land and Buildings**
- 6-3-3: Controls Established**
- 6-3-4: Building Height**
- 6-3-5: Accessory Structures and Uses**
- 6-3-6: Temporary Structures and Uses**
- 6-3-7: Special Uses**
- 6-3-8: Yards**
- 6-3-9: Floodplain Regulations**
- 6-3-10: Occupancy of Dwelling Units**
- 6-3-11: Conversion of Existing Structures for Residential Uses**
- 6-3-12: Heating Requirements**
- 6-3-13: Construction and Installation of Exterior Satellite Earth Station Antennas**
- 6-3-14: Sales Activities; Vending and Ice Machines**
- 6-3-15: Outdoor Lighting**
- 6-3-16: Adult Use Cannabis Business Establishments**

**6-3-1: BUILDINGS ON A LOT**

Except in the case of planned developments, special uses, Master Development plans for Mixed Use Developments in the R5-Mixed Use General Residence District, and personal wireless service facilities subject to the provisions of Chapter 16, not more than one principal structure shall be located on a lot in any zoning district. In addition to the principal structure, detached accessory structure(s) may be located on a lot as permitted in Section 6-3-5 of this Title. Carports are specifically prohibited. (Amd. Ord. 97-1534-58, eff. 11/10/97)

**6-3-2: ALLOWABLE USES OF LAND AND BUILDINGS**

The following uses of land and buildings and no others are allowed in the districts established hereinafter under the requirements specified in this Zoning Code.

- A. Permitted uses listed in this Zoning Code.
- B. Special uses listed in this Zoning Code only with the approval of the Mayor and Board of Trustees in each case and only in accordance with all the provisions and procedures as set forth in Chapter 14.
- C. Uses lawfully established on the effective date of this Zoning Code are subject to all provisions on Chapter 13.
- D. Where a building permit for a building or structure has been issued in accordance with law prior to the date of this Zoning Code and where construction has been started within one hundred eight (180) days of such effective date and diligently prosecuted completion, said building or structure may be completed accordance with approved plans on the basis of which the building permit was issued; and, further may upon completion be occupied under a certificate of use and occupancy for the use original designated; subject to the provisions of Chapter 13 of this Zoning Code.

**6-3-3: CONTROLS ESTABLISHED**

- A. Control Over Use: No lot, building, structure or premises shall hereafter be used or occupied and no building, structure or premises or part thereof shall be erected, razed, moved, reconstructed, extended, enlarged, or structurally altered except in conformity with the regulations and requirements herein specified for the district in which it is located, except as hereinafter provided. In residence districts, a lot shown on a plot properly recorded in the office of the County Recorder prior to the effective date of this Zoning Code which does not meet the requirements of this Zoning Code as to width or area, may be used for single-family detached dwelling purpose if it conforms to other requirements of this Zoning Code. However, said recorded nonconforming lot may not be used if it was held in common ownership with one or more adjoining lots at any time subsequent to the effective date of this Zoning Code and if such lots held in common ownership together meet the requirements of this Zoning Code, when used as a single parcel. Where two (2) or more adjoining lots shown in a plot properly recorded with the office of County Recorder have been held in common ownership at any time subsequent to the effective date of this Zoning Code and the use of such use of such adjoining lots as a single parcel would meet the requirements of this Zoning Code, the ownership of said lots shall not be separated nor shall any of the lots be used in any way to conflict with the regulations of this Zoning Code. No building permits shall be issued for the use of any lot or portion of said lot, transferred, or conveyed in violation of the provisions of this Section.
  
- B. Control Over Bulk: All new buildings and structures shall conform to the bulk regulations established herein for the district in which each building or structure is located. No existing building or structure shall be enlarged, reconstructed, structurally altered, converted, or relocated in such a manner as to conflict or to further conflict with the bulk regulations of this Zoning Code for the district in which such building or structure is located.

**6-3-4: BUILDING HEIGHT**

In R1, R2, and R3 Districts, an allowable nonresidential building may be erected to a height not to exceed sixty feet (60') when the required front and rear yards are increased in depth, and side yards are increased in width, one foot (1') for each foot of height that such building exceeds the building height regulations of the district in which it is located.

**6-3-5: ACCESSORY STRUCTURES AND USES**

No accessory structure or use shall be established, erected, altered or moved onto a lot unless it is specifically conforms to the requirements of this Section.

A. General Requirements

1. Floor Area Ratio: The maximum size shall not exceed 10% of the gross square feet of the Principal Structure on the lot, except as further regulated in Section 6-3-5(B).
2. Height: The maximum height shall not exceed fifteen (15) feet, except as further regulated in Section 6-3-5(B).
3. Location: Shall meet the minimum required Setbacks applicable to the Principal Structure on the lot, except as otherwise permitted in Section 6-3-5(B).
4. Relationship to Principal Structure: No portion of an Accessory Structure shall extend beyond the front façade of the Principal Structure on the lot.
5. Tree Removal: Any tree removal related to the installation of an Accessory Structure shall be subject to the tree removal requirements of Section 13-1-3(I).

6. **Quantity:** A maximum of two Accessory Structures shall be permitted on a lot. No two Accessory Structures shall be the same, with the exception of Play Structures. These restrictions shall not apply to permanent tent structures or small wireless structures.
7. **Establishment:** An Accessory Structure shall not be erected, altered or moved onto a lot prior to the establishment of a permitted Principal Structure on the same lot. Accessory Structures to any non-residential use or structure shall require Architectural Review Board approval prior to establishment.
8. **Appeal:** Any person or entity aggrieved by Staff determination regarding the application or interpretations of these requirements may submit a written appeal, as specified in Section 6-14-12 of the Lincolnshire Village Code, to the Architectural Review Board or Zoning Board, for final decision by the Village Board of Trustees.

**B. Specific Requirements:** The following Accessory Structures and Uses shall be permitted subject to the additional specific regulations set forth below:

| ACCESSORY STRUCTURES AND USES 6-3-5(B)  |           |           |            |           |           |           |          |          |            | P = Permitted<br>S = Special Use |  |
|---|-----------|-----------|------------|-----------|-----------|-----------|----------|----------|------------|----------------------------------|--|
|   | R1        | R2        | R2A        | R3        | R4        | R5        | B        | E        | O/I        | M                                |  |
| <b>Flagpole &amp; Flags</b>   | P         | P         | P          | P         | P         | P         | P        | P        | P          | P                                |  |
| <ul style="list-style-type: none"> <li>Flagpoles shall not exceed a height of fifteen feet (15') or 75% of the height of the Principal Structure, whichever is greater.</li> <li>Flagpoles may be located beyond the front façade of the Principal Structure and shall comply with all required building setbacks or setbacks shall be equal to the pole height, whichever is greater.</li> <li>Flagpoles shall be exempt from the Quantity requirement of Section 6-3-5(A)(6). In addition, Flagpoles in single-family residential lots shall be limited to one (1) flagpole per lot.</li> </ul>   |           |           |            |           |           |           |          |          |            |                                  |  |
| <b>Gazebo</b>   | P         | P         | P          | P         | P         | P         | P        | P        | P          | M                                |  |
| <ul style="list-style-type: none"> <li>Shall incorporate traditional/classical architectural detailing and ornamentation in the pillars, railings, walls, eave brackets, structural members, roof and/or similar elements</li> <li>Shall have a shape of six (6) or more sides, with a maximum diameter of fifteen feet (15').</li> <li>Shall be open sided, with no more than 50% of any exterior side of the structure consisting of a solid wall surface.</li> <li>Installation of natural gas, water supply or sanitary sewer service; plumbing fixtures; hot tubs; whirlpool tubs or similar equipment is prohibited.</li> <li>Permanent or temporary windows or other installations are prohibited. The installation of screens to control insects and ceiling fans are permitted.</li> <li>Storage is prohibited.</li> <li>Shall be constructed of wood materials erected upon concrete piers or a structural foundation</li> <li>Permitted within the required rear yard setback, provided the Gazebo is no closer than ten feet (10') from the nearest property line(s).</li> </ul>  |           |           |            |           |           |           |          |          |            |                                  |  |
| <b>Greenhouse</b>   | P         | P         | P          | P         |           |           |          |          |            | M                                |  |
| <ul style="list-style-type: none"> <li>At least two walls and the roof of the structure must be glass or similar transparent materials.</li> <li>Storage of materials other than plants shall not be visible from adjacent properties and public ways</li> </ul>  |           |           |            |           |           |           |          |          |            |                                  |  |
| <b>Massage Business</b>   | <u>R1</u> | <u>R2</u> | <u>R2A</u> | <u>R3</u> | <u>R4</u> | <u>R5</u> | <u>B</u> | <u>E</u> | <u>O/I</u> | <u>M</u>                         |  |
| <ul style="list-style-type: none"> <li><u>Any person seeking to obtain approval under this Chapter to operate an accessory massage business must, in addition to the special use application, provide the following minimum information: (a) written authorization from principal business operator to apply for approval to operate an accessory massage business; (b) the term of any lease or other occupancy arrangement with principal use operator; (c) the number of massage therapy rooms or beds; and (d) the gross area occupied by the massage business, including, without limitation, any reception area, waiting area, office area, and bathroom.</u></li> <li><u>No massage business shall occupy more than 25% of the gross floor area of the principal use, including, without limitation, any reception area, waiting area, office area, and bathroom.</u></li> <li><u>Parking: Off-street parking shall be required at the same rate required for a day spa.</u></li> <li><u>The license of each massage therapist engaged in providing massage services shall be conspicuously posted so that an invitee or guest can view the license from non-private areas of the business.</u></li> </ul> |           |           |            |           |           |           |          |          |            |                                  |  |
| <b>Memorial Garden</b>  | P         | P         | P          | P         | P         | P         |          |          |            | M                                |  |
| <ul style="list-style-type: none"> <li>As defined in Section 6-2-2</li> </ul>   |           |           |            |           |           |           |          |          |            |                                  |  |

FINDINGS OF FACT

**On An Application for a Text Amendment regarding Massage Businesses**

Mayor and Board of Trustees  
Village of Lincolnshire  
1 Olde Half Day Road  
Lincolnshire, IL 60069

Honorable Mayor and Board of Trustees:

We transmit for your consideration a **favorable recommendation** vote by the Zoning Board of the Village of Lincolnshire to recommend approval of the application for a text amendment related to massage businesses. The text amendment would allow massage businesses only as a special accessory use in the R5, B, E, and O/I zoning districts.

Following due notice, as required by the Title 6 (Zoning) of the Lincolnshire Village Code, the Zoning Board held a public hearing on March 10, 2020, in the Village Hall. Upon having reviewed materials submitted by staff and a staff memorandum with attachments prepared by the Community & Economic Development Department, and having heard Village staff comments and the sworn testimony of all interested parties desiring to be heard at the public hearing, the Zoning Board deliberated and reached the following Findings of Fact:

**Standards**

**1. The request for an amendment shall serve the purpose of promoting the public health, safety, and general welfare because:**

The regulation of the location where massage businesses can operate will help prevent the secondary effects which tend to arise from uncontrolled massage businesses, including illegal solicitation and prostitution.

**2. The request for an amendment shall conserve the value of property throughout the community because:**

The mitigation of any negative secondary effects from massage businesses will preserve the value of property throughout the community.

**3. The request for an amendment shall lessen or avoid congestion in the public streets and highways because:**

The amendment will not affect the amount of vehicle trips on public streets.

***Chair Brian Bichkoff and Members of the Zoning Board  
March 10, 2020***

**Notice of Public Hearing.**

Notice is hereby given that the Zoning Board of the Village of Lincolnshire will conduct two Public Hearings on **Tuesday, March 10, 2020** beginning at 7:00 p.m., or as soon thereafter as practical, in the Board Room of the Lincolnshire Village Hall, 1 Olde Half Day Road, Lincolnshire, Illinois 60069, to consider the following:

A text amendment to revise Chapters 2 (Zoning Definitions), 3 (General Zoning Regulations), 5A (R1, R2, and R3 Single-Family Residence Districts), 5B (R2A Single-Family Residence District), and 6B (B2 General Business District) of Title 6 (Zoning) of the Lincolnshire Village Code, to define and regulate certain accessory structures and uses, including greenhouses, hoop houses, the harboring of chickens on residential property, and the harboring of bees on nonresidential property.

A text amendment to revise Chapters 2 (Zoning Definitions), 3 (General Zoning Regulations), 5D (Mixed Use General Residence District), 6A (B1 Retail Business District), 6B (B2 General Business District), 6C (E Small Office District), and 8 (Office/Industrial District) of Title 6 (Zoning) of the Lincolnshire Village Code to define and regulate massage therapy businesses as special accessory uses.

The petitioner for both applications is the Village of Lincolnshire. The project files are available for viewing in the Community & Economic Development Department of the Village of Lincolnshire during normal business hours to any interested persons who wish to obtain additional information regarding this request. All interested persons present at the Public Hearings will be given an opportunity to be heard. Interested parties may also submit written evidence or testimony in advance to the Community & Economic Development Department. The above indicated hearings may be continued from time to time and without further notice, on the motion of the Zoning Board.  
/ Brian Blichkoff, Chair  
Zoning Board, Village of Lincolnshire  
2/21/2020  
Published in Daily Herald February 24, 2020 (4541140)

**CERTIFICATE OF PUBLICATION**

**Paddock Publications, Inc.**

**Daily Herald**

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of

Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn,  
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and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 02/24/2020 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

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BY   
Authorized Agent