



VILLAGE OF LINCOLNSHIRE

AGENDA **ARCHITECTURAL REVIEW BOARD** **Village Hall – Board Room** **Tuesday, April 21, 2020** **7:00 p.m.**

REMOTE PUBLIC PARTICIPATION OPTIONS

- **View/Listen**
 - Watch live on Cable Channel 10.
 - Listen live via phone at 872-240-3412 (access code 831-924-901).
 - Meeting videos posted to www.lincolnshireil.gov/government/about/agendas-minutes-packets-video the day after meeting.

- **Public Comment**
 - Call 847-913-2312 to leave a voicemail message with your comment by 3:00 p.m. on Tuesday, April 21, 2020.
 - Email your comment to VOLPublicComment@lincolnshireil.gov by 5:00 p.m. on Tuesday, April 21, 2020.
 - Written comments may also be mailed or dropped off in the Village Hall vestibule by 5:00 p.m. on Tuesday, April 21, 2020.
 - Comments received before the meeting will be read concurrent with respective agenda item. Comments may be sent to the VOLPublicComment@lincolnshireil.gov email address during the meeting, but it is not guaranteed they will be read until the end of the meeting.

CALL TO ORDER

1.0 ROLL CALL

2.0 APPROVAL OF MINUTES

- 2.1 Approval of January 21, 2020, Architectural Review Board Minutes

3.0 ITEMS OF GENERAL BUSINESS

- 3.1 Continued Consideration and Approval of a Minor Amendment to a Special Use Permit to Permit Recently-Completed Exterior Building Color Changes for SpringHill Suites Hotel (300 Marriott Drive – Color Applications, Inc.)

- 3.2 Consideration of a Roof-Mounted Solar Panel Installation (301 Camberley Lane – Tesla, Inc.)

- 3.3 Consideration of Site and Building Design, Landscaping, and Lighting for a 106,400-Square-Foot Building Addition (1-3 Stevenson Drive – Adlai E. Stevenson High School District 125)



VILLAGE OF LINCOLNSHIRE

MINUTES ARCHITECTURAL REVIEW BOARD MEETING Tuesday, January 21, 2020

Present:

Chair Kennerley

Member McCall (arrived 7:58 p.m.)

Member Santosuosso

Alternate Member Killedar (arrived 7:05 p.m.)

Assistant Village Manager/Community &
Economic Development Director Gilbertson

Member Baskin

Member Orzeske

Member Tapia

Trustee Hancock

Planning & Development Manager Zozulya

1.0 ROLL CALL

Chair Kennerley called the meeting to order at 7:00 p.m., and PDM Zozulya called the Roll.

2.0 APPROVAL OF MINUTES

2.1 Approval of the minutes of the Architectural Review Board meeting held on December 16, 2019.

Chair Kennerley noted a proposed change on page 7 regarding Item 3.4, paragraph 19, to be changed from "Chair Kennerley summarized the comments for the petitioner" to "**The ARB collectively** summarized the comments for the petitioner".

Member Tapia moved and Member Santosuosso seconded the motion to amend the meeting minutes per the request of Chair Kennerley. The motion passed unanimously by voice vote. Member Tapia moved and Member Santosuosso seconded the motion to approve the meeting minutes as amended for the December 16, 2019 ARB meeting.

AYES: Kennerley, Santosuosso, Baskin, Orzeske, and Tapia

NAYS: None

ABSENT: Killedar, McCall

ABSTAIN: None

Chair Kennerley declared the motion carried.

3.0 ITEMS OF GENERAL BUSINESS

3.1 **Consideration and Recommendation of Site and Building Design, Signage, Landscaping, and Lighting for a Large, Full-Service, Recreation, Health, and Fitness Facility (90, 98, and 100 Hewitt Drive – TSJ Lincolnshire Property LLC)**

Chair Kennerley reviewed rules for public comment for audience members present, noting comment is limited to 30 minutes. Member Santosuosso suggested the time allotment for public comment be increased to one hour, and all ARB members concurred.

PDM Zozulya provided an overview of the petition and also reviewed previous feedback provided by the ARB. She stated the petitioner accordingly submitted revised plans and responses. PDM Zozulya stated staff also received comments from Member Baskin who was absent from the December ARB meeting. Those comments were distributed to the petitioner, ARB members, and staff. PDM Zozulya stated staff received three email communications from concerned residents, which were distributed to the ARB. PDM Zozulya reviewed Village Code Section 6-14-5 which details the ARB's review purview.

Alternate Member Killedar arrived to the meeting at 7:05 p.m.

Michael Kerin, Director of Development for The St. James (TSJ), property owner and petitioner, reviewed the revisions and written responses submitted by the TSJ design team. Mr. Kerin discussed The St. James brand, which he noted is inspired by Britain's Court of St. James. Mr. Kerin stated TSJ has a shared vision with the community which is to respect the local character of Lincolnshire and integrate into the surrounding community by developing a desirable sports and wellness destination for active families. Mr. Kerin added the design and site plan will not only protect the wooded areas but will also bring high-quality development to the Lincolnshire area.

Andrew Jacobs, Design Director for Gensler Architects, discussed the ARB's concern regarding the scale of the proposal, noting the existing Half Day Road and tollway corridor developments include large-scale buildings. Mr. Jacobs said they are mindful of existing structures but also seek to establish their own identity. In referring to the scale, Mr. Jacobs indicated the proposed design is similar in height and width to the existing buildings on site and will be well-screened by existing and proposed landscape. Mr. Jacobs presented an aerial photo of the Stevenson campus, noting the "flybox" on the performing arts center is similar in height to the proposed field house, adding the design exception is the proposed field house will be towards the back of the property with substantial landscaping. Mr. Jacobs presented both day and night building elevations, highlighting the unique architectural features and additional landscaping. Mr. Jacobs presented samples of the "scalloped" feature of the exterior panels which he said will create visual interest.

Mr. Jacobs presented elevations of the field house, noting programmed activities in the field house dictate the height requirement. Mr. Jacobs discussed a proposed idea of excavating and lowering the building into the ground. He stated this was not considered a viable option due to ground water issues, egress requirements, and general circulation constraints. Member Baskin recalled one of the existing buildings on site has a basement, and design options should be considered to lower the building. Mr. Jacobs stated due to the number of participants in the field house which could number in the thousands at a given time, egress at main level is the safest option in the event of an emergency. Mr. Scott Wilson, Civil Engineer for

Kimley-Horn Engineers, discussed the 100-year overland water flow and onsite detention, noting the opportunity for water to enter lower levels of an underground structure during a significant rain event.

Mr. Jacobs continued with the elevations, roof structure, and building materials presentation. Trustee Hancock requested clarification on roof panel materials. Mr. Jacobs stated the field house pre-cast material is grey. The roof will be metal to match grey tones on the east/west elevations. The middle section, which is not visible, will most likely be white membrane (TPO). Discussion ensued regarding the visibility of the field house roof from adjacent future buildings on separate development pads. Mr. Jacobs stated only a small portion of the field house roof could be visible to one of the outlot buildings. Mr. Kerin added the outlot buildings are restricted to the underlying zoning district height restrictions. Member Baskin said having a sample of the roof material and color will be helpful for the ARB to make an informed recommendation.

Mr. Jacobs presented the revised trash enclosure and sign designs on site and building elevations, including the wayfinding signage design to mimic the front elevation of the building. Member Baskin stated a concern regarding the amount of signage dedicated to The St. James throughout the campus.

Mr. Jacobs discussed sustainability efforts, noting building operations will take into consideration energy performance. He added the building orientation will face south to improve both solar intake and thermal performance in winter months. Member Baskin asked why their team is not pursuing a LEED design. Mr. Kerin replied they have designed the building to take into consideration energy use and optimal energy performance. Mr. Kerin also stated they considered LEED certification lifetime costs, their business model, and associated expenses. Member Tapia asked about tax incentives for LEED certification. Mr. Kerin stated when they enter into the design development stage, they will investigate options and incentives to incorporate energy improvements.

Reggie Truxon, Design Manager for Gensler, presented the exterior lighting plan, noting TSJ's desire to minimize light pollution and also design for public safety. There was discussion regarding the light fixture design not matching the front façade elevation. Mr. Jacobs said they will evaluate the pole and fixture design for consistency with the front façade of building.

Member McCall arrived to the meeting at 7:58 p.m.

Keith Demchinski, Landscape Architect for Kimley-Horn, presented the revisions to the landscape plan noting the existing conservancy and wooded areas on site. Mr. Demchinski stated they added masses of ornamental grasses in the parkway entrance to provide wintertime interest. In addition, more evergreen and tiered landscape plant materials were added. Mr. Demchinski said more understory plantings were added to walkways to further define those pedestrian areas. Additional canopy trees along the southeast corner of the building were also added. Member Baskin noted his concern that the building entrance visual affect may be lost with the addition of more material in the parkway entrance. Mr. Demchinski stated the front

entrance has been further enhanced with outdoor seating, bike racks, and additional landscape. Member Baskin suggested incorporating an alley of deciduous trees at the south side of the building and along the pedestrian path to provide a shaded respite area. He also suggested the installation of an irrigation system to maintain the landscape. Mr. Dichemski presented the plant mix which he said will provide year-round color to the site, adding there will be 50% deciduous and 50% evergreen mix, with changes made to the flowering plant materials to provide more variety. Additionally, TSJ is exceeding code by installing 4" caliper deciduous trees rather than 2.5" caliper trees required by Village code.

Mr. Demchinski presented the results of the visibility study which included placement of a boom lift on site where the field house would be located. He presented photos from various points along Half Day, Old Mill Road, and the Interstate 94 Tri-State Tollway. Mr. Demchinski stated in most of the photos, the boom lift was not visible.

Mr. Wilson reviewed the changes to the site and traffic plan which included additional drive lanes to parking lots allowing clients to bypass the main building entrance queue. He reviewed the bus parking pattern and available bus parking lanes at the rear of the building, noting the traffic flow at the rear of the building would not be impacted by the location of the bus parking.

Trustee Hancock inquired about parking at peak times, auto and bus traffic flow, and what steps TSJ will take to prevent traffic backup onto Half Day Road. Mr. Wilson said they studied The St. James traffic flow and activity level at the Springfield, Virginia facility on both a typical weekday and a "big event" weekend. Mr. Wilson stated that based upon their onsite observations, weekdays are busiest after school hours. He added that during a Sunday where they had multiple tournaments and programmed activities, an estimated 2,200-2,400 participants were in the facility. Mr. Wilson stated they performed hourly observations during these heavy event days and found approximately 600 parking spaces occupied out of the total 821 spaces available. On a normal weekday he noted highest number of parking spaces occupied was 350. Mr. Wilson stated Lincolnshire will have 934 spaces, as required by code and, based upon observations in Springfield, parking should not be an issue. Trustee Hancock asked about traffic backup on high usage days. Mr. Wilson stated upon observation at the Springfield facility, the maximum queue in the drop-off lane was eight cars, adding the Lincolnshire site will provide a queue of up to 10 cars at the front drop-off. Member Orzeske inquired about bus drop-off. Mr. Kerin stated it depends on the programming scheduled that day. TSJ staff will monitor and direct both buses and autos as needed. Member Baskin inquired about the paving area and whether they considered other materials to soften the amount of asphalt such as pavers or turf. Mr. Dichemski said they looked at alternative materials, but issues with de-icing would have an adverse impact. Mr. Wilson discussed the walking time at the Springfield facility. At the furthest parking point, it was approximately a 4-5 minute walk which would be similar to the Lincolnshire site.

Mr. Kerin closed his presentation and thanked the ARB, Village Board, Village staff, and community members for their input, which he said further

enhanced their design ideas. He added they are confident in what The St. James can bring to the community.

Chair Kennerley thanked The St. James design team for their presentation and allowing the ARB members the opportunity to review and provide feedback and comments. Chair Kennerley opened the floor for public comment.

Larry Barnhart, President of the Woodcreek Courts Neighborhood Association, asked how many buses could come through at one time and where the buses will go. He also inquired about member activity, whether the facility will be profitable. He also inquired about other entry points to the building other than the main front entrance. Mr. Barnhart also expressed concern on the size of the facility. He also inquired whether the developer will consider solar panels as this would present a great opportunity for solar and tax incentives for energy savings.

Rob Weinberg, President of the Sutton Place Neighborhood Association, stated his concern about bus parking. He also expressed concern regarding two drainage ponds between Sutton Place and CDW. He stated he has seen the ponds come close to overflowing during heavy rain events and is worried Sutton Place will have problems. Mr. Weinberg also questioned the roof height. Mr. Weinberg also stated some of the landscape choices, including dogwood plants, do not survive the Midwest weather.

Susan Olson, a Sutton Place resident, said she would like to see all landscaping at the front entrance along Half Day Road to be evergreens to block the view as the entrance is very visible to Sutton Place residents.

In response to resident comments, Mr. Kerin stated based upon their Springfield facility observations, a maximum of 11 buses were onsite and they had ample space to park. He added in regards to number of participants, the Springfield location is about 80% of capacity. Mr. Kerin stated the main entrance to the facility is purposefully designed as the main point of entry to provide a level of service and hospitality to greet each member and participant and provide exceptional customer service. Mr. Kerin added they are looking at a potential west side "member-only" entrance for health club users. Mr. Kerin said that solar panels may be a possibility, stating their primary goal now is to complete the approval process. He added this is something they could consider during design development and will also look at incentives and alternate energy at that phase of the design. Mr. Kerin stated the bus parking in the back will be in addition to the two-way roadway, and will not be a hindrance to the traffic flow around the building.

Mr. Wilson addressed storm water runoff concerns, stating the site will be designed to hold storm water detention in underground storage facility with controlled discharge to the North Branch of Chicago River. Member Baskin inquired about utilizing pond water for irrigation. Mr. Wilson stated there is not enough storage onsite to make this feasible. Trustee Hancock asked if they are creating more impervious surface, to which Mr. Wilson responded the new development will be an improvement as it will be designed to meet all current Lake County Stormwater Management Commission regulations to

restrict runoff. As such, there will be an improvement to downstream properties, sending water over a slower rate and over a longer period of time. Mr. Wilson noted the current ponds onsite are undersized, adding that the velocity of water discharged will be less than current conditions on site. He added the proposed site design has the ability to utilize the parking lots for stormwater drainage in certain areas in the event of a heavy rain. Mr. Wilson stated for this site, it would have to rain a 100-year event for 24 hours nonstop for the parking lot to flood to its maximum design standard. Mr. Wilson explained basic flooding issues which tend to generally occur in suburban residential areas due to large amount of water in small amount of time. He added in a situation such as that, streets and ditches are designed to flood to keep water away from structures.

Mr. Jacobs discussed the height of the field house and roof design. Due to the needs of various sports venues, the interior ceiling height requires a roof height of 75 feet. In response to Member Baskin, Mr. Jacobs stated the design of the roof is meant to keep the truss inside the structure. Member Baskin asked if there is an alternative to the field house design as it appears as a "big box." Mr. Jacobs said price constraints for steel was a factor as well as reducing the amount of daylight entering the field house. Mr. Kerin also stated they are designing the field house for high-level sports programming necessitating the 75-foot height, which he added already received approval from the Village Board

In response to questions and concerns regarding the landscape, Mr. Demchinski noted Red Twig Dogwood is a native plant and does very well in the area. In response to the request for all evergreens at the entrance, he stated they would not encourage this due to safety and visibility issues.

Chair Kennerley read emails from the residents regarding roof height, visibility of the lift boom, and landscaping. It was determined that no new cottonwood trees are being planted, with some existing healthy cottonwood trees to be preserved.

Member Santosuosso stated this is one of the largest projects brought to the ARB since his appointment. He understands the project is in the schematic design but still has many moving parts. He asked if the ARB moves this forward, would the ARB have an opportunity to review the final design. PDM Zozulya stated once the ARB moves this to the Village Board, it would not come back unless the Village Board determined there was substantial change in the design or project concept warranting additional ARB review. However, she stated the Village Board could undertake those changes on their own. Chair Kennerley asked Trustee Hancock if he felt the Village Board would feel comfortable undertaking design and architectural changes without further ARB input. Trustee Hancock stated if changes are substantial, he would recommend referring the matter back to the ARB, but this would have to be decided by the Village Board. He further stated his concerns about the massing of the roof, colors, and materials. Member Santosuosso said the ARB has in the past been more focused on details, and would not recommend referring this to the Village Board until those details are presented. Mr. Kerin stated they have presented plans for signage, exterior building design, and the trash enclosure. He added what gets recommended for approval by the

ARB is what they propose to build and, in their opinion, they have met all the requirements to move forward.

Member McCall said we should depend on village staff to review the project going forward, noting staff has the experience to determine if additional ARB is warranted. He stated his confidence moving this forward and that the submittal was excellent.

Member Santosuosso said the west elevation is still very bleak and he would like to see more. Member Baskin agreed, adding this is in the workshop status and the petitioner has listened to some concerns. He has issues with the mass of the roof and would like to see material samples and photos. He does not feel staff should be left to decide final design, as this is the ARB's job. There are too many moving parts on signage, light fixtures, and additional entrances for members to consider prior to moving this to the Village Board.

Trustee Hancock noted the concerns of the roof and selection of materials which were not presented. He also expressed concern with traffic and how this impacts village streets and residents. Chair Kennerley said the roof issue may need to be addressed with the Village Board and if needed, the proposal will be sent back to ARB. She stated another option would be to have a special ARB meeting to review the roof issue and to accommodate the petitioner's schedule.

There was discussion on the items members of the ARB believed further review and consideration, including:

1. Providing samples and renderings of the standing seam and TPO roofing;
2. Enhancing the west building elevation;
3. Examining the V-shaped light fixture;
4. Adding more landscape to the plaza to create shade;
5. Providing details of the additional exterior door on the east or west elevation; and
6. Providing additional signage details.

After further discussion, it was the consensus of the ARB that only the roofing materials required further attention. There was discussion regarding alternative roof structure designs. Mr. Jacobs expressed concerns about exposed exterior roof structures due to weather, ice, water and snow load issues. In addition, he stated the interior height needs to be 65 feet to provide a professional grade interior field house for sports programming. He added if the Village Board did not initially approve this height, they would not have proceeded with the concept.

Assistant Village Manager/Community & Economic Development Director indicated there could be further ARB input either by Village Board request or by staff sharing future submittal packets with the ARB members as the process moves forward. PDM Zozulya summarized the process going forward, including a public hearing at the Village Board. Chair Kennerley noted the ARB's remaining concerns regarding the roof massing and materials.

Member Tapia moved and Member Orzeske seconded the motion to recommend approval to the Village Board for the proposed site and building design, signage, landscaping, and lighting for a large, full-service, recreation, health, and fitness facility at 100 Half Day Road, as presented in the petitioner’s presentation packet, with the cover letter dated January 16, 2020, and further subject to the Village Board’s consideration for roof massing and materials, west façade elevation, landscaping, and lighting.

AYES: Kennerley, Orzeske, McCall, Tapia, and Santosuosso

NAYS: Baskin

ABSENT: None

ABSTAIN: None

Chair Kennerley declared the motion carried.

Assistant Village Manager/Community & Economic Development Director said this petition will now go to public hearing with the Village Board with the revisions suggested tonight, the ARB will be kept informed of the progress. Member Orzeske requested staff to share with the ARB samples of the roofing material with photographs.

4.0 UNFINISHED BUSINESS

5.0 NEW BUSINESS

6.0 CITIZENS COMMENTS

7.0 ADJOURNMENT

Member Santosuosso moved and Member Orzeske seconded the motion to adjourn the Architectural Review Board Meeting. The voice vote was unanimous and Chair Kennerley declared the meeting adjourned at 10:03 p.m.

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

4.0 UNFINISHED BUSINESS

5.0 NEW BUSINESS

6.0 CITIZEN COMMENTS

7.0 ADJOURNMENT

Reasonable accommodations / 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) 48 hours in advance if you need any special accommodations to attend. The Architectural Review Board will not proceed past 10:30 p.m. unless there is a consensus of the majority of the Architectural Review 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 Architectural Review Board Meeting.



ITEM SUMMARY

Reviewing Body / Meeting Date:	Architectural Review Board – April 21, 2020
Subject:	Exterior Building Color Changes for SpringHill Suites Hotel
Action Requested (Address – Petitioner):	Continued Consideration and Approval of a Minor Amendment to a Special Use to Permit Recently-Completed Exterior Building Color Changes (300 Marriott Drive – Color Applications, Inc.)
Prepared By:	Tonya Zozulya – Planning & Development Manager
Staff Recommendation:	Approval of a Minor Amendment to a Special Use
Meeting History:	Architectural Review Board – November 19, 2020
Tentative Meeting Schedule:	N/A
Reports / Documents Attached:	1) Petitioner’s presentation packet, dated January 24, 2020 2) November 19, 2019, ARB meeting minutes

Request Summary

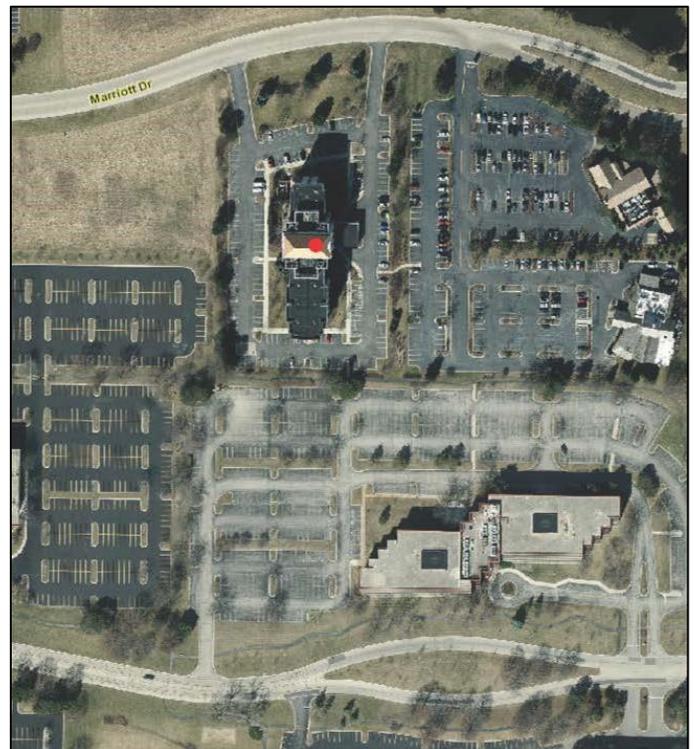
Color Applications, Inc. (the petitioner), on behalf of SpringHill Suites Hotel, seeks Architectural Review Board (ARB) approval of recent exterior color changes on the hotel building located at 300 Marriott Drive, as marked with a red dot on Figure 1.

In November 2019, the building was repainted blue, grey, and white to meet SpringHill Suites brand colors. The petitioner was unaware this type of exterior improvement required ARB review and repainted the building prior to seeking and obtaining Village approvals.

Color Applications first presented their request at the November 19, 2019, ARB meeting. The ARB did not find the new colors consistent with the building character and requested the petitioner return to a future meeting with new exterior color options for the ARB’s consideration.

The 3.7-acre property was developed in 2000 for a 161-room SpringHill Suites hotel in the O/Ia Office-Industrial Zoning District (Ordinance #99-1651-35). The ordinance granted a Special Use permit and variations regarding the lot size and signage. The request is supported by Lof2Lincolnshire LLC, the property owner. As part of the original approvals, the Village approved exterior building materials and colors, which included brown brick and tan/white dryvit elevations and a tan standing seam metal roof.

Figure 1: Location Map



Project Description

The petitioner has provided four new color scheme options and color placement simulations for the ARB’s consideration. They also provided Marriott’s standard color scheme guide, photos of other SpringHill Suites



hotels, and adjacent Lincolnshire buildings with blue accents for the ARB's reference. Option 1 features the original (unaltered) brown brick with a dark blue ("indigo batik") as well as white and gray colors. Option 2 features the same colors as Option 1, except the proposed blue color is lighter with grey undertones ("wall street"). Option 3 omits the blue color altogether while showing the same other colors as the first two options. Option 4 includes a medium blue color ("inky blue") as well as brown brick, white, and gray colors (note: the current building is painted the same colors with a different color placement). Note: The blue color in Option 1 is the current blue color on building; however, the color placement is different.

Approval Process

The Architectural Review Board has the final authority to review and approve this project as a minor amendment to the hotel's Special Use permit.

Staff Recommendation / Next Steps

Staff believes Option 3 is more appropriate to the building architecture and seeks the ARB's review of all four color options with any required modifications regarding the color placement on the building elevation.

Motion

*The Architectural Review Board moves to approve a minor amendment to the existing Special Use to permit to the recently-completed exterior building color changes for SpringHill Suites Hotel, located at 300 Marriott Drive, as presented in Option **(insert the approved option and proposed colors)** in the petitioner's presentation packet, with the cover letter dated January 24, 2020, and further subject to...*



January. 24, 2020

ARB Chair Cherise Kennerley,

We are requesting approval of the color change at the Springhill Suites Chicago Lincolnshire located at .
300 Marriott Dr. Lincolnshire, IL. 60069.

The previous color scheme consisted of tan and white.

The new colors are chosen by Marriott as a new National brand Color Scheme.

We have included 4 new color renderings provided by Marriott.

Regards,

Robert L. Morris

Accounts Manager

9898 Hwy 92 Ste. 230

Woodstock, GA 30188

(770) 591-1110 Office

(910) 616-8997 Mobile

robert.morris@colorapp.net

www.colorapp.net

Option 1

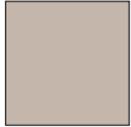


EXISTING



Sto Corp.
 3800 Camp Creek Parkway
 Building 1400, Suite 120
 Atlanta, GA 30331
 404/346.3666
 www.stocorp.com

Project Name
Springhill Suites
 Lincolnshire, IL

- Color Legend:
-  Indigo Batik
 -  Indredible White
 -  Amazing Gray

Notes:
 Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval. Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
 20-NA001A01



EXISTING

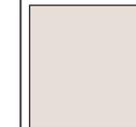
Sto Corp.
 3800 Camp Creek Parkway
 Building 1400, Suite 120
 Atlanta, GA 30331
 404/346.3666
 www.stocorp.com

Project Name
Springhill Suites
 Lincolnshire, IL

Color Legend:



Indigo Batik



Indredible White



Amazing Gray

Notes:
 Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval. Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes**®

Drawing Number
20-NA001B01



EXISTING



Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

Color Legend:

-  Indigo Batik
-  Indredible White
-  Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.
Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001S01

Option 2



EXISTING



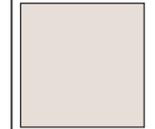
Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

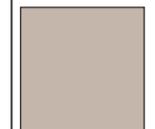
Color Legend:



Wall Street



Indredible White



Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval. Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001A02



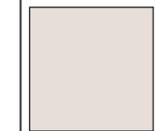
Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

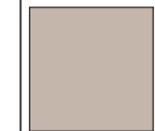
Color Legend:



Wall Street



Indredible White



Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes**®

Drawing Number
20-NA001B02



EXISTING



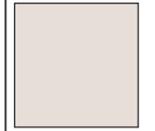
Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

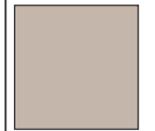
Color Legend:



Wall Street



Indredible White



Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001S02

Option 3



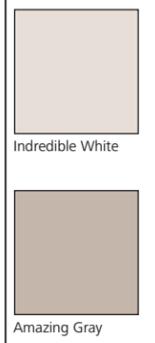
EXISTING



Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

Color Legend:



Indredible White

Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001A03



EXISTING



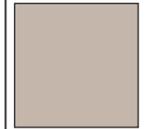
Sto Corp.
 3800 Camp Creek Parkway
 Building 1400, Suite 120
 Atlanta, GA 30331
 404/346.3666
 www.stocorp.com

Project Name
Springhill Suites
 Lincolnshire, IL

Color Legend:



Indredible White



Amazing Gray

Notes:
 Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
 Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001S03



Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

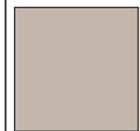
Project Name
Springhill Suites
Lincolnshire, IL

EXISTING

Color Legend:



Indredible White



Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes**®

Drawing Number
20-NA001B03

Option 4



EXISTING



Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

Color Legend:



Inky Blue



Indredible White



Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval. Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes.**

Drawing Number
20-NA001A04



EXISTING



Sto Corp.
3800 Camp Creek Parkway
Building 1400, Suite 120
Atlanta, GA 30331
404/346.3666
www.stocorp.com

Project Name
Springhill Suites
Lincolnshire, IL

Color Legend:

-  Inky Blue
-  Indredible White
-  Amazing Gray

Notes:
Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.
Creativity Begins. **Sto Finishes**®

Drawing Number
20-NA001S04



EXISTING

Sto Corp.
 3800 Camp Creek Parkway
 Building 1400, Suite 120
 Atlanta, GA 30331
 404/346.3666
 www.stocorp.com

Project Name
Springhill Suites
 Lincolnshire, IL

Color Legend:

-  Inky Blue
-  Indredible White
-  Amazing Gray

Notes:
 Sto Colors provided as reference. Final colors to be determined and samples to be approved by owner/client.

Actual color of manufactured product may vary slightly from this representation. Always review product samples under natural lighting conditions, and construct full scale job site mock-ups for final color approval.
 Color concepts and renderings are the exclusive intellectual property of Sto Corp. and Sto Studio and cannot be copied or modified for use without the express written authorization of Sto Corp. and Sto Studio. Usage licenses are available.

Creativity Begins. **Sto Finishes**®

Drawing Number
20-NA001B04

SHS Lincolnshire before the building was painted.



SHS Lincolnshire After Painting was Complete.



SHS Lincolnshire After Painting was Complete.



SHS Lincolnshire / Surrounding Buildings



SHS Lincolnshire / Surrounding Buildings





GEN 1 & GEN 1A | SHS EXTERIOR PAINT GUIDELINES

US & CANADA
SPRINGHILL SUITES®
 MARRIOTT

INITIAL RELEASE: NOVEMBER 2016		
Revision Number	Revision Date	Revision Description
1	2017 10 17	Color Update

Table of Contents

G.1 Table of Contents
G.2 Overview & Goals / Key Design Features
G.3 Sherwin Williams Paint Colors
G.4 Gen 1 - Overview
G.5 Gen 1 - Front Exterior Facade
G.6 Gen 1 - Side Exterior Facade
G.7 Gen 1 - Front Perspective
G.8 Gen 1 - Side Perspective
G.9 Gen 1A - Overview
G.10 Gen 1A - Front Exterior Facade
G.11 Gen 1A - Side Exterior Facade
G.12 Gen 1A - Front Perspective
G.13 Gen 1A - Side Perspective

Overview and Goals

Modernize existing Springhill Suites Gen 1, Gen1A building exteriors to match the new brand image

Key Design Features

- Paint exterior walls
- Paint standing seam metal roofs
- Paint fascia boards, gutters, & downspouts

Control Colors

Gen 1 & Gen 1A			
Code	Location	Sherwin Williams Code	Color Name
PT1	Field Color	SW 7028	Incredible White
PT2	Field Color	SW 7044	Amazing Gray
PT3	Accent Wall	SW 9149	Inky Blue
PT4	Gutters, Downspouts	-	White Paint

Generation 1



Springhill Suites by Marriott - Gen 1 & Gen 1A

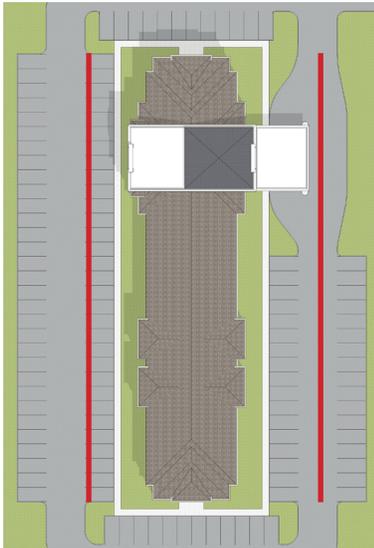
Exterior Paint Color Guidelines

Standard Color Scheme

FRONT EXTERIOR FACADE



Facade Locator



Painted Surfaces



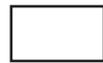
PT1



PT2



PT3



PT4

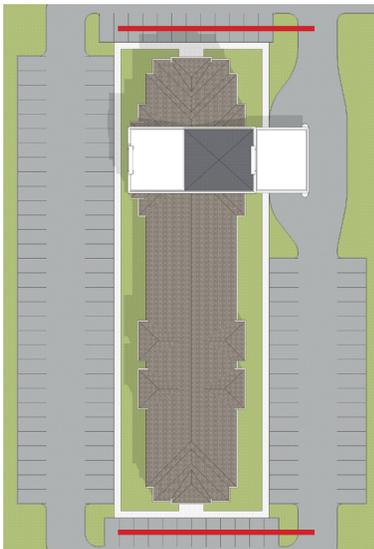


G.5

SIDE EXTERIOR FACADE



Facade Locator



Painted Surfaces



PT1



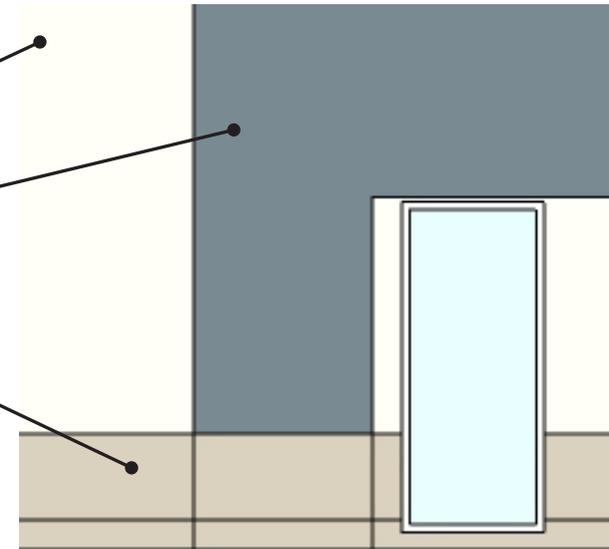
PT3



PT2



PT4



FRONT PERSPECTIVE

Painted Surfaces



PT1



PT2



PT3



PT4



SIDE PERSPECTIVE

Painted Surfaces



PT1



PT3



PT2



PT4



Generation 1A



Springhill Suites by Marriott - Gen 1 & Gen 1A

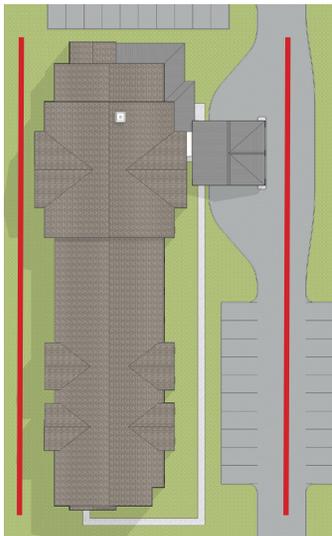
Exterior Paint Color Guidelines

Standard Color Scheme

FRONT EXTERIOR FACADE



Facade Locator



Painted Surfaces

-  PT1
-  PT3
-  PT2
-  PT4

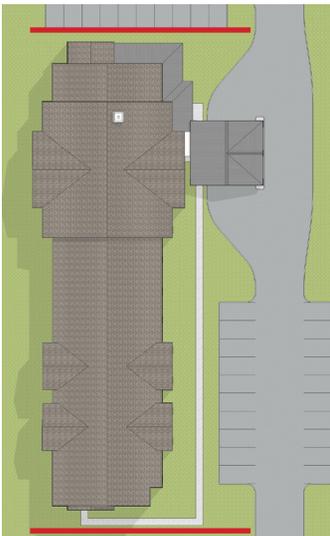


G.10

SIDE EXTERIOR FACADES

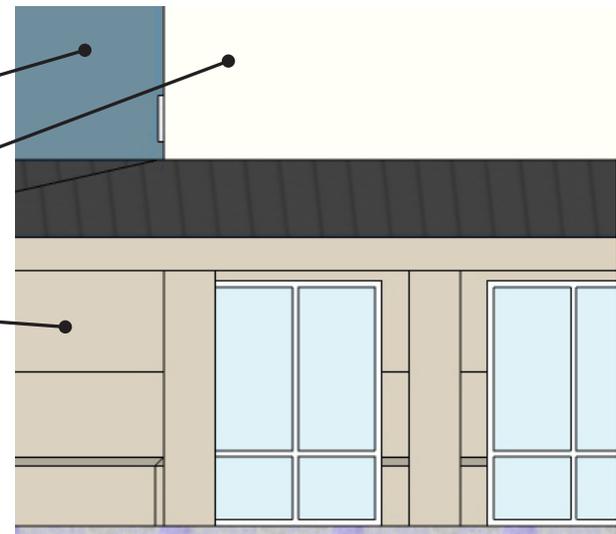


Facade Locator



Painted Surfaces

-  PT3
-  PT1
-  PT2
-  PT4



FRONT PERSPECTIVE

Painted Surfaces



PT1



PT3



PT2



PT4



Springhill Suites by Marriott - Gen 1 & Gen 1A

Exterior Paint Color Guidelines

Standard Color Scheme

SIDE PERSPECTIVE

Painted Surfaces

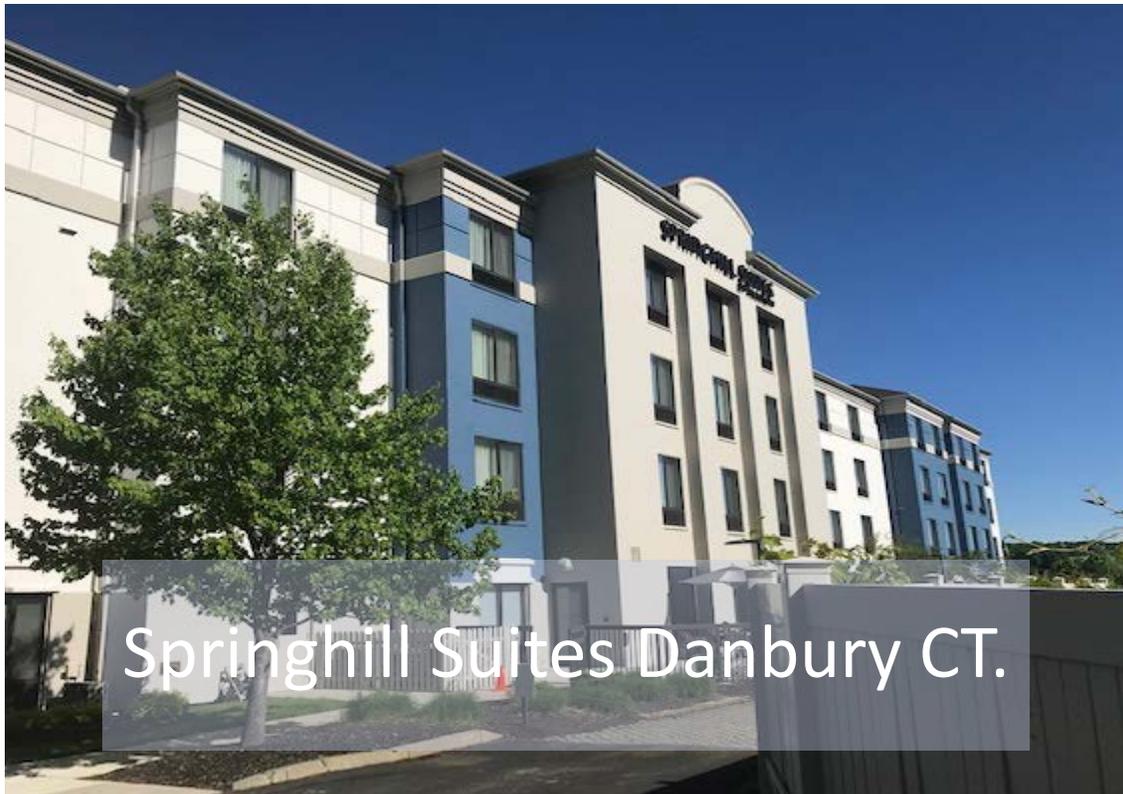
-  PT3
-  PT1
-  PT2
-  PT4



Other SHS properties painted with new brand colors



Springhill Suites Nashville



Springhill Suites Danbury CT.



Member Baskin moved and Member Santosuosso seconded the motion for Item 3.1, that the Architectural Review Board recommended the Village Board approve the proposed site and building design, signage, landscaping, and lighting plans for the Daniel Wright Junior High School property, located at 1370 Riverwoods Road, as presented in the petitioner's presentation packet, dated November 12, 2019, and further subject to the petitioner's consideration of additional landscaping installation to enhance the outdoor experience for students.

Roll Call:

Ayes: Baskin, Santosuosso, Orzeske, McCall

Nays: None

The motion passed unanimously by voice vote.

- 3.2 Approval of a Minor Amendment to a Special Use Permit to Permit Recently-Completed Exterior Building Color Changes for SpringHill Suites Hotel – 300 Marriott Drive (Color Applications, Inc.)

PDM Zozulya provided an overview of the request. She stated the petitioner, SpringHill Suites Hotel, seeks ARB approval of recent exterior building color at 300 Marriott Drive. The hotel was developed in 2000 in the O/Ia Office Industrial Zoning District, and was granted a Special Use Permit with variations at that time. She stated that as part of the approvals, the Village approved exterior building materials and colors which were presented in the packet. PDM Zozulya stated the petitioner recently repainted the exteriors to blue, grey, and white representing SpringHill Suites current corporate branding colors. She further stated the petitioner was not aware this type of exterior change required ARB review and approval.

Robert Morris, Color Applications, Inc., representing SpringHill Suites, apologized to the ARB for not obtaining approval prior to painting the building exterior. Mr. Morris summarized the rebranding effort of SpringHill Suites, noting the extensive research that went into the color selection that is being applied to SpringHill Suites nationally. He then presented photos of the hotel that illustrated the new color scheme.

Member McCall stated he was on the ARB at the time SpringHill Suites was initially reviewed, stating the original color was selected to compliment the red masonry. He added he is not in favor of the blue color. Member Baskin said he understands the rebranding effort, but the color must be in context with other building colors, adding the original color enhanced the community and building. Trustee-Liaison Hancock asked members if the petitioner had sought this color prior to painting, would the ARB approve the selection. ARB members stated they would have advised the ARB to not approve the selection. Member Santosuosso said the petitioner needs to find a solution that will work with the red brick exterior element of the building, adding the ARB will work with the hotel to come up with a solution. Mr. Morris stated he does not have the authority to authorize any exterior color changes without



the input of the Marriott Corporation. PDM Zozulya stated staff has shared their concerns with local hotel management team about the color. She added local management understands the process and concerns regarding the color choice. Representatives from SpringHill Suites were primarily concerned about whether changes would be required immediately after the ARB review given the winter season. Staff informed the management that any required changes would be deferred until favorable weather conditions. Chair Pro Tem Orzeske stated he is sympathetic to corporate rebranding efforts and policy but prefers the original colors. He did not think the petitioner should alter the color of the existing brick through whitewashing as that would undermine its structural integrity.

Member McCall moved, seconded by Member Baskin to continue the request for a minor amendment to the Special Use for SpringHill Suites, requesting the petitioner resubmit with alternate color pallet selections and paint schemes for further consideration.

Roll Call:

Ayes: Baskin, Santosuosso, Orzeske, McCall

Nayes: None

The motion passed unanimously by voice vote.

Dee Wade, Projects Manager, Color Applications Inc, said he will provide alternative paint schemes for review with Marriott Corporation representatives. PDM Zozulya stated staff will stay in touch with the petitioner regarding their next appearance before the ARB once the petitioner submits options for review.

3.3 ~~Workshop regarding Site and Building Design, Signage, Landscaping, and Lighting Plans for a Large, Full-Service, Recreation, Health, and Fitness Facility Known as the St. James - 90, 98 & 100 Half Day Road (TSJ Lincolnshire Property LLC)~~

~~PDM Zozulya provided an overview of the request and purpose of the workshop, including reviews of site and building design, signage, landscaping and lighting. She stated there will be no formal action taken, as the TSJ Lincolnshire Property LLC (the petitioner) is only seeking an exchange of concept and ideas, receive feedback from the ARB, and refine the plans as needed for further review and recommendation at a future meeting. Member Baskin stated there was a lot to review. He suggested the ARB narrow their review to site, exterior design, and overall design concept for the current meeting, given the large scope of the proposal. Chair Pro Tem Orzeski said the petitioner should have the opportunity to make their full presentation and the ARB will provide comments. PDM Zozulya reviewed the respective purviews of the ARB and the Village Board to reiterate the aspects of the petitioner's proposal that the ARB could provide feedback on.~~

~~Michael Kerin, Director of Real Estate Development for The St. James,~~



ITEM SUMMARY

Reviewing Body / Meeting Date:	Architectural Review Board – April 21, 2020
Subject:	Solar Panel Installation
Action Requested (Address – Petitioner):	Consideration of a Roof-Mounted Solar Panel Installation (301 Camberley Lane – Tesla, Inc)
Prepared By:	Tonya Zozulya - Planning & Development Manager Mike Jesse - Building Official
Staff Recommendation:	Favorable Recommendation to the Village Board
Meeting History:	N/A
Tentative Meeting Schedule:	Committee of the Whole – May 11, 2020 Regular Village Board – May 26, 2020
Reports/Documents Attached:	1) Location map 2) Petitioner’s presentation packet, submitted by Tesla, Inc., dated March 9, 2020 3) Village code section 6-17-6 regarding solar energy systems

Request Summary

Tesla, Inc., the petitioner, seeks to install roof-mounted solar panels on the 301 Camberley Lane townhome in the Camberley Club Subdivision. The property is marked with a red dot on Figure 1 and attached location map. The request is supported by Mr. Yassar Rivera, property owner, as well as the Camberley Club Homeowner’s Association.

In 2015, the Village Board granted a Special Use for a Planned Unit Development (PUD) to Pulte Homes for the development of an 86-unit townhome subdivision located on 20 acres along the east side of Milwaukee Avenue north of Sedgebrook (Ordinance No. 15-3378-105). In 2016, a Final Plat of Subdivision and Final Development Plan was approved (Ordinance No. 16-3391-118). In 2017, the Special Use was amended (Ordinance No. 17-3746-174) to revise the approved unit mix, resulting in a one-unit reduction for a total of 85 units. The subdivision construction was completed in 2019, with the majority of units occupied.

Figure 1: Location Map



Project Description

301 Camberley Lane is a corner unit within a 33’-tall, two-story, four-unit building in the northeast portion of the subdivision in the R4 Single-Family Attached zoning district. The proposal is to install 24 black, non-reflective thermally pre-stressed glass panels with anodized aluminum framing, covering approximately 24% of the front and back roof area (the code-permitted



maximum coverage is 50%). The proposed installation is designed to generate 7.56 kilowatts of solar power for the subject townhome only. Each panel is approximately 66" long and 40" wide. The building asphalt roof color is dark gray. The panels are proposed to be installed flush to the roof surface and will be visible from the ground. In addition, there will be sufficient separation between the solar panels and the common wall as required by the International Residential Code.

This is the first R4-zoned solar proposal received by the Village (two recent solar applications were for Extra Space Storage and 444 Social Luxury Apartments which are both zoned B2 General Business). Solar panels on R4 properties require review/recommendation by the Architectural Review Board and final review/approval by the Village Board. Other residential requests received to date have been for single-family properties (these requests do not require Board reviews and approvals by [Village code section 6-17-6](#)).

In addition to R4, other zoning districts that require Board approval for solar panel installation include R5 Mixed-Use General Residence, B1 Retail Business, B2 General Business, E Small-Scale Office and O/I Office-Industrial. R6 Mixed-Use Estate district is also on the list; however, no properties currently have this designation.

In February 2020, staff submitted an application for SolSmart designation. SolSmart is a nationally-designated program funded by the U.S. Department of Energy, operating in partnership with the International City/County Management Association and the Solar Foundation. The SolSmart program awards ratings of bronze, silver, or gold to communities who demonstrate a commitment to be "open for solar business." Staff is confident a bronze rating is achievable with existing Village codes and processes. In light of the Village's participation in SolSmart, as well as broader trends and interest in solar energy, staff expects additional solar panel installation requests from residential and commercial properties.

[Village code section 6-17-6](#) regulates the approval process and installation of solar panels in the Village on properties zoned R4 Multi-Family Residential. Among other regulations, it states that "the installation method shall be compatible and harmonious with the aesthetic qualities of the structure to which the device is attached so as to not abruptly alter the architectural character of the structure." Staff has reviewed the proposal and determined it meets code requirements.

Should this request be approved and additional solar applications be received for this and other buildings in the subdivision, staff will encourage the property owners and the HOA to incorporate the same panel material, color, design and installation to ensure an aesthetically pleasing appearance throughout the residential development.

Approval Process

This proposal is subject to review and recommendation by the Architectural Review Board and final review and approval by the Village Board. No preliminary evaluation with the Village Board is required by code. When the ARB recommendation is forwarded to the Village Board, staff will seek the Village Board's direction regarding whether they would like to continue requiring Board approval of solar panels for R4 properties or whether they would like to change the code to allow them by-right.

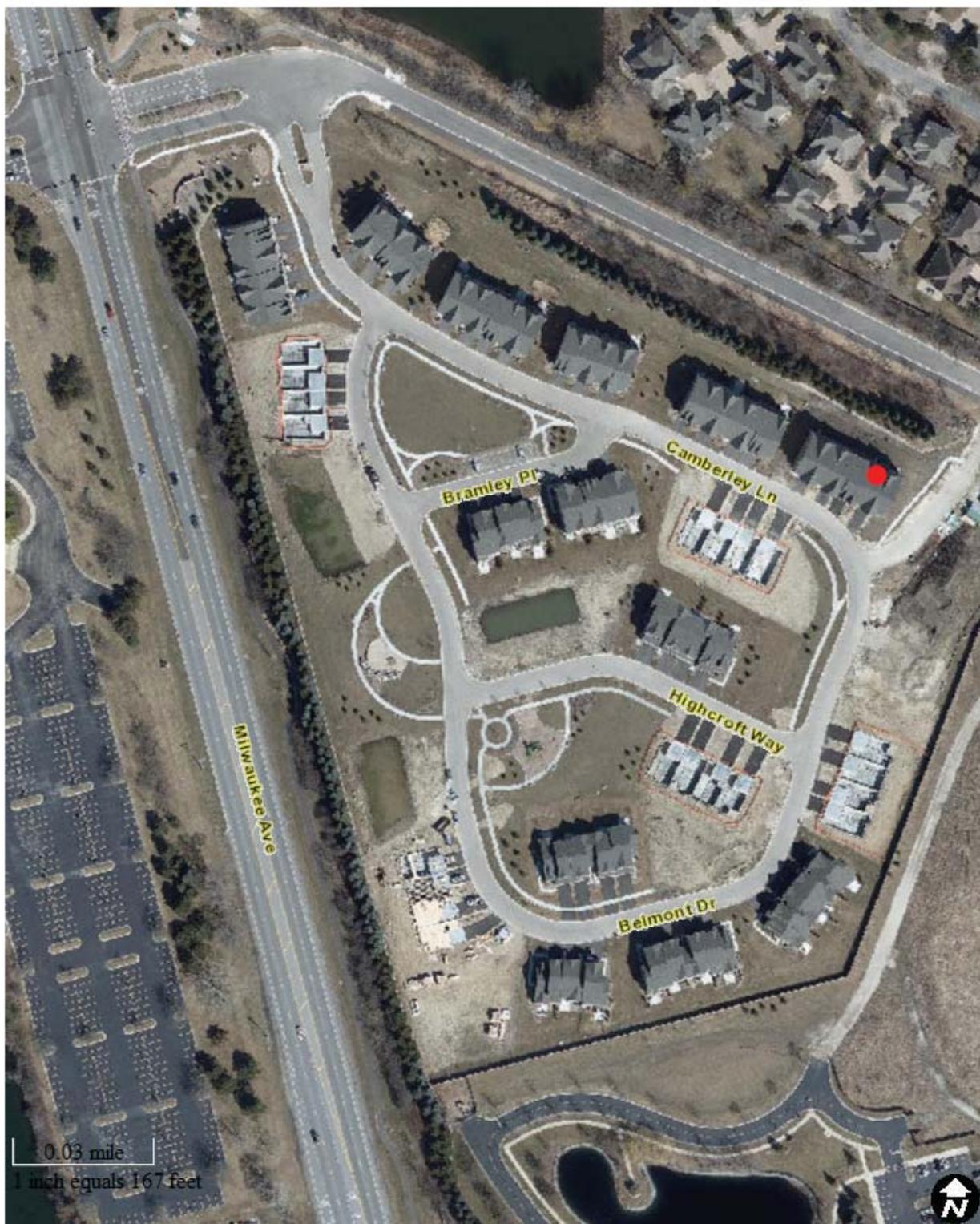
Staff Recommendation / Next Steps

Consideration and favorable recommendation to the Village Board.



Motion

The Architectural Review Board moves to recommend approval to the Village Board the roof-mounted solar panels for 301 Camberley Lane as presented in the petitioner's presentation packet, with the cover letter dated March 9, 2020, and further subject to...



Map created on March 9, 2020.

© 2020 GIS Consortium and MGP Inc. All Rights Reserved.

The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law.

Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.



March 9, 2020

Chairman Kennerley,
Architectural Review Board
Village of Lincolnshire
1 Olde Half Day Rd
Lincolnshire, IL 60069

Re: Request for Approval from the Architectural Review Board (“ARB”) for the installation of a solar PV array system on the roof of 301 Camberley Lane, Lincolnshire IL 60069 (the ‘Project’)

Dear Chairman Kennerley and Members of the Architectural Review Board:

We are delighted to present our request to add a solar PV array system on the roof of 301 Camberley Lane. We are proud to help this homeowner in their pursuit of creating a greener, more energy efficient and more socially and environmentally responsible home through the installation of a photovoltaic system. This system will help them offset their energy costs while moving towards a more sustainable future.

The proposal is to install 7.56 kilowatts of solar power. This equates to 24 solar panels. The panels are 66.3 in x 39.4 in x 1.57 in. The solar panels are black thermally pre-stressed glass with anti-reflection technology panels with black anodized aluminum framing (covering approximately 23.55% of the roof) to generate power that will help offset the homes energy cost.

The building roof color is a dark gray in color. The panels would be installed flush to the roofs surface. The panels will be visible from the ground, but with the dark color of the roof and panels as well as the flush mounting to the roof, it creates an aesthetically pleasing visual appearance that we hope that the ARB agrees with. Included in the packet is a photo shopped photo of what the panel array should look like after installation.

HOA approval was obtained for this home and a copy of it is included in this packet. We will also provide a material/color sample of the panel at the ARB meeting.

This project fits in with the current state sponsored dynamic of citizens and businesses creating their own clean energy onsite. The long term benefit will not only be to the environment but also create savings for local citizens and businesses through the reduction of energy costs.

All work will comply with local, state and federal jurisdiction building, electrical, fire codes, workplace safety codes, permits and any other applicable code or standard for the construction and operation of photovoltaic equipment. Any and all equipment

components specified are currently installed and in operation on thousands of sites across the United States.

We are hopeful the ARB agrees with our conclusions and votes to support the installation of the planned solar system.

Thank you,

Sincerely,

Les Gaynair
Permit Coordinator

Foster Premier

November 12, 2019

Yasser Rivera
301 Camberley Ln.
Lincolnshire, IL. 60069

Re: Solar Panels Application

Dear Homeowner:

The Board of Directors of the Camberley Club Townhome Association has reviewed your request of October 24, 2019 regarding the installation of solar panels at the above address per your application. **Approval is also contingent upon you obtaining a permit from the Village of Lincolnshire and the conditions as set forth in the Declaration and amendments for the Camberley Club Townhome Association.**

The contractor is to stay within the envelope of your lot during installation and any damage to the common area or neighboring lots will be the responsibility of the contractor and or applicant.

Should you have any questions regarding this matter, please submit them in writing to the Board of Directors via Foster/Premier, Inc.

Sincerely,
FOSTER/PREMIER INC

Debbi Feltz
Property Manager



ABBREVIATIONS	ELECTRICAL NOTES	JURISDICTION NOTES
---------------	------------------	--------------------

A AMPERE AC ALTERNATING CURRENT BLDG BUILDING CONC CONCRETE DC DIRECT CURRENT EGC EQUIPMENT GROUNDING CONDUCTOR (E) EXISTING EMT ELECTRICAL METALLIC TUBING FSB FIRE SET-BACK GALV GALVANIZED GEC GROUNDING ELECTRODE CONDUCTOR GND GROUND HDG HOT DIPPED GALVANIZED I CURRENT Imp CURRENT AT MAX POWER I_{sc} SHORT CIRCUIT CURRENT kVA KILOVOLT AMPERE kW KILOWATT LBW LOAD BEARING WALL MIN MINIMUM (N) NEW NEUT NEUTRAL NTS NOT TO SCALE OC ON CENTER PL PROPERTY LINE POI POINT OF INTERCONNECTION PV PHOTOVOLTAIC SCH SCHEDULE S STAINLESS STEEL STC STANDARD TESTING CONDITIONS TYP TYPICAL UPS UNINTERRUPTIBLE POWER SUPPLY V VOLT V_{mp} VOLTAGE AT MAX POWER V_{oc} VOLTAGE AT OPEN CIRCUIT W WATT 3R NEMA 3R, RAIN TIGHT

1. THIS SYSTEM IS GRID-INTERTIED VIA A UL-LISTED POWER-CONDITIONING INVERTER.
 2. THIS SYSTEM HAS NO BATTERIES, NO UPS.
 3. A NATIONALLY-RECOGNIZED TESTING LABORATORY SHALL LIST ALL EQUIPMENT IN COMPLIANCE WITH ART. 110.3.
 4. WHERE ALL TERMINALS OF THE DISCONNECTING MEANS MAY BE ENERGIZED IN THE OPEN POSITION, A SIGN WILL BE PROVIDED WARNING OF THE HAZARDS PER ART. 690.17.
 5. EACH UNGROUNDED CONDUCTOR OF THE MULTIWIRE BRANCH CIRCUIT WILL BE IDENTIFIED BY PHASE AND SYSTEM PER ART. 210.5.
 6. CIRCUITS OVER 250V TO GROUND SHALL COMPLY WITH ART. 250.97, 250.92(B).
 7. DC CONDUCTORS EITHER DO NOT ENTER BUILDING OR ARE RUN IN METALLIC RACEWAYS OR ENCLOSURES TO THE FIRST ACCESSIBLE DC DISCONNECTING MEANS PER ART. 690.31(E).
 8. ALL WIRES SHALL BE PROVIDED WITH STRAIN RELIEF AT ALL ENTRY INTO BOXES AS REQUIRED BY UL LISTING.
 9. MODULE FRAMES SHALL BE GROUNDED AT THE UL-LISTED LOCATION PROVIDED BY THE MANUFACTURER USING UL LISTED GROUNDING HARDWARE.
 10. MODULE FRAMES, RAIL, AND POSTS SHALL BE BONDED WITH EQUIPMENT GROUND CONDUCTORS.

JURISDICTION NOTES

LICENSE

GENERAL NOTES

MODULE GROUNDING METHOD: ZEP SOLAR
 AHJ: Lincolnshire village
 UTILITY: Commonwealth Edison Co (ComEd)

1. ALL WORK SHALL COMPLY WITH THE 2018 IBC AND 2018 IRC. 2. ALL ELECTRICAL WORK SHALL COMPLY WITH THE 2017 NATIONAL ELECTRIC CODE.

VICINITY MAP



INDEX

Sheet 1	COVER SHEET
Sheet 2	PROPERTY PLAN
Sheet 3	SITE PLAN
Sheet 4	STRUCTURAL VIEWS
Sheet 5	UPLIFT CALCULATIONS
Sheet 6	THREE LINE DIAGRAM
Sheet 7	ELECTRICAL PANELS
Sheet 8	ELEVATION PHOTOS
Sheet 9	EQUIPMENT ELEVATION
Cutsheets Attached	

REV	BY	DATE	COMMENTS
REV A	NAME	DATE	COMMENTS
*	*	*	*
*	*	*	*
*	*	*	*
*	*	*	*

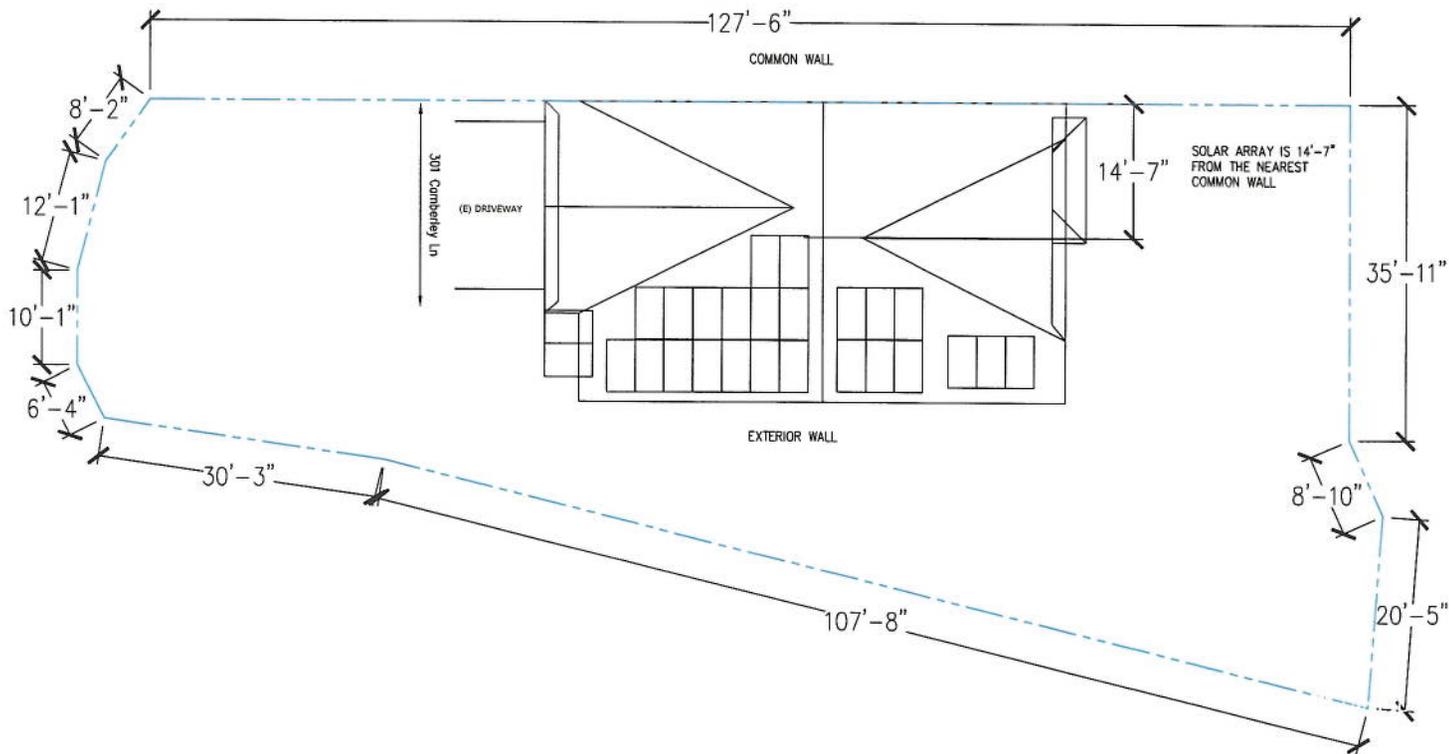
CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

JOB NUMBER: JB-600552 00
 MOUNTING SYSTEM: ZS Comp V4 w Flashing-Insert
 MODULES: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315
 INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
 301 Camberley Ln
 Lincolnshire, IL 60069
 (224)622-8886

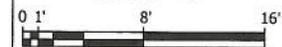
DESCRIPTION: 7.56 KW PV ARRAY
 PAGE NAME: COVER SHEET

DESIGN: Hendrik Van Veen
 SHEET: 1 REV: a DATE: 2/5/2020



SITE PLAN

Scale: 1/8" = 1'



CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

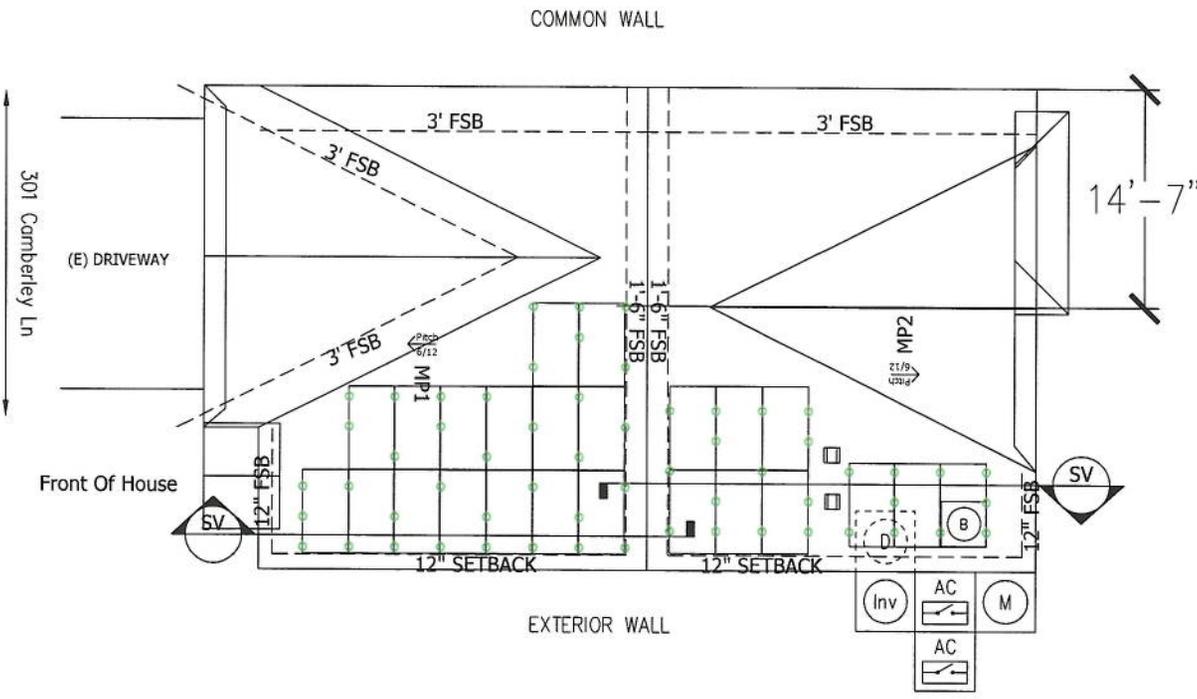
JOB NUMBER: JB-600552 00
 MOUNTING SYSTEM:
 ZS Comp V4 w Flashing-Insert
 MODULES:
 (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315
 INVERTER:
 SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER:
 Yasser Rivera
 301 Camberley Ln
 Lincolnshire, IL 60069
 (224)622-8886

DESCRIPTION:
 7.56 KW PV ARRAY
 PAGE NAME:
 PROPERTY PLAN

DESIGNER:
 Hendrik Van Veen
 SHEET: 2
 REV. DATE:
 a 2/5/2020

MP1	PITCH: 23 AZIMUTH: 206 MATERIAL: Comp Shingle	ARRAY PITCH: 23 ARRAY AZIMUTH: 206 STORY: 2 Stories
MP2	PITCH: 23 AZIMUTH: 26 MATERIAL: Comp Shingle	ARRAY PITCH: 23 ARRAY AZIMUTH: 26 STORY: 2 Stories

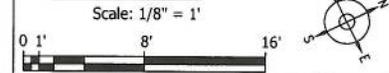


SOLAR ARRAY IS 14'-7"
FROM THE NEAREST
COMMON WALL

LEGEND

- (E) UTILITY METER & WARNING LABEL
- INVERTER W/ INTEGRATED DC DISCO & WARNING LABELS
- DC DISCONNECT & WARNING LABELS
- AC DISCONNECT & WARNING LABELS
- DC JUNCTION/COMBINER BOX & LABELS
- DISTRIBUTION PANEL & LABELS
- LOAD CENTER & WARNING LABELS
- DEDICATED PV SYSTEM METER
- RAPID SHUTDOWN
- STANDOFF LOCATIONS
- CONDUIT RUN ON EXTERIOR
- CONDUIT RUN ON INTERIOR
- GATE/FENCE
- HEAT PRODUCING VENTS ARE RED
- INTERIOR EQUIPMENT IS DASHED

SITE PLAN



TOTAL ARRAY AREA (SF): 444
TOTAL ROOF AREA (SF): 1886
TOTAL ARRAY AREA IS ≈ 23.55
PERCENT OF TOTAL ROOF AREA

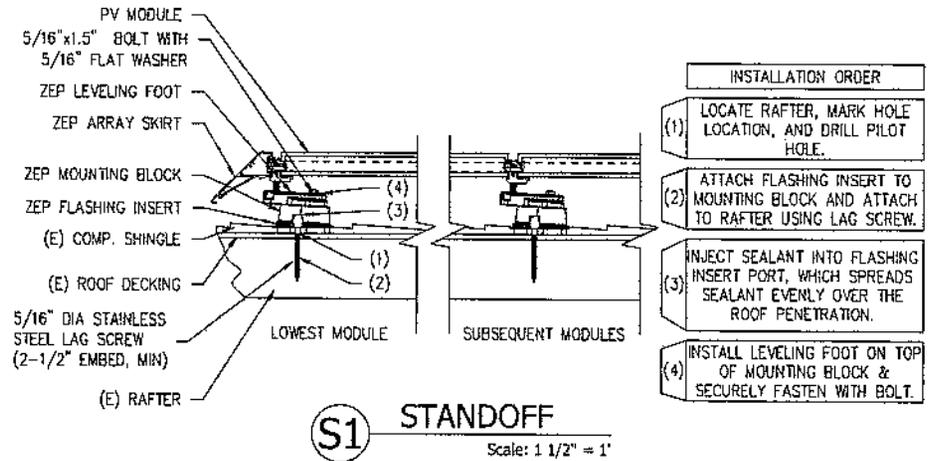
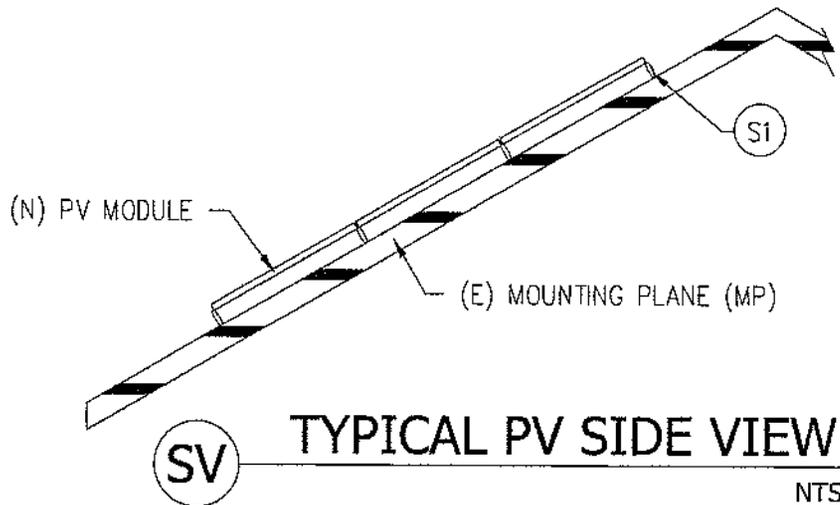
CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

JOB NUMBER: JB-600552 00
MOUNTING SYSTEM: ZS Comp V4 w Flashing-Insert
MODULES: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315
INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
301 Camberley Ln
Lincolnshire, IL 60069
(224)622-8886

DESCRIPTION: 7.56 KW PV ARRAY
PAGE NAME: SITE PLAN

DESIGN: Hendrik Van Veen
SHEET: 3 REV: DATE: a 2/5/2020



01.06.2020
 Version #80.6
 Job# JB-600552-00

DESIGN SUMMARY

Jobsite Specific Design Criteria			
Design Code		ASCE 7-16	
Ground Elevation Factor		1.0	Table 26.5-1
Ultimate Wind Speed	Ke	107 mph	Fig. 26.5-1B
Exposure Category	V-Lit	C	Section 26.7
Ground Snow Load	pg	30.0 psf	Table 7-1

MP Specific Design Information			
MP Name	MP1 & MP2		
Roofing	Comp Roof		
Standoff	Comp Mount SRV		
Pitch	23°		
SL/RL: PV	20.8 psf		
SL/RL: Non-PV	20.8 psf		

Standoff Spacing and Layout			
MP Name	MP1 & MP2		
X-Spacing	48"		
X-Cantilever	22"		
Y-Spacing	38"		
Y-Cantilever	NA		
X-Spacing	24"		
X-Cantilever	13"		
Y-Spacing	65"		
Y-Cantilever	NA		
Layout	Staggered		

X and Y are maximums that are always relative to the structure framing that supports the PV. X is across rafters and Y is along rafters.

CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

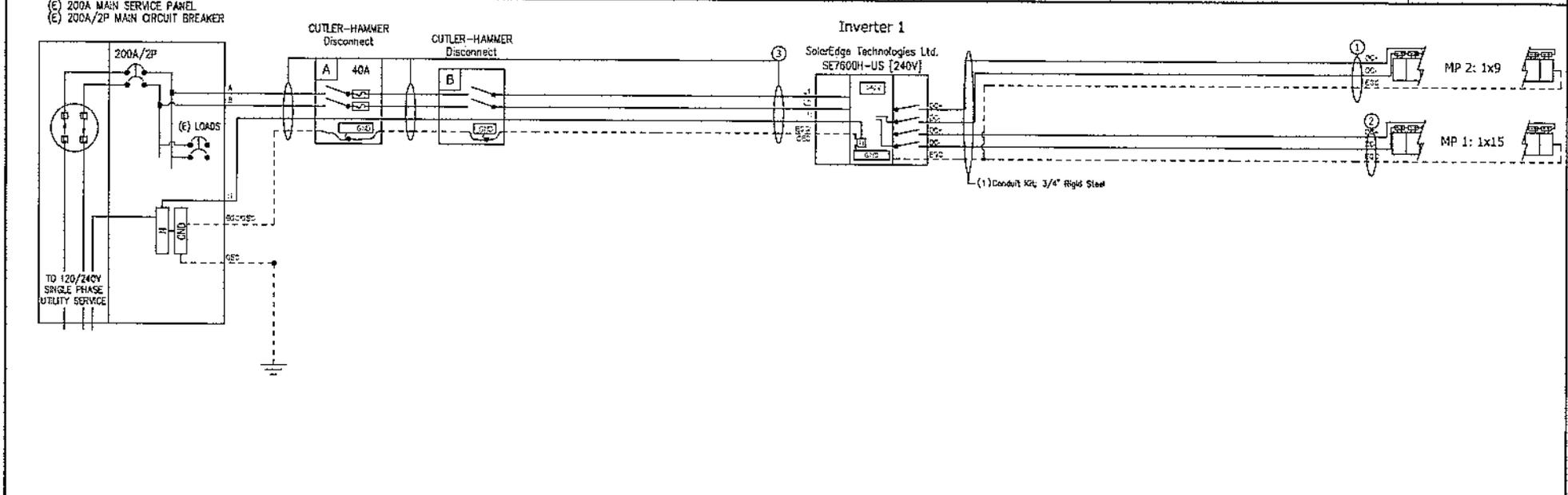
JOB NUMBER: JB-600552 00
 MOUNTING SYSTEM: ZS Comp V4 w Flashing-Insert
 MODULES: (24) Hanwha Q CELLS # Q-PEAK DUO BLK-G5/SC315
 INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
 301 Camberley Ln
 Lincolnshire, IL 60069
 (224)622-8886

DESCRIPTION: 7.56 KW PV ARRAY
 DRAWING NAME: STRUCTURAL VIEWS

DESIGNER: Hendrik Van Veen
 SHEET: 4 REV. DATE: 2/5/2020

GROUND SPECS	MAIN PANEL SPECS	GENERAL NOTES	INVERTER SPECS	MODULE SPECS	LICENSE
BOND (H) #5 GEC TO (H) GROUND ROD AT PANEL WITH IRREVERSIBLE CRIMP	Panel Number: NoMatch Meter Number: 273372843 Underground Service Entrance	Inv 1: DC Ungrounded Tie-In: Load Side Tap	INV 1 INV 2 INV 3	(1) SolarEdge Technologies Ltd. # SE7600H-US [240V] Inverter: 7600W, 240V/208V, 99.9% HD Wave #/Unified Disco and 23, RDM, AFD Voc: 40.29 Vpmax: 33.46 Isc AND Imp ARE SHOWN IN THE DC STRINGS IDENTIFIER	



AC	DC
<p>POI (1) Ground Rod 5/8" x 6', Copper (2) #600 # R/C, 4/0-#5 Insulation Flashing Connector Main 4/0-4, Tap 5-14</p> <p>LST LOAD SIDE TAP, DISCONNECTING MEANS SHALL BE PER NEC.</p> <p>A (1) CUTLER-HAMMER # DC222R88 Disconnect: 60A, 240Vac, Fusible, NEMA 3R (1) CUTLER-HAMMER # DC180R8 Ground/Neutral Kit: 60-100A, General Duty (DG) (1) CUTLER-HAMMER # DS16X Class R Fuse Kit (2) FERRAZ SHAWMUT # TR490 Fuses: 40A, 250V, Class RK5 PV BACKFEED OCP</p> <p>B (1) CUTLER-HAMMER # DC222R88 Disconnect: 60A, 240Vac, Non-Fusible, NEMA 3R (1) CUTLER-HAMMER # DC180R8 Ground/Neutral Kit: 60-100A, General Duty (DG)</p> <p>3 (1) AWG #8, THWN-2, Black (1) AWG #8, THWN-2, Red (1) AWG #10, THWN-2, White NEUTRAL Vmp = 240 VAC Imp = 32 AAC (1) AWG #8, THWN-2, Green EGC/GEC - (1) Conduit Kit: 3/4" Rigid Steel</p>	<p>PV (2) SOLAREGE # P400-SM40M PowerBox Optimizer: 400W, 2P</p> <p>1 (2) AWG #10, PV Wire, 600V, Black Voc* = 500 VDC Isc = 15 ADC (1) AWG #10, THHN/THWN-2, Green EGC Vmp = 350 VDC Imp = 7.99 ADC (1) Conduit Kit: 3/4" Rigid Steel</p> <p>2 (2) AWG #10, PV Wire, 600V, Black Voc* = 500 VDC Isc = 15 ADC (1) AWG #10, THHN/THWN-2, Green EGC Vmp = 350 VDC Imp = 13.32 ADC (1) Conduit Kit: 3/4" Rigid Steel</p>

<p>CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC. NOR SHALL IT BE DISCLOSED OR WHOLE OR IN PART TO OTHERS OUTSIDE THE REQUIREMENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.</p>	<p>JOB NUMBER: JB-600552 00</p> <p>WOUNDING SYSTEM: ZS Comp V4 w Flashing-Insert</p> <p>MODULES: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315</p> <p>INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]</p>	<p>CUSTOMER: Yasser Rivera 301 Camberley Ln Lincolnshire, IL 60069 (224)622-8886</p>	<p>DESCRIPTION: 7.56 KW PV ARRAY</p> <p>PAGE NAME: THREE LINE DIAGRAM</p>	<p>DESIGN: Hendrik Van Veen</p> <p>SHEET: 6 REV: a DATE: 2/5/2020</p>
---	---	--	---	---



CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

JOB NUMBER: JB-600552 00
 MOUNTING SYSTEM: ZS Comp V4 w Flashing-Insert
 MODULES: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315
 INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
 301 Camberley Ln
 Lincolnshire, IL 60069
 (224)622-8886

DESCRIPTION: 7.56 KW PV ARRAY
 PAGE NAME: ELECTRICAL PANELS

DESIGN: Hendrik Van Veen
 SHEET: 7 REV: a DATE: 2/5/2020



CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RECIPIENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

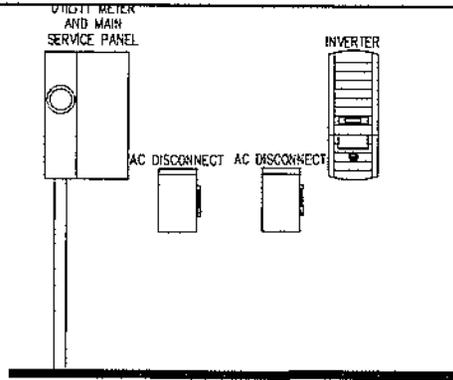
JOB NUMBER: JB-600552 00
 MOUNTING SYSTEM: ZS Comp V4 w Flashing-Insert
 MODULES: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315
 INVERTER: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
 301 Camberley Ln
 Lincolnshire, IL 60069
 (224)622-8886

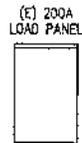
DESCRIPTION: 7.56 KW PV ARRAY
 PAGE NAME: ELEVATION PHOTOS

DESIGN: Hendrik Van Veen
 SHEET: 8 REV. DATE: a 2/5/2020





E1 EXTERIOR EQUIPMENT ELEVATION NTS



E1 INTERIOR EQUIPMENT ELEVATION NTS

CONFIDENTIAL - THE INFORMATION HEREIN CONTAINED SHALL NOT BE USED FOR THE BENEFIT OF ANYONE EXCEPT TESLA INC., NOR SHALL IT BE DISCLOSED IN WHOLE OR IN PART TO OTHERS OUTSIDE THE RESPONDENT'S ORGANIZATION, EXCEPT IN CONNECTION WITH THE SALE AND USE OF THE RESPECTIVE TESLA EQUIPMENT, WITHOUT THE WRITTEN PERMISSION OF TESLA INC.

JOB NUMBER: JB-600552 00

Mounting System: Z5 Comp V4 w Flashing-Insert

Modules: (24) Hanwha Q CELLS # Q.PEAK DUO BLK-G5/SC315

Inverter: SolarEdge Technologies Ltd. # SE7600H-US [240V]

CUSTOMER: Yasser Rivera
301 Camberley Ln
Lincolnshire, IL 60069
(224)622-8886

DESCRIPTION: 7.56 KW PV ARRAY

PAGE NAME: EQUIPMENT ELEVATION

DESIGN: Hendrik Van Veen

SHEET: 9 REV: a DATE: 2/5/2020

WARNING PHOTOVOLTAIC POWER SOURCE

Label Location:
(C)(CB)(JB)
Per Code:
NEC 690.31.G.3

PHOTOVOLTAIC DC
DISCONNECT

Label Location:
(DC) (INV)
Per Code:
NEC 690.14.C.2

MAXIMUM POWER-
POINT CURRENT (Imp) A
MAXIMUM POWER-
POINT VOLTAGE (Vmp) V
MAXIMUM SYSTEM
VOLTAGE (Voc) V
SHORT-CIRCUIT
CURRENT (Isc) A

Label Location:
(DC) (INV)
Per Code:
NEC 690.53

WARNING

ELECTRIC SHOCK HAZARD
IF A GROUND FAULT IS INDICATED
NORMALLY GROUNDED
CONDUCTORS MAY BE
UNGROUND AND ENERGIZED

Label Location:
(DC) (INV)
Per Code:
NEC 690.5(C)

WARNING

ELECTRICAL SHOCK HAZARD
DO NOT TOUCH TERMINALS
TERMINALS ON BOTH LINE AND
LOAD SIDES MAY BE ENERGIZED
IN THE OPEN POSITION

DC VOLTAGE IS
ALWAYS PRESENT WHEN
SOLAR MODULES ARE
EXPOSED TO SUNLIGHT

Label Location:
(DC) (CB)
Per Code:
NEC 690.17(4)

PHOTOVOLTAIC AC
DISCONNECT

Label Location:
(AC) (POI)
Per Code:
NEC 690.14.C.2

MAXIMUM AC
OPERATING CURRENT A
MAXIMUM AC
OPERATING VOLTAGE V

Label Location:
(AC) (POI)
Per Code:
NEC 690.54

WARNING

ELECTRIC SHOCK HAZARD
DO NOT TOUCH TERMINALS
TERMINALS ON BOTH LINE AND
LOAD SIDES MAY BE ENERGIZED
IN THE OPEN POSITION

Label Location:
(AC)(POI)
Per Code:
690.13.B

WARNING

ELECTRIC SHOCK HAZARD
THE DC CONDUCTORS OF THIS
PHOTOVOLTAIC SYSTEM ARE
UNGROUND AND
MAY BE ENERGIZED

Label Location:
(DC) (INV)
Per Code:
NEC 690.35(F)
TO BE USED WHEN
INVERTER IS
UNGROUND

PHOTOVOLTAIC POINT OF
INTERCONNECTION
WARNING: ELECTRIC SHOCK
HAZARD. DO NOT TOUCH
TERMINALS. TERMINALS ON
BOTH THE LINE AND LOAD SIDE
MAY BE ENERGIZED IN THE OPEN
POSITION. FOR SERVICE
DE-ENERGIZE BOTH SOURCE
AND MAIN BREAKER
PV POWER SOURCE
MAXIMUM AC
OPERATING CURRENT A
MAXIMUM AC
OPERATING VOLTAGE V

Label Location:
(POI)
Per Code:
NEC 690.17.4; NEC 690.54

CAUTION

DUAL POWER SOURCE
SECOND SOURCE IS
PHOTOVOLTAIC SYSTEM

Label Location:
(POI)
Per Code:
NEC 690.64.B.4

CAUTION

PHOTOVOLTAIC SYSTEM
CIRCUIT IS BACKFED

Label Location:
(D) (POI)
Per Code:
NEC 690.64.B.4

WARNING

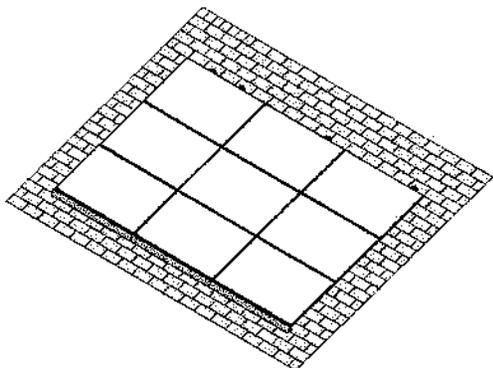
INVERTER OUTPUT
CONNECTION
DO NOT RELOCATE
THIS OVERCURRENT
DEVICE

Label Location:
(POI)
Per Code:
NEC 690.64.B.7

(AC): AC Disconnect
(C): Conduit
(CB): Combiner Box
(D): Distribution Panel
(DC): DC Disconnect
(IC): Interior Run Conduit
(INV): Inverter With Integrated DC Disconnect
(LC): Load Center
(M): Utility Meter
(POI): Point of Interconnection

Label Set

ZS Comp
for composition shingle roofs



Description

- PV mounting solution for composition shingle roofs
- Works with all Zep Compatible Modules
- Auto bonding UL-listed hardware creates structural and electrical bond
- ZS Comp has a UL 1703 Class "A" Fire Rating when installed using modules from any manufacturer certified as "Type 1" or "Type 2"

Specifications

- Designed for pitched roofs
- Installs in portrait and landscape orientations
- ZS Comp supports module wind uplift and snow load pressures to 50 psf per UL 2703
- Wind tunnel report to ASCE 7-05 and 7-10 standards
- ZS Comp grounding products are UL listed to UL 2703 and UL 467
- ZS Comp bonding products are UL listed to UL 2703
- Engineered for spans up to 72" and cantilevers up to 24"
- Zep wire management products listed to UL 1585 for wire positioning devices

zepsolar.com

This document does not create any express warranty by Zep Solar or about its products or services. Zep Solar's sole warranty is contained in the written product warranty for each product. The end-user documentation shipped with Zep Solar's products constitutes the sole specifications referred to in the product warranty. The customer is solely responsible for verifying the suitability of Zep Solar's products for each use. Specifications are subject to change without notice. Patents and Apps: zepsolar.com

Document # 800-1839-001 Rev. D

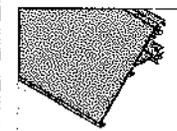
Date last updated: Apr 28, 2016 11:22 AM

Components



Mounting Block

Part No. 850-1633
Listed to UL 2703



Array Skirt

Part No. 850-1608 or 850-0113
Listed to UL 2703



Interlock

Part No. 850-1388 or 850-1613
Listed to UL 2703



Flashing Insert

Part No. 850-1628
Listed to UL 2703



Grip

Part No. 850-1608 or 850-1421
Listed to UL 2703



Ground Zep V2

Part No. 850-1511
Listed to UL 467 and UL 2703



Captured Washer Lag

Part No. 850-1631-001
850-1631-002
850-1631-003
850-1631-004



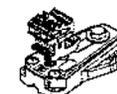
End Cap

Part No.
(L) 850-1588 or 850-1460
(R) 850-1589 or 850-1497



DC Wire Clip

Part No. 850-1509
Listed to UL 1585



Leveling Foot

Part No. 850-1397
Listed to UL 2703

zepsolar.com

This document does not create any express warranty by Zep Solar or about its products or services. Zep Solar's sole warranty is contained in the written product warranty for each product. The end-user documentation shipped with Zep Solar's products constitutes the sole specifications referred to in the product warranty. The customer is solely responsible for verifying the suitability of Zep Solar's products for each use. Specifications are subject to change without notice. Patents and Apps: zepsolar.com

Document # 800-1839-001 Rev. D

Date last updated: April 28, 2016 11:22 AM



SolarEdge Power Optimizer - Zep Compatible™ Module Add-On For North America P300-ZEP, P400-ZEP



POWER OPTIMIZER

Compatible with Zep Groove framed modules

- Certified Zep Compatible™ bracket
- Attaches to module frame without screws - reduces on-roof labor and mounting costs
- Power optimizer equipment grounded through the bracket
- Up to 25% more energy
- Superior efficiency (99.5%)
- Mitigates all types of module mismatch losses, from manufacturing tolerance to partial shading
- Flexible system design for maximum space utilization
- Next generation maintenance with module-level monitoring
- Module-level voltage shutdown for installer and firefighter safety

USA CANADA GERMANY ITALY FRANCE JAPAN CHINA AUSTRALIA THE NETHERLANDS UK ISRAEL TURKEY HUNGARY BELGIUM ROMANIA BULGARIA www.solaredge.us



SolarEdge Power Optimizer - Zep Compatible™ Module Add-On For North America P400-ZEP

	P300-ZEP (for 60-cell PV modules)	P400-ZEP (for 72 & 96-cell modules)	
INPUT			
Rated Input DC power ^{II}	300	400	W
Absolute Maximum Input Voltage (Voc at lowest temperature)	48	80	Vdc
MPPT Operating Range	8 - 48	8-80	Vdc
Maximum Short Circuit Current (Isc)	10	10.1	Adc
Maximum DC Input Current	12.5	12.63	Adc
Maximum Efficiency		99.5	%
Weighted Efficiency		98.8	%
Overtolerance Category	II		
OUTPUT DURING OPERATION (POWER OPTIMIZER CONNECTED TO OPERATING INVERTER)			
Maximum Output Current		15	Adc
Maximum Output Voltage		60	Vdc
OUTPUT DURING STANDBY (POWER OPTIMIZER DISCONNECTED FROM INVERTER OR INVERTER OFF)			
Safety Output Voltage per Power Optimizer	1		Vdc
STANDARD COMPLIANCE			
EMC	FCC Part15 Class B, IEC61000-6-2, IEC61000-6-3		
Safety	IEC62109-1 (class II safety), UL1741		
RoHS	Yes		
INSTALLATION SPECIFICATIONS			
Maximum Allowed System Voltage	1000		Vdc
Dimensions including mounting bracket (WxLxH)	128 x 196 x 27.5 / 5 x 7.71 x 1.08	128 x 196 x 35 / 5 x 7.71 x 1.37	mm / in
Dimensions excluding mounting bracket (WxLxH)	128 x 152 x 27.5 / 5 x 5.97 x 1.08	128 x 152 x 35 / 5 x 5.97 x 1.37	mm / in
Weight (including cables and mounting bracket)	720 / 1.6	840 / 1.9	kg / lb
Input Connector	MC4 Compatible		
Output Connector	Double Insulated; MC4 Compatible		
Output Wire Length	0.95 / 3.0	1.2 / 3.9	m / ft
Operating Temperature Range	-40 - +85 / -40 - +185		
Protection Rating	IP68 / NEMA 6P		
Relative Humidity	0 - 100		

^{II}Rated STC power of the module. Module of up to 41% power tolerance allowed.

PV SYSTEM DESIGN USING A SOLAREEDGE INVERTER ²¹	SINGLE PHASE HD-WAVE	SINGLE PHASE	THREE PHASE 208V	THREE PHASE 480V	
Minimum String Length (Power Optimizers)	8		10	18	
Maximum String Length (Power Optimizers)	25		25	50	
Maximum Power per String	5700 (6000 with SE7600H-US)	5250	6000	12750	W
Parallel Strings of Different Lengths or Orientations	Yes				

²¹ For detailed string length information refer to http://www.solaredge.com/sites/default/files/string_length.pdf



© 2014 SolarEdge Technologies, Inc. All rights reserved. SOLAREEDGE, the SolarEdge logo, OPTIMIZER and ZEP are trademarks or registered trademarks of SolarEdge Technologies, Inc. All other trademarks mentioned herein are the property of their respective owners. Solar, the Solar logo, ENEC, and ENEC logo are registered trademarks of ENEC.



SolarEdge Single Phase Inverters

for North America

SE3000H-US / SE3800H-US / SE5000H-US / SE6000H-US /
SE7600H-US / SE10000H-US / SE11400H-US



INVERTERS

Optimized installation with HD-Wave technology

- Specifically designed to work with power optimizers
- Record-breaking efficiency
- Fixed voltage inverter for longer strings
- Integrated arc fault protection and rapid shutdown for NEC 2014 and 2017, per article 690.11 and 690.12
- UL1741 SA certified, for CPUC Rule 21 grid compliance
- Extremely small
- High reliability without any electrolytic capacitors
- Built-in module-level monitoring
- Outdoor and indoor installation
- Optional: Revenue grade data, ANSI C12.20 Class 0.5 (0.5% accuracy)
- Simple configuration and commissioning with smartphone app and built in Wi-Fi (SE10000H-US, SE11400H-US)



USA-CANADA-GERMANY-ITALY-THE NETHERLANDS-JAPAN-CHINA-AUSTRALIA-ISRAEL-FRANCE-BELGIUM-TURKEY-INDIA-BULGARIA-ROMANIA-HUNGARY-SWEDEN-SOUTH AFRICA-POLAND-CZECH REPUBLIC

www.solaredge.us



Single Phase Inverters for North America

SE3000H-US / SE3800H-US / SE5000H-US / SE6000H-US / SE7600H-US /
SE10000H-US / SE11400H-US

	SE3000H-US	SE3800H-US	SE5000H-US	SE6000H-US	SE7600H-US	SE10000H-US	SE11400H-US	
OUTPUT								
Rated AC Power Output	3000	3800 @ 240V 3300 @ 208V	5000	6000	7600	10000	11400	VA
Max. AC Power Output	3000	3800 @ 240V 3300 @ 208V	5000	6000	7600	10000	11400	VA
AC Output Voltage Min.-Nom.-Max. (183 - 208 - 229)	-	✓	✓	-	-	-	-	Vac
AC Output Voltage Min.-Nom.-Max. (211 - 240 - 264)	✓	✓	✓	✓	✓	✓	✓	Vac
AC Frequency (Nominal)	-	-	-	59.3 - 60 - 60.5 ⁽¹⁾	-	-	-	Hz
Maximum Continuous Output Current 208V	-	16	24	-	-	-	-	A
Maximum Continuous Output Current 240V	12.5	16	21	25	32	42	47.5	A
GFDI Threshold	-	-	-	1	-	-	-	A
Utility Monitoring, Islanding Protection, Country Configurable Thresholds	-	-	-	Yes	-	-	-	
INPUT								
Maximum DC Power	4650	5900	7750	9300	11800	15500	17670	W
Transformer-less, Ungrounded Maximum Input Voltage	-	-	-	480	-	-	-	Vdc
Nominal DC Input Voltage	-	380	-	-	-	400	-	Vdc
Maximum Input Current 208V	-	9	13.5	-	-	-	-	Adc
Maximum Input Current 240V	8.5	10.5	13.5	16.5	20	27	30.5	Adc
Max. Input Short Circuit Current	-	-	-	45	-	-	-	Adc
Reverse-Polarity Protection	-	-	-	Yes	-	-	-	
Ground-Fault Isolation Detection	-	-	-	600k Ω Sensitivity	-	-	-	
Maximum Inverter Efficiency	99	-	-	99	99.2	-	-	%
CEC Weighted Efficiency	-	-	-	99	-	-	-	%
Nighttime Power Consumption	-	-	-	< 2.5	-	-	-	W
ADDITIONAL FEATURES								
Supported Communication Interfaces	RS485, Ethernet, ZigBee (optional), Cellular (optional)							
Revenue Grade Data, ANSI C12.20	Optional ⁽²⁾							
Rapid Shutdown - NEC 2014 and 2017 690.12	Automatic Rapid Shutdown upon AC Grid Disconnect							
STANDARD COMPLIANCE								
Safety	UL1741, UL1741 SA, UL1699B, CSA C22.2, Canadian AFCEI according to T.I.L. M-07							
Grid Connection Standards	IEEE1547, Rule 21, Rule 14 (HI)							
Emissions	FCC Part 15 Class B							
INSTALLATION SPECIFICATIONS								
AC Output Conduit Size / AWG	3/4" minimum / 20-4 AWG							
Range	3/4" minimum / 1-2 strings / 14-6 AWG							
DC Input Conduit Size / # of Strings / AWG Range	3/4" minimum / 1-2 strings / 14-6 AWG				3/4" minimum / 1-3 strings / 14-6 AWG			
Dimensions with Safety Switch (HxWxD)	17.7 x 14.6 x 6.8 / 450 x 370 x 174				21.3 x 14.6 x 7.7 / 540 x 370 x 195			
Weight with Safety Switch	22 / 10		25.1 / 11.4		26.2 / 11.9		37.0 x 185	
Noise	< 25				38.8 / 17.6			
Cooling	Natural Convection				Natural convection and internal fan (user replaceable)			
Operating Temperature Range	-13 to +140 / -25 to +60 ⁽³⁾ (-40 ⁽⁴⁾ / +40 ⁽⁵⁾ option) ⁽⁶⁾							
Protection Rating	NEMA 3R (inverter with Safety Switch)							

⁽¹⁾ For other regional settings please contact SolarEdge support

⁽²⁾ Revenue grade inverter (RIG) SE3000H-US/SE3800H-US

⁽³⁾ For power derating information refer to: <https://www.solaredge.com/sites/default/files/temperature-derating-note-us.pdf>

⁽⁴⁾ All version (RIG) SE3000H-US/SE3800H-US



© 2018 SolarEdge Technologies, Inc. All rights reserved. SOLAREDGE, the SolarEdge logo, OPTIMIZED BY SOLAREDGE, and trademarks or registered trademarks of SolarEdge Technologies, Inc. All other trademarks contained herein are the trademarks of their respective owners. Date: 12/2017/011-091-NA0. Subject to change without notice.

powered by
Q.ANTUM DUO

Q.PEAK DUO BLK-G5/SC 310-320

Q.ANTUM SOLAR MODULE

The new **Q.PEAK DUO BLK-G5/SC** solar module from Q CELLS impresses thanks to innovative **Q.ANTUM DUO** Technology, which enables particularly high performance on a small surface, and a black Zep Compatible™ frame design for improved aesthetics, easy installation and increased safety. **Q.ANTUM**'s world-record-holding cell concept has now been combined with state-of-the-art circuitry half cells and a six-busbar design, thus achieving outstanding performance under real conditions - both with low-intensity solar radiation as well as on hot, clear summer days.



Q.ANTUM TECHNOLOGY: LOW LEVELIZED COST OF ELECTRICITY

Higher yield per surface area, lower BOS costs, higher power classes, and an efficiency rate of up to 19.3%.



INNOVATIVE ALL-WEATHER TECHNOLOGY

Optimal yields, whatever the weather with excellent low-light and temperature behavior.



ENDURING HIGH PERFORMANCE

Long-term yield security with Anti LID and Anti PID Technology¹, Hot-Spot Protect and Traceable Quality Tra.Q™.



EXTREME WEATHER RATING

High-tech aluminum alloy frame, certified for high snow (5400 Pa) and wind loads (4000 Pa) regarding IEC.



A RELIABLE INVESTMENT

Inclusive 12-year product warranty and 25-year linear performance guarantee².



STATE OF THE ART MODULE TECHNOLOGY

Q.ANTUM DUO combines cutting edge cell separation and innovative wiring with Q.ANTUM Technology.

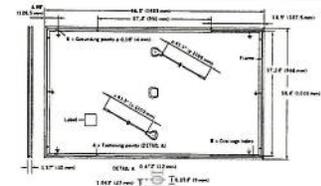
THE IDEAL SOLUTION FOR:



¹A-T test conditions according to IEC/TS 62804-1:2015, method B (-500V, 168h⁺)
²See data sheet on rear for further information.

MECHANICAL SPECIFICATION

Format	66.3" ± 39.4" × 1.57" (including frame): (1685 ± 10 mm × 1000 mm × 40 mm)
Weight	44.5 lbs (20.2 kg)
Front Cover	0.131" (3.2 mm) thermally pre-stressed glass with anti-reflection technology
Back Cover	Composite film
Frame	Black anodized aluminum
Cell	6 × 20 monocrystalline Q.ANTUM solar half-cells
Junction box	2.76-3.36" × 1.37-2.76" × 0.51-0.83" (70-85 mm × 50-70 mm × 13-21 mm), decentralized, IP67
Cable	4 mm ² Solar cable: (+) ≥ 43.3" (1100 mm), (-) ≥ 45.3" (1150 mm)
Connector	M-JT-Contact MC4, IPEB

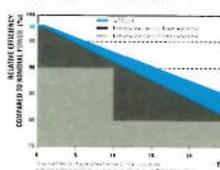


ELECTRICAL CHARACTERISTICS

POWER CLASS		310	315	320
MINIMUM PERFORMANCE AT STANDARD TEST CONDITIONS, STC¹ (POWER TOLERANCE +5W / -0W)				
Power at MPP²	P_{MPP} [W]	310	315	320
Short Circuit Current	I_{sc} [A]	9.83	9.89	9.94
Open Circuit Voltage	V_{oc} [V]	40.02	40.29	40.56
Current at MPP²	I_{MPP} [A]	9.36	9.41	9.47
Voltage at MPP²	V_{MPP} [V]	33.17	33.66	33.80
Efficiency³	η [%]	≥ 18.4	≥ 18.7	≥ 19.0
MINIMUM PERFORMANCE AT NORMAL OPERATING CONDITIONS, NOC²				
Power at MPP²	P_{MPP} [W]	229.7	233.5	237.2
Short Circuit Current	I_{sc} [A]	7.93	7.37	8.02
Open Circuit Voltage	V_{oc} [V]	37.43	37.69	37.94
Current at MPP²	I_{MPP} [A]	7.36	7.41	7.45
Voltage at MPP²	V_{MPP} [V]	31.20	31.52	31.84

1000W/m², 25 °C, spectrum AM 1.5G ¹ Measurement tolerances STC: ± 3%, NOC: ± 5% ²800W/m², NDCL spectrum AM 1.5G ³Typical values, actual values may differ

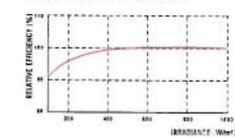
Q CELLS PERFORMANCE WARRANTY



At least 38% of nominal power during first year, thereafter max. 0.54% degradation per year.
At least 23.1% of nominal power up to 10 years.
At least 15% of nominal power up to 25 years.

All data within measurement tolerances. Full warranty as an add-on with the warranty terms of the Q CELLS sales organization of your respective country.

PERFORMANCE AT LOW IRRADIANCE



Typical module performance under the irradiance conditions in comparison to 8°C conditions (25 °C, 1000W/m²).

TEMPERATURE COEFFICIENTS

Temperature Coefficient of I_{sc}	α [%/K]	+0.04	Temperature Coefficient of V_{oc}	β [%/K]	-0.28
Temperature Coefficient of P_{MPP}	γ [%/K]	-0.37	Normal Operating Cell Temperature	NOCT [°F]	113 ± 5.4 (45 ± 3°C)

PROPERTIES FOR SYSTEM DESIGN

Maximum System Voltage V_{sys}	[V]	1000 (IEC) / 1000 (UL)	Safety Class	II
Maximum Series Fuse Rating	[A DC]	20	Fire Rating	C (IEC) / TYPE 1 (UL)
Design load, push (UL) ²	[lbs/ft ²]	50 (2400 Pa)	Permitted module temperature on continuous duty	-40°F up to +185°F [-40°C up to +85°C]
Design load, pull (UL) ²	[lbs/ft ²]	50 (2400 Pa)	* see installation manual	

QUALIFICATIONS AND CERTIFICATES

UL 1709, UL-compliant
IEC 61215 (IEC 2), IEC 61730 (Ed. 1), application class A



PACKAGING INFORMATION

Number of Modules per Pallet	26
Number of Pallets per 53' Trailer	32
Number of Pallets per 40' High Cube Container	26
Pallet Dimensions (L x W x H)	69.3" × 45.3" × 45.9" (1760 mm × 1150 mm × 1190 mm)
Pallet Weight	1268 lbs (575 kg)

NOTE: Installation instructions must be followed. See the installation and operating manual or contact our technical service department for further information on approved installation and use of this product.

Hanwa Q CELLS America Inc.
300 Spectrum Center Drive, Suite 1250, Irvine, CA 92618, USA | TEL: +1 949 748 53 95 | EMAIL: inquiry@us.q-cells.com | WEB: www.q-cells.us

Engineered in Germany

Q CELLS

b. A wildlife study shall be conducted by a qualified professional not in the employ of the Applicant, such as an ornithologist or wildlife biologist, to determine if there is any potential impact the SWES may present to migratory birds and wildlife species. In cases where the wildlife study indicates that a protected natural resource will be adversely affected by an SWES, the Village shall consult with the Illinois Department of Natural Resources (IDNR), in accordance with Title 17 of the Illinois Administrative Code Part 1075, to determine whether the protective measures outlined in the study are deemed acceptable. A final decision on the application shall not be made until such consultation with IDNR is resolved.

G. **COMPLIANCE:** Every SWES must maintain compliance with the plans and specifications approved by the Village Board of Trustees. If a SWES becomes non-compliant with approved plans and specifications due to, but not limited to: discoloration, cracking, missing components, rusting, settling, damage or general disrepair; then the owner/operator of the SWES and the owner of the building or lot on which the SWES is located will be jointly and severally responsible for remedying the specific non-conformities. These non-conformities must be remedied within forty-five (45) days after receipt of written notice sent by the Village to the owner/operator of the SWES and the owner of the building or lot. Failure to remedy all of the cited non-conformities, within the forty-five (45) day time period, shall be punishable by a fine not exceeding the amount described per day that the violation continues, pursuant to Chapter 4 of Title 1 of the Village Code.

H. **ENGINEERING CERTIFICATION:** No SWES may be located within the Village unless the Applicant has provided to the Village the written certification of a professional engineer licensed by the State of Illinois that the structure upon which the facility is located is sufficient from a structure engineering standpoint to bear the load. In instances of free-standing structures, this shall include a certificate that the foundation on which the structure is built, is constructed and engineered to take into account the existing soil conditions. A licensed professional engineer shall also certify that in the event of a fall or collapse, that the facility is designed and manufactured to fall entirely within the boundary lines of the lot on which it is located, and that installation meets or exceeds the maximum construction and installation standards set forth by the manufacturer.

6-17-6: SOLAR ENERGY SYSTEMS (SES)

- A. GENERAL REGULATIONS: A Solar Energy System (SES), as referenced in Section 6-17-2, may be erected or installed only in accordance with this Title 6, Chapter 17 of the Village Code. Any SES shall conform to all Federal laws and regulations concerning its use and operation, and may be installed only in the following zoning districts and standards:
1. Shall be permitted in the R1, R2, R2A, and R3 Zoning Districts. Any attached single-family residential development and mixed-use development which contains residential housing units shall require review by the Architectural Review Board prior to being approved or denied by the Village Board.
 2. Shall be permitted in the R4, R5, R6, B1, B2, E, and O/I Zoning Districts, subject to review by the Architectural Review Board prior to being approved or denied by the Village Board.
- B. PERMITS: No such Solar Energy System (SES), as referenced in Section 6-17-2, shall be erected, constructed, altered or relocated without first obtaining a building permit from the Department of Community Development. An application for a building permit shall be made upon forms provided by the Department of Community Development, signed by the Applicant, and contain or have attached thereto the following information:
1. Name of person, firm, corporation or association constructing and erecting the solar energy system.
 2. Site plan showing the location of the solar energy system upon the lot and copies of the manufacturer's specification for the solar energy system.
 3. Name, address, and telephone number of the applicant, and the name of a responsible party in the case of corporate applications.
 4. Written consent of the owner of the building structure or land on which the solar energy system is to be erected.
 5. Elevation(s) of the existing structural improvements and the proposed solar energy system showing the size and design details.
 6. Four (4) sets of plans and specifications showing the method of construction, location, support, and attachment to the structure.
 7. If required by the Department of Community Development, a copy of stress sheets and calculations prepared by a licensed professional

engineer showing that the solar energy system is designed for the deadload, in the amount required by the manufacturer and all other laws and ordinances of the Village.

8. A line drawing of the electrical components, as supplied by the manufacturer, in sufficient detail to allow for a determination that the manner of installation conforms to the Village Code.
9. Such other information that the Department of Community Development shall require to show full compliance with this and all other ordinances of the Village.

C. PLACEMENT OF SES:

1. Shall be limited to roof-mounted installations on a permitted structure, provided that the installation method shall be compatible and harmonious with the aesthetic qualities of the structure to which the device is attached so as to not abruptly alter the architectural character of the structure.
 - a. Shall be attached directly to the exterior of the roof structure to ensure the lowest profile permissible. All components of the SES shall not extend above the maximum building height permitted by the zoning district and beyond the existing limits of the roof.
 - c. No component of the SES, including mounting racks, shall be permitted to tilt or rotate at a slope greater or less than the roof to which the device is attached.
 - d. Shall be designed and installed to prohibit Sun Reflection towards vehicular traffic and any habitable portion of an adjacent structure. Sun Reflection onto an adjacent roof shall be acceptable.
 - e. Shall occupy not more than fifty-percent (50%) of the outside roof area to which the device is attached. If an SES is installed on multiple roofs on a single structure, the SES shall occupy not more than thirty-percent (30%) of each outside roof area to which the device is attached.
 - f. With the exception of Solar Panels, mounting racks, pipe runs, and electrical wire connections, no portion of an SES shall be installed on the outside of the roof.

- g. No trees or vegetation shall be removed or pruned to reduce or eliminate shading from the sun, unless warranted for good forestry practices, as determined by the Village Forester.

6-17-7: DECOMMISSIONING AND RESTORATION PLAN:

- A. **MICRO WIND ENERGY SYSTEMS (MWES) AND SOLAR ENERGY SYSTEMS (SES):** When a MWES or SES is not operated for a continuous period of at least nine (9) months, such Alternative Energy Collection System and all related equipment shall be deemed abandoned by the Village. The owner of such Alternative Energy Collection System shall remove all items within forty-five (45) days following receipt of written notification that removal is required. Such notice shall be sent by registered or certified mail, return receipt requested, by the Village to such owner at the last known address of such owner. A principal structure or lot for sale, lease, or in foreclosure may be exempt, provided that the MWES and/or SES are maintained pursuant to this Title 6, Chapter 17 of the Village Code.
- B. **SMALL WIND ENERGY SYSTEM (SWES)**
 - 1. Prior to receiving a Special Use Permit for the installation of a SWES, the owner and/or operator must include a Decommissioning and Restoration Plan with the application request to ensure such Alternative Energy Collection System and all related equipment is properly decommissioned. The owner of the SWES and the underlying property owner(s) shall be jointly liable for the removal of all equipment associated with the SWES at the end of the Special Use permit period, if any, the useful life of the facility, or when the facility is abandoned or otherwise out of operation for continuous period of at least nine (9) months. The Decommissioning and Restoration Plan shall state how the facility will be decommissioned and how the site will be restored, and shall further provide:
 - a. Provisions for removal of the SWES and all related equipment, including those below the soil surface.
 - b. Provisions for the restoration of the property and improvements upon completion of the decommissioning of the Alternative Energy Collection System and all related equipment.



ITEM SUMMARY

Reviewing Body / Meeting Date:	Architectural Review Board – April 21, 2020
Subject:	Adlai E. Stevenson High School – East Building Addition, Phase II
Action Requested (Address – Petitioner):	Consideration of Site and Building Design, Landscaping, and Lighting for a 106,400-Square-Foot Building Addition (1-3 Stevenson Drive – Adlai E. Stevenson High School District 125)
Prepared By:	Ben Gilbertson – Assistant Village Manager/Community & Economic Development Director
Staff Recommendation:	Favorable recommendation to the Village Board for further consideration and potential approval at the April 27, 2020, Regular Village Board meeting.
Meeting History	Committee of the Whole – January 13, 2020 Zoning Board – March 10, 2020
Tentative Meeting Schedule:	Regular Village Board – April 27, 2020
Reports and Documents Attached:	<ol style="list-style-type: none"> 1) Village code section 6-5A (Zoning – R1, R2, and R3 Single-Family Residence Districts) 2) Village code section 6-11 (Zoning – Off-Street Parking and Loading) 3) Village code section 6-14 (Zoning – Administration and Enforcement) 4) Petitioner’s presentation packet dated April 13, 2020 5) Unapproved minutes from the March 10, 2020, Zoning Board meeting

Request Summary

The Board of Education for Adlai E. Stevenson High School District 125 (“D125”) seeks design review of site and building design, landscaping, and lighting for a 106,400-square-foot building addition. Approval of the addition also requires a major amendment to a special use. 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”.

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).

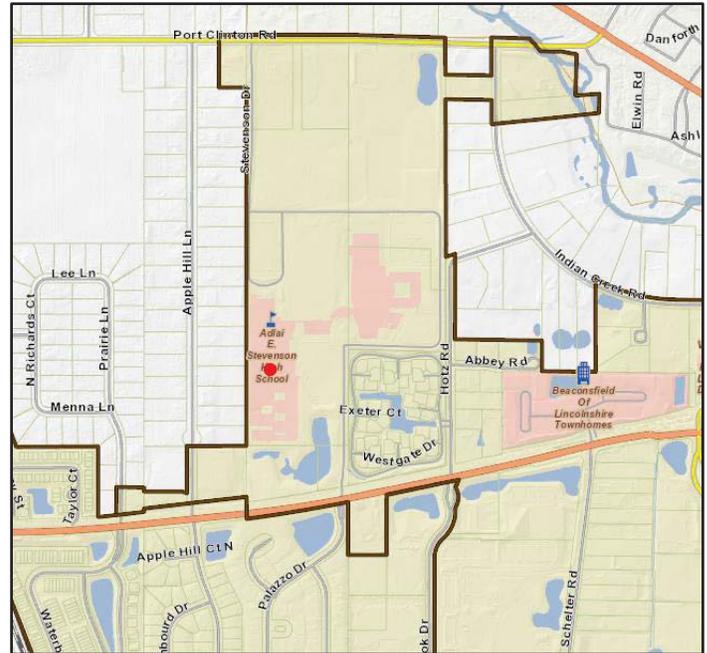
At the January 13, 2020, Committee of the Whole meeting, the Village Board performed a preliminary evaluation of the proposal. The petition was received favorably and referred to the Zoning Board and Architectural Review Board for further consideration, with the following direction:

- 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.

At the March 10, 2020, Zoning Board meeting, a public hearing was held to consider the major amendment to a special use, and to consider requests for the following variances:

- 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).

Figure 1: Location Map





- 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 Zoning Board expressed concern with parking and circulation on and around the Stevenson campus. Ultimately, the Zoning Board issued a unanimous favorable recommendation to the Village Board, with the condition that the petitioner investigate and provide alternatives to the current parking scenario. The Zoning Board requested this information be shared with the Village Board before their final review and potential approval.

Following the Zoning Board meeting, staff discovered D125 received variance approvals to ratify parking stall dimensions of 8.5'-wide by 18'-long as part of the major amendment to the special use ordinance in 2017 (Ordinance No. 17-3745-173). Because D125 already has variance approval for parking stall dimensions, the petitioner has withdrawn this request from the scope of the application.

Project Description

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". Metal and copper panels are proposed to accentuate the design, with a significant amount of glazing on the east and north elevations to allow natural light into the building. Vertical aluminum sunshade fins are also contemplated to articulate the glazing and provide varying shadow effect at different points throughout the day. Face brick is also a major component of the building material pallet, with the two types – Riverdale and Taupe Smooth – used to match the existing building blend. D125 also proposes to install concrete benches with wood seats along the east and north elevations to act as a barrier in lieu of having to add numerous bollards along the building where there is glazing at grade level.

Landscaping

A variety of landscape materials is proposed with the building addition, including 19 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. Of the 44 trees identified within the project site, 15 will be retained, including Norway Maples, Autumn Blaze Maples, Thornless Honeylocusts, and Eastern Redbuds. A total of 33 trees are



proposed to be removed. Staff believes that Stevenson has met the Village Board’s request to 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 security precautions that educational institutions must consider with regard to landscaping.

Exterior Lighting

A series of new building-mounted lights are proposed. The existing parking lot light posts are currently 22’6”-tall, and are to be salvaged and reinstalled. No new light poles are proposed. The photometric plan shows compliance with 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
Route 22 at Stevenson / Palazzo Drives (traffic signal)	Intersection	C (32.9)	D (37.2)	B (19.3)	C (22.3)
Route 22 / Lot A Access (right-in/right-out)	SB Right	B (12.8)	B (13.3)	C (20.9)	C (22.5)
Port Clinton Road / Stevenson Drive Access (stop controlled)	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)
Port Clinton Road / Student Lot Access (stop controlled)	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	%
A	Staff	56	2	54	96
B	Staff / Visitors	273	7	253	93
C	Staff	112	4	105	94
D	Staff / Students	396	10	254	64
E	Staff / Visitors / Students	221	7	207	94
Port Clinton Lot	Students	94	3	63	67
Port Clinton Drive	Students	40	2	18	45
Administration Building	Staff	41	1	25	61
TOTAL		1,223	36	980	79

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 compliant



with 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
- 700 faculty, staff, and contractors = 700 parking stalls
- Total = 1,231 required parking stalls

Currently, the Stevenson campus houses 1,233 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. 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.

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 and review by the ARB. 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.

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 non-conforming parking structures 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 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 non-conforming drive aisle dimensions 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 proposed plans, including site and building design, landscaping, and lighting, to the Village Board.

Motion

The Architectural Review Board moves to recommend approval to the Village Board the proposed site and building design, landscaping, and lighting for 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 April 13, 2020, and further subject to...

**CHAPTER 5
RESIDENCE DISTRICTS
ARTICLE A. R1, R2 AND R3 SINGLE-FAMILY
RESIDENCE DISTRICTS**

SECTION:

- 6-5A-1: Permitted Uses**
- 6-5A-2: Special Uses**
- 6-5A-3: R1 Single-Family Residence District**
- 6-5A-4: R2 Single-Family Residence District**
- 6-5A-5: R3 Single-Family Residence District**
- 6-5A-6: Off-Street Parking**

6-5A-1: PERMITTED USES:

- A. Single-family detached dwellings.
- B. Home occupation - as regulated in Section 6-5-3.
- C. Signs - as regulated in Title 12.
- D. Uses and buildings accessory to single-family detached dwellings. (Ord. 65-138-15)
- E. Dog runs - as regulated in Section 6-5-4b. (Ord. 74-358-34)
- F. Community residential homes of less than four (4) persons. (Ord. 90-1182-66)
- G. Memorial Garden, as an accessory use to an assembly use, including, for example, religious institutions or schools; provided the memorial garden is not located in any required yards. (Amd. Ord. 08-3070-53, eff. 11/24/08)
- H. Short-Term Rental – as an accessory use to residential dwelling units and as regulated in Section 6-3-5 of this Title.(Amd. Ord. 15-3379-106, eff. 11/09/15)

6-5A-2: SPECIAL USES:

- A. Art galleries, libraries and museums not operated for profit.

- B. Automobile parking lots open to the public or accessory to a use not permitted in the district.
- C. Churches.
- D. Golf courses - but not including commercially operated driving ranges or miniature golf courses.
- E. Parks, playgrounds, recreational and community buildings.
- F. Public schools, elementary and high and private schools having a curriculum equivalent to a public elementary and having no rooms regularly used for housing or sleeping purposes; provided, however, no private kindergarten or nursery school shall be permitted except as otherwise provided in this Zoning Code.
- G. Public utility uses, including outside telephone pay booths and public transportation facilities such as shelters, terminals, parking areas, service building and turnarounds.
- H. Where a single-family detached dwelling with not less than four thousand (4,000) square feet of floor area is located on a lot not less than eighty thousand (80,000) square feet in area, a second dwelling unit located in an existing building accessory to the principal dwelling may be allowed for domestic help and provided that such second dwelling unit shall not contain living quarters for roomers, lodgers, or permanent guests.
- I. Temporary building and uses for construction purposes for a period not to exceed one year. (Ord. 65-138-15)
- J. Indoor Tennis Club.
- K. Nursery schools, when accessory to the use of a church or public school permitted under this Article, provided that the number of children in attendance at any one time is not in excess of twenty five (25), the building used for the nursery school meets the State requirements for such school and is located on a site of a minimum of four (4) acres with direct access to a major thoroughfare and adequate off-street parking. (Ord. 70-221-3)
- L. Planned Development, R3 Single-Family Residence District:

1. Land Area: An area of not less than three (3) acres of which not less than thirty percent (30%) when fully developed will be devoted to commons. The commons area may not include paved surfaces.
2. Permitted Uses and Special Uses: As in R1, R2, and R3 Single-Family Residence Districts.
3. Lot Area: No requirement.
4. Frontage: No requirement.
5. Floor Area Ratio: No requirement.
6. Floor Area:
 - a. General: Not less than one thousand five hundred (1,500) square feet.
 - b. Ground Floor Area Per Dwelling: One-story dwelling - not less than one thousand five hundred (1,500) square feet. More than one - story dwelling -not less than eight hundred fifty (850) square feet.
7. Building Height: As in R1, R2, and R3 Single-Family District.
8. Yards:

Front	No requirement.
Side	No requirement.
Rear	No requirement.
9. Density: See subsection 6-14-14M of this Zoning Title. (Ord. 89-1042-09)
- M. Detached garage only in Historic District as defined herein. (Ord. 87-956-42)
- N. Memorial Assembly Facility: (Amd. Ord. 08-3070-53, eff. 11/24/08)
 1. Shall only be permitted as an accessory use to an assembly use, including, for example, religious institutions or schools.
 2. Shall be permitted
 - a. inside the principle structure on the Lot, or
 - b. as an accessory structure subject to compliance with the

following design and setback standards:

- i. Shall be located not less than one-hundred feet (100') from any Lot Line where there is Frontage;
- ii. Shall maintain a minimum distance of one hundred and thirty-five feet (135') from any Lot Line where there is no Frontage;
- iii. Shall be located not more than twenty feet (20') from the principle structure on the Lot;
- iv. Shall comprise an area no greater than six hundred (600) square feet;
- v. The structure shall have a height not greater than three feet (3');
- vi. 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 six feet (6') tall at the time of planting, but which vegetation shall not be considered part of the Memorial Assembly Facility for the purpose of measuring the permitted area thereof; and
- vii. The face of the structure into which cremated human remains are interned must substantially face towards the principal structure to which it is accessory.

6-5A-3: R1 SINGLE-FAMILY RESIDENCE DISTRICT

A. Site and Structure Provisions

1. Minimum Lot Area. The lot area for each dwelling unit shall not be less than 80,000 square feet.
2. Setback. The distance between the front lot line and the nearest supporting wall or portion of the structure on the lot shall not be less than 50 feet nor more than 1/3 the depth of the average of the side lot lines.
3. Frontage. The lot width of each zoning lot shall not be less than 150 feet. If the frontage of a lot is on a cul-de-sac, as defined in Section 7-1-4 of Title 7 of this Code, the frontage shall not be less than 55 feet. *(Refer to Section 6-5-1).

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.
5. Building Height. The maximum building height shall be 2½ stories or 40 feet whichever is lower. Public buildings, churches, temples, colleges, or schools may be erected to a height not exceeding 60 feet. However if such building is located in any residence district it shall be set back from each property line at least one foot per each foot of additional building height above the limit for the district, in addition to the other requirements of this Zoning Code. This clause shall not be construed as modifying the other provisions of this Zoning Code limiting the use of property in any other district.
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)
7. Where a setback greater than the minimum required front yard setback has been maintained for existing buildings on lots having frontage of seventy-five percent (75%) or more of the total frontage of that block, the front yard setback for any new principal building, attached accessory building or building addition shall be no closer than the front yard setback established by the existing principal building on that side of that portion of that street with the least front yard setback, excluding existing principal buildings permitted by virtue of a variance to this regulation; provided that this regulation is not to be interpreted to permit a setback less than that required in the designated zoning district. Further, this regulation shall not apply to any building in a new subdivision for the first five (5) years from the approval of the Final Plat of Subdivision. (Amd Ord. 07-2977-05, eff. 3/12/07)(Amd. Ord. 07-2999-27, eff. 7/23/07)

B. Yard Requirements

1. Front Yard. In the R1 District, the front yard shall not be less than 50 feet.
2. Side Yards. Two side yards, each a minimum of 30 feet in width, shall be provided. *(Refer to Section 6-5-1)

3. Rear Yard. In the R1 District, the rear yard shall not be less than 50 feet.
4. Corner Side Yard. A side yard abutting a street shall not be less than 20 feet in width.
(Ord. Amd. 99-1619-03, eff. 1/11/99)
5. Building Side Setback Plane. For all new single-family residential dwelling units and additions to existing single-family residential dwelling units, a "Building Side Setback Plane must be calculated, inside which said dwelling unit must be contained. The Building Side Setback Plane shall be measured beginning at ten feet (10') directly above the established grade on the Side Lot Line. (Ord. Amd. 07-2973-01B, eff. 1/2/07)

6-5A-4: R2 SINGLE-FAMILY RESIDENCE DISTRICT

A. Site and Structure Provisions

1. Minimum Lot Area. The lot area for each dwelling unit shall not be less than 40,000 square feet.
2. Setback. The distance between the front lot line and the nearest supporting wall or portion of the structure on the lot shall not be less than 40 feet nor more than 80 feet.
3. Frontage. The lot width of each zoning lot shall not be less than 120 feet. If the frontage of a lot is one a cul-de-sac, as defined in Section 7-1-4 of Title 7 of this Code, the frontage shall not be less than 55 feet. *(Refer to Section 6-5-1)
4. Floor Area Requirements. 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.
5. Building Height. The maximum building height shall be 2½ stories or 35 feet whichever is lower. Public buildings, churches, temples, colleges, or schools may be erected to a height not exceeding 60 feet. However if such building is located in any residence district it shall be set back from each property line at least one foot per each foot of additional building height above the limit for the district, in addition to the other requirements

of this Zoning Code. This clause shall not be construed as modifying the other provisions of this Zoning Code limiting the use of property in any other district.

6. Maximum Impervious Surface. The maximum impervious surface may not exceed 35% 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)
7. Where a setback greater than the minimum required front yard setback has been maintained for existing buildings on lots having frontage of seventy-five percent (75%) or more of the total frontage of that block, the front yard setback for any new principal building, attached accessory building or building addition shall be no closer than the front yard setback established by the existing principal building on that side of that portion of that street with the least front yard setback, excluding existing principal buildings permitted by virtue of a variance to this regulation; provided that this regulation is not to be interpreted to permit a setback less than that required in the designated zoning district. Further, this regulation shall not apply to any building in a new subdivision for the first five (5) years from the approval of the Final Plat of Subdivision. (Amd. Ord. 07-2977-05, eff. 3/12/07)(Amd. Ord. 07-2999-27, eff. 7/23/07)

B. Yard Requirements

1. Front Yard. In the R2 District, the front yard shall not be less than 40 feet.
2. Side Yards. Two side yards, each a minimum of 20 feet in width, shall be provided. *(Refer to Section 6-5-1)
3. Rear Yard. In the R2 District, the rear yard shall not be less than 40 feet.
4. Corner Side Yard. A side yard abutting a street shall not be less than 20 feet in width. (Ord. Amd. 99-1619-03, eff. 1/11/99)
5. Building Side Setback Plane. For all new single-family residential dwelling units and additions to existing single-family residential dwelling units, a "Building Side Setback Plane must be calculated, inside which said dwelling unit must be contained. The Building Side Setback Plane shall be measured beginning at ten feet (10') directly above the established grade on the Side Lot Line. (Amd. Ord. 07-2973-01B, eff. 1/22/07)

6-5A-5: R3 SINGLE-FAMILY RESIDENCE DISTRICT

A. Site and Structure Provisions

1. Minimum Lot Area. The lot area for each dwelling unit shall not be less than 20,000 square feet.
2. Setback. The distance between the front lot line and the nearest supporting wall or portion of the structure on the lot shall not be less than 30 feet nor more than 80 feet.
3. Frontage. The lot width of each zoning lot shall not be less than 100 feet. If the frontage of a lot is one a cul-de-sac, as defined in Section 7-1-4 of Title 7 of this Code, the frontage shall not be less than 55 feet. *(Refer to Section 6-5-1)
4. Floor Area Requirements. 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.
5. Building Height. The maximum building height shall be 2 stories or 30 feet, whichever is lower. Public buildings, churches, temples, colleges, or schools may be erected to a height not exceeding 60 feet. However if such building is located in any residence district it shall be set back from each property line at least one foot per each foot of additional building height above the limit for the district, in addition to the other requirements of this Zoning Code. This clause shall not be construed as modifying the other provisions of this Zoning Code limiting the use of property in any other district.
6. Maximum Impervious Surface. The maximum impervious surface may not exceed 40% 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)
7. Where a setback greater than the minimum required front yard setback has been maintained for existing buildings on lots having frontage of seventy-five percent (75%) or more of the total frontage of that block, the front yard setback for any new principal building, attached accessory building or building addition shall be no closer than the front yard setback

established by the existing principal building on that side of that portion of that street with the least front yard setback, excluding existing principal buildings permitted by virtue of a variance to this regulation; provided that this regulation is not to be interpreted to permit a setback less than that required in the designated zoning district. Further, this regulation shall not apply to any building in a new subdivision for the first five (5) years from the approval of the Final Plat of Subdivision. (Amd Ord. 07-2977-05, eff. 3/12/07)(Amd. Ord. 07-2999-27, eff. 7/23/07)

B. Yard Requirements

1. Front Yard. In the R3 District, the front yard shall not be less than 30 feet.
2. Side Yards. Two side yards, each a minimum of 10 feet in width shall be provided. (Ord. Amd. 04-1934-50, eff.11/8/04)
3. Rear Yard. In the R3 District, the rear yard shall not be less than 30 feet.
4. Corner Side Yard. A side yard abutting a street shall not be less than 20 feet in width. If a corner lot, duly recorded prior to the effective date of this Zoning Code, has insufficient width to provide a side yard 20 feet in width and still maintain a buildable width of 27 feet, then the side yard abutting the street may be reduced in width to permit a building width of 27 feet, provided such side yard is not less than five feet in width. (Ord. Amd. 99-1619-03, eff. 1/11/99)
5. Building Side Setback Plane. For all new single-family residential dwelling units and additions to existing single-family residential dwelling units, a Building Side Setback Plane must be calculated, inside which said dwelling unit must be contained. The Building Side Setback Plane shall be measured beginning at 10' directly above the Side Lot Line. (Ord. Amd. 04-1934-50, eff.11/8/04)

6-5A-6: OFF-STREET PARKING: Parking spaces in accordance with provisions set forth in Section 6-11-3 of this Zoning Code. (Ord. 65-138-15)

TITLE 6: Zoning

CHAPTER 11: Off-Street Parking and Loading

Sections:

- 6-11-1: General Requirements**
- 6-11-2: Off-Street Parking Facilities**
- 6-11-3: Off-Street Loading Facilities**

6-11-1: General Requirements

- A. **General Applicability:** Off-street parking and loading facilities for all existing and new structures and uses of land within the Village of Lincolnshire shall be in accordance with the provisions of this Chapter.
- B. **Increase in Intensity:** Whenever the intensity of use of any structure, or premises is increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities shall be required for such increases in intensity.
- C. **Change in Use:** Whenever a use existing on the effective date of this Chapter is changed to a new use, parking or loading facilities shall be provided as required herein for such new use.
- D. **Responsibility:** The duty to provide and maintain off-street parking spaces and/or loading facilities shall be the joint and several responsibility of the operator and/or owner of the use and/or owner of the land for which off-street parking spaces and/or loading facilities are required to be provided and maintained hereunder.
- E. **Design Plan:** Parking and loading facilities shall be illustrated on a site plan to be submitted with all applications for Building Permits or Certificates of Occupancy in accordance with the provisions of this Chapter.
- F. **Snow Removal:** Accommodations shall be made for the storage and/or removal of snow from all parking and loading facilities. Areas for snow storage shall be designated reasonably close to drains or catch basins. Snow storage within landscaped areas should be avoided to prevent damage to plant material.

6-11-2: Off-Street Parking Facilities:

A. General Requirements

- 1. **Use:** Required off-street parking facilities shall be solely for the parking of vehicles used for the transportation of occupants, patrons, employees or materials of the uses to which they are accessory. Each required parking space shall be kept available at all times for parking of such vehicles. No required parking space shall be rented, leased or used for any purpose other than that for which said space is required.
- 2. **Access:** Off-street parking facilities shall be designed and located to provide appropriate means of vehicular access to adjacent streets or alley ways in a manner

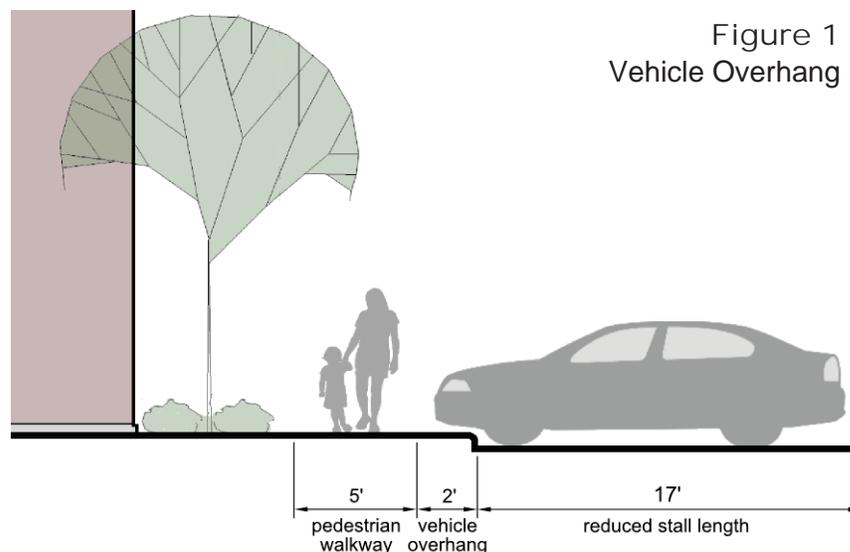
which will least interfere with traffic movements. Parking spaces shall open directly upon an aisle or driveway of such width and designed to provide safe and efficient means of vehicular access to such parking space at all times.

3. Computation: When the number of parking spaces required herein results in a fractional space, any fraction shall require one (1) additional parking space. Parking spaces required on a square footage basis shall be based on the gross square footage of the structure/leasable space. Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing on the premises at any one time.
4. Shared Parking Facilities: Parking spaces required for separate structures and uses may be provided collectively on the same lot, provided use of such spaces shall not occur at the same time based on the operations of the uses they are serving. The minimum number of required parking spaces shall be established by the primary use or the highest parking generating use, whichever is more.
5. Land Banking: The Zoning Administrator may authorize a reduction in the total number of off-street parking spaces required herein, subject to the following:
 - a. No more than 50% of the required parking spaces shall be landbanked.
 - b. Prior to authorization of landbanked spaces, the lot owner or tenant must demonstrate that required parking spaces are excessive as applied to the use of the zoning lot, including but not limited to employee counts, lack of public customers, or similar scenarios.
 - c. Every request for landbanking of required parking spaces shall be accompanied by a detailed parking plan identifying the area(s) reserved for future parking and the landscape treatment of such open space.
 - d. The property owner shall file with the Zoning Administrator his/her unconditional agreement in form and substance satisfactory to the Village Attorney that the area(s) reserved for future parking shall be maintained as landscaped open space until and unless required to be used for off-street parking in compliance with this Chapter. Such agreement shall be recorded with the Lake County Recorder's Office.
 - e. The Zoning Administrator, in his/her sole discretion, shall have the authority to require the property owner or successor, at any time, to increase the number of parking spaces required by this Chapter.

B. Location:

1. All parking facilities shall be located in the same zoning lot as the structure or use to which they serve. Parking facilities of ten (10) or more parking spaces may be located on a separate lot provided said parking spaces are located within the development in which such parking spaces are serving.
2. Parking facilities solely for employees, may be located on a separate lot provided no such parking spaces shall be located in excess of six hundred feet (600') measured along a paved pedestrian circulation route to the nearest building entrance.

3. Residential zoning: Parking facilities containing three or more spaces shall not be located in a Front, Side, or Rear Setback, as defined in Chapter 2 of this Title, except when a garage structure is located within the Rear Setback. Surfaced driveways may be used as parking spaces in addition to the requirements herein.
 4. All Other Zoning Districts: Required parking spaces shall not be located in a Front or Corner Side Yard, as defined in Chapter 2 of this Title, and shall be located a minimum of twenty five (25) feet from the property line of any adjoining residential zoning district, except as permitted in Section 6-8-11(B) of this Title. Required parking spaces may be located in an interior side yard or rear yard in all non-residential zoning districts, provided in the O/I districts a fully landscaped and maintained strip of at least fifteen feet (15') in the O/Ia and O/Ib subdistricts or eight feet (8') in the O/Ic and O/Id subdistricts is installed and maintained continuously along the perimeter of the applicable rear and interior side yards (excluding driveway or sidewalk entrances, or railroad track frontage).
- C. Size: Every parking space shall conform to the parking dimensions identified on the Off-street Parking Chart found at the end of this Chapter, exclusive of access drive aisles, ramps, etc., and have a minimum vertical clearance of seven (7) feet. For parking spaces adjacent to a curb, the parking space length shall be shortened by two (2) feet to provide sufficient vehicle overhang (see Figure 1). For parking spaces where vehicle overhang is adjacent to a pedestrian walkway, the walkway width shall be a minimum of seven (7) feet to provide unobstructed pedestrian access (see Figure 1).



D. Design and Maintenance:

1. Surfacing:

- a. Single-Family Residential: Off-street parking facilities accessory to single-family residential (attached or detached) shall be paved or otherwise surfaced with an all-weather dustless material. The portion of the driveway connecting from the curb line to the property line shall be paved with concrete, asphaltic materials or permanent materials, in accordance with Village Codes.

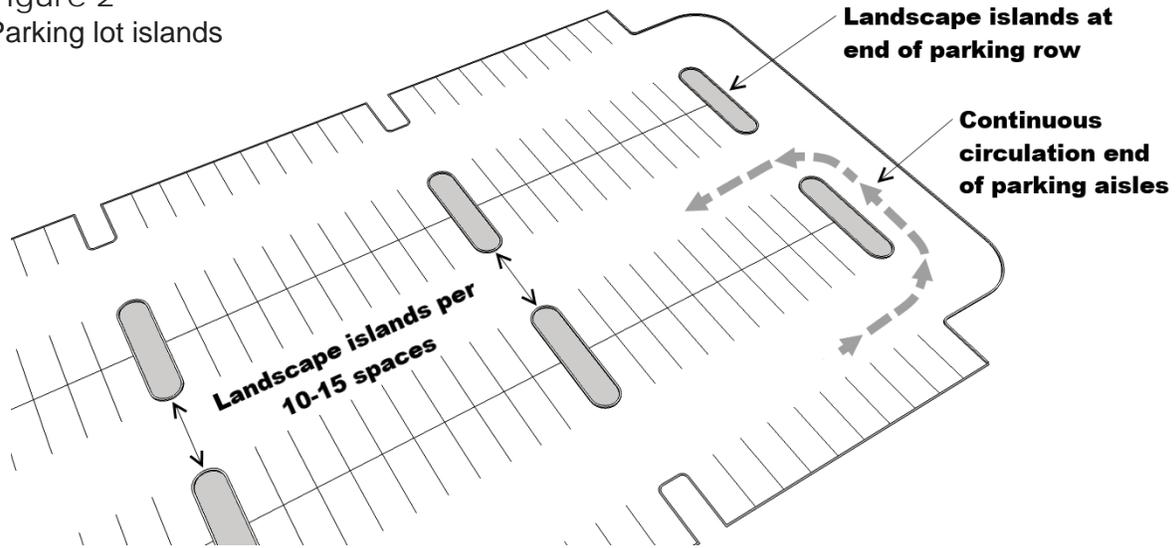
- b. All Other Uses: The minimum required off-street parking facilities, spaces and access drives shall be improved with a compacted macadam base, or equal, not less than six inches (6") thick, surfaced with asphaltic concrete or comparable all-weather, dustless material. Any portion of a parking facility containing parking spaces in excess of 10% of the minimum number required herein shall implement innovative stormwater management features (commonly identified as Best Management Practice techniques, BMP), including but not limited to alternate paving surface materials, use of light colored concrete, recycled asphalt permeable pavement materials, bioretention areas, swales, or similar techniques approved by the Village of Lincolnshire; unless it can be demonstrated no further increases in impervious surface coverage will be produced.
2. Drainage: All parking facilities shall be designed to prevent the drainage of stormwater onto adjoining property and to effectively manage stormwater and snowmelt on-site in accordance with Village Codes and the Lake County Watershed Development Ordinance (WDO), including the use of stormwater BMP techniques.
3. Screening and Landscaping: Parking facilities shall be landscaped in accordance with Section 13-2-4 of Title 13.
4. Illumination: Illumination of off-street parking facilities shall be in accordance with Section 6-3-15 of this Title. All lighting should create an identity for parking facilities and be appropriately designed for the location, context, and scale of the areas being illuminated.
5. Curbing: All parking facilities, drives, access roadways, and landscape islands must be bordered by a six (6) inch high concrete barrier curb. Such curbing shall not be required if essential to the design and implementation of stormwater BMP techniques, as approved by the Village and Lake County Stormwater Management Commission (SMC).

E. Parking Lot Standards:

1. Parking facilities containing twenty (20) spaces or more shall have one (1) landscape island for every ten (10) parking spaces (see Figure 2). Landscape islands shall be a minimum width of nine (9) feet and a minimum length of nineteen (19) feet. Landscaping shall be in accordance with Section 13-2-4 of Title 13.
2. Landscape islands shall be located at the end of every parking row and shall be landscaped in accordance with Section 13-2-4 of Title 13 (see Figure 2).
3. Parking facilities containing two (2) or more parking aisles shall provide continuous vehicular circulation at each end of the parking aisles and shall be landscaped in accordance with Section 13-2-4 of Title 13 (see Figure 2).
4. A minimum eight (8) foot landscaped area shall be required between all building façades and parking facilities, including parking spaces and circulation drives, and shall be landscaped in accordance with Section 13-2-4 of Title 13.
5. Parking facilities containing forty (40) parking spaces or more shall have one (1) landscape island for every fifteen (15) parking spaces (see Figure 2). Landscape islands shall be a minimum width of nine (9) feet and a minimum length of nineteen

(19) feet. Landscaping shall be in accordance with Chapter 2, Landscaping, of Title 13.

Figure 2
Parking lot islands



F. Accessible (ADA) Parking Spaces: Off-street parking spaces required herein shall comply with the 2010 ADA Standards for Accessible Design and Illinois Accessibility Code, except for single-family dwellings, which shall be in accordance with the following requirements:

1. Required Accessible Spaces: ADA accessible parking spaces shall be included in the total number of required parking spaces as required in following table:

ACCESSIBLE PARKING SPACES	
Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1,000

2. Van Parking Spaces: For every six (6) or fraction of six (6) accessible parking spaces required by (B)(1) above, at least one (1) accessible space shall be a van parking space.

- G. Specific Requirements: Off-street parking spaces shall be provided in accordance with the minimum requirements listed below. The format in identifying the minimum number of required spaces is as follows:

{Number of spaces} 10/1,000 {Per square footage, units, seats, etc.}

Unspecified Use: When the use of a structure or lot is known, but not identified in the following parking table, the minimum number of parking spaces required shall be determined based on a reasonably comparable and/or similar use identified.

SEE OFF-STREET PARKING TABLE ON NEXT PAGE

Use	Minimum Number of Required Spaces
Residential	
Single-family detached dwelling	2/dwelling
Single-family attached dwelling, townhome	2.5/dwelling
Single-family attached dwelling, duplex	2.5/dwelling
Continuing care retirement campus (CCRC)	1/independent living unit + 1/employee + 4% of the total required parking for visitor parking
Multi-family dwelling/condominium	1.5/efficiency studio and 1 bedroom units 2.5/2 or more bedroom units
Recreational	
Bowling alley	4/lane + 12/1,000 sq. ft. of lounge or dining area
Golf course	80/9 holes
Park and playground	None for first acre. 5/1 to 5 acres + 5 for each acre in excess of 5 acres + 1/5 persons of design capacity of any structure or facility
Forest preserve/nature preserve	By Village Board
Personal fitness/instruction studio	1/4 persons based on maximum occupancy +1/employee
Private or public recreation facility and community buildings	1/3 persons based on maximum occupancy +1/employee + 1/100 sq. ft. of water surface area for any swimming pool facilities
Assembly Uses	
Art galleries, libraries and museums	1/500 SF
Exhibition and convention facilities	1/100 SF
Meeting and events center	1/4 persons at max occupancy
Private clubs, fraternal lodges	1/3 persons at maximum occupancy
Religious institutions	1/4 seats
Theater	1/3 seats

OFF-STREET PARKING TABLE CONTINUED ON NEXT PAGE

Use	Minimum Number of Required Spaces
Institutional	
Child day care center	1/500 SF
College/university or vocational, private educational institution, business or trade school	1/each employee + 1/3 students
Elementary, junior high school	1/each employee
High school	1 each employee + 1/4 students aged 16 years or older
Hospital	1/500 SF + 0.5/ employee
Municipal and government buildings	1/250 SF
Nursing/rest homes	1/1,000 SF
Urgent medical care center/clinic	1/200 SF + 1/employee, including doctors
Industrial	
Cargo and freight terminals	
Cartage and express facilities	
Laboratories or research and development facilities	
Light manufacturing, fabricating, processing, assembly, repairing, storing, servicing or testing of materials, goods or products	1/250 SF of Office Space + 1/1,000 SF of Manufacturing Space + 1/2,000 SF of Warehouse Space
Research laboratories	
Warehouse and storage, distribution facilities	

OFF-STREET PARKING TABLE CONTINUED ON NEXT PAGE

Use	Minimum Number of Required Spaces
Commercial	
Automotive repair facility, service facility	0.5/employee + 2/service bay
Banks and financial Institutions	1/250 SF + 2 stacking spaces/ATM + 3 stacking spaces/drive-up service window
Car rental facilities	1/400 SF of gross leasable area + sufficient parking for rental cars
Catering establishment	
Office, business or professional	
Printing, publishing, blueprinting and photocopying establishments	1/250 SF
Radio and television stations	
Day spa	1/150 SF of gross leasable area
Dispensary organization	1/175 SF of office space + 1/2,000 SF of warehouse/storage space
Hotels	1/unit + 0.5/employee + 1/50 SF of lounge or dining area open to the public
Convenience store	
Drinking establishment	
Food store, including candy/confectionery stores, dairy products and bakeries	
Funeral home	
General retail and service use	
Pharmacy/drug store	1/200 SF
Liquor sales, package goods	
Musical instrument sales and repair shop	
Motor vehicle sales	
Pet shop	
Shopping center	
Performing and visual arts studios	1/employee + 1/every 3 students
Pet daycare, grooming and training	1/500 SF
Physician's office	1/employee + 2/examination room
Restaurants (fast food with drive-thru)	10/1,000 SF + 4 stacking spaces/drive-up service window + 2 stacking spaces for each additional ordering station
Restaurants (fast food)	13/1,000 SF
Restaurants (table service, convenience dining)	12/1,000 SF
Salon (hair, nails, makeup), barber shop	1/employee + 2/chair

Tutoring centers	1/employee + 1/every 3 students
Vehicle fueling station	1/fueling pump + 1/employee + 1/500 SF of convenience store area

END OF OFF-STREET PARKING TABLE

Off-Street Parking Chart

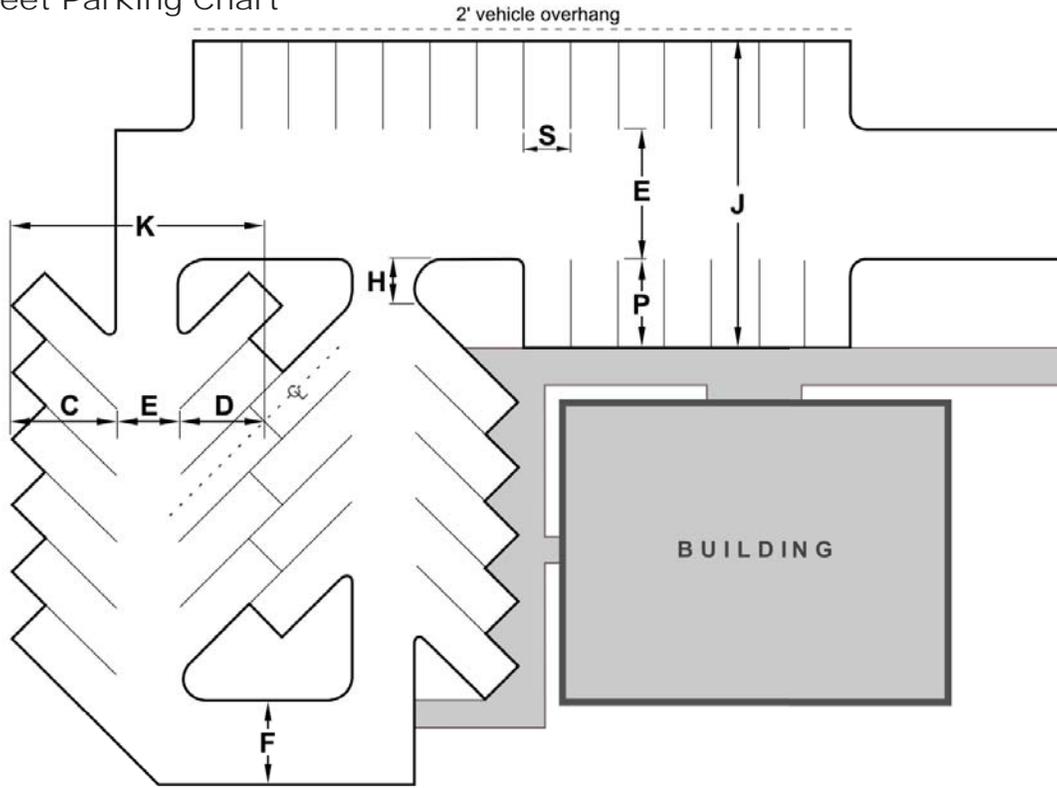


TABLE OF DIMENSIONS (IN FEET)									
	S	P	C*	D	E	F	H	J	K*
0°	8.0	22.0	8.0	8.0	12.0			28.0	8.0
	8.0	24.0	8.0		11.0			27.0	8.0
	8.0	26.0	8.0	8.0	10.0			26.0	8.0
30°	8.5	19.0	16.9	13.2	10.0		6.0	43.8	40.1
	9.0	19.0	17.3	13.4	9.0		6.0	43.6	39.7
45°	8.5	19.0	19.4	16.4	10.8	15.5	9.5	49.6	46.6
	9.0	19.0	19.8	16.6	10.0	16.0	9.0	49.6	46.4
	9.5	19.0	20.1	16.7	9.5	16.5	8.5	49.7	46.3
	10.0	19.0	20.4	16.9	9.0	17.0	8.0	49.8	46.3
60°	8.5	19.0	20.8	18.7	18.0	15.0	12.5	59.6	57.5
	9.0	19.0	21.0	18.8	17.0	15.0	12.0	59.0	56.8
	9.5	19.0	21.3	18.9	15.5	15.0	11.5	58.1	55.7
	10.0	19.0	21.5	19.0	14.0	15.0	11.0	57.0	54.5
90°	8.5	19.0	19.0	19.0	27.0	20.0		65.0	65.0
	9.0	19.0	19.0	19.0	25.0	20.0		63.0	63.0
	9.5	19.0	19.0	19.0	24.0	20.0		63.0	62.0
	10.0	19.0	19.0	19.0	23.0	20.0		61.0	61.0

Notes:

J = C + E + C

K = C + E + D

*Except as shorten for 2 ft. vehicle overhang per Section 6-11-2(A)(3).

6-11-3: Off-Street Loading Facilities

A. General Requirements

1. Location: All required loading berths (docks) shall be located on the same zoning lot as the structure or use to be served. No loading berth shall be located within twenty five (25) feet of the nearest point of intersection of any two (2) public or private streets; nor shall it be located in a required front or side yard.
2. Design
 - a. Maneuvering: All loading berths shall be designed so that all maneuvering and standing of vehicles shall be performed on the zoning lot, except in parking lots with a capacity of less than fifty (50) cars in the O/lc, O/ld and M Districts.
 - b. Screening: All loading berths shall be fully screened from view of any public or private street and any adjacent property zoned for residential use. Screening materials shall consist of landscaping, walls, berms or any other permanent material which will provide continuous screening throughout the entire year.
 - c. Access: All loading berths shall be accessed by appropriate means of vehicular access to a street, alley, or circulation drives which least interferes with traffic movements.
3. Surfacing: All open loading berths shall be improved with a compacted macadam base not less than seven inches (7") thick, or equal, surfaced with not less than two inches (2") of asphaltic concrete or comparable all-weather, dustless material. The use of alternate paving surface materials, including but not limited to the use of light colored concrete, recycled asphalt, and permeable pavements such as porous pavement and alternate pavers is encouraged.
4. Repair and Service: Storage of any kind shall be prohibited, unless such loading berth is located entirely within an enclosed structure. No vehicle repair work or service of any kind shall be permitted within any loading berth.
5. Space Allocated: Space allocated to a required loading berth shall not be used to satisfy off-street parking space requirements.

- B. Specific Requirements: Off-street loading facilities shall be provided in accordance with the following minimum requirements:

SEE OFF-STREET LOADING TABLE ON NEXT PAGE

Use	Gross Floor Area (Square Feet)	Number of Loading Facilities	Loading Berth Size
Office, business or professional	Less than 10,000	1 loading/unloading area	N/A
	10,001 – 100,000	1 loading berth	12' x 55'
	100,001 – 500,000	2 loading berths + 1 loading berth per each additional 500,000 SF or fraction in excess of 500,000 SF	12' x 55'
Industrial and manufacturing	Less than 7,000	1 loading/unloading area	N/A
	7,000 – 40,000	1 loading berth	12' x 55'
	40,001 – 100,000	2 loading berths + 1 loading berth per each additional 100,000 SF or fraction thereof	12' x 55'
Warehouse	5,000 – 40,000	1 loading berth	12' x 55'
	40,000 – 100,000	2 loading berths +1 loading berth per each additional 100,000 SF or fraction thereof	12' x 65'
	Less than 5,000	1 loading/unloading area	N/A
Commercial	7,000 – 20,000	1 loading berth	12' x 30'
	20,001 – 35,000	2 loading berths	12' x 30'
	35,001 – 60,000	2 loading berths	12' x 55'
	60,001 – 100,000	3 loading berths	12' x 55'
	100,001 +	3 loading berths + 1 loading berth per each 200,000 SF or fraction thereof	12' x 55'

CHAPTER 14

ADMINISTRATION AND ENFORCEMENT

SECTION:

- 6-14-1: Administration
- 6-14-2: Zoning Administrator
- 6-14-3: Zoning Board
- 6-14-4: Village Board of Trustees
- 6-14-5: Architectural Review Board
- 6-14-6: Development Review Team
- 6-14-7: Certificates of Zoning Compliance
- 6-14-8: General Application Process
- 6-14-9: Variance
- 6-14-10: Amendments
- 6-14-11: Special Uses
- 6-14-12: Planned Unit Development (PUD)
- 6-14-13: Appeals
- 6-14-14: Fees
- 6-14-15: Inspections

6-14-1: ADMINISTRATION

This Title is hereby administered by the following:

- Zoning Administrator (Village Manager)
- Village Board of Trustees
- Architectural Review Board
- Zoning Board
- Development Review Team

This Chapter shall first set out the authority of each of the above, and then describe the procedure and substantive standards with respect to the following administrative functions:

- Issuance of Certificates of Zoning Compliance
- General Application Process
- Variations
- Amendments
- Special Uses
- Planned Unit Developments (PUD)
- Appeals
- Fees
- Inspections

6-14-2: ZONING ADMINISTRATOR: Shall be the Village Manager or his/her designee, and shall be responsible for the following duties:

- A. Conduct inspections to determine compliance with the terms of this Title.

- B. Issue violation notices requiring compliance within thirty (30) days and advising suspected violators of their right to appeal; and to issue citations for violations of this Title.
- C. Require that all construction or work of any type be stopped when such work is not in compliance with this Title; and revoke any permit which was unlawfully issued.
- D. Have possession of permanent and current records of this Title, including but not limited to, all applications of amendments, special uses, variations, and appeals.
- E. Assist in providing public information relative to this Title.
- F. Forward to the Zoning Board all applications for appeals, variations, special uses excluding Planned Unit Developments (PUD), and amendments to this Title.
- G. Forward pertinent applications to the Architectural Review Board as specified in Title 2, Chapter 3 of the Lincolnshire Village Code.
- H. Forward applications and related information to the Development Review Team in all cases which require development review as defined in Section 6-14-6 of this Chapter.
- I. Enforce all orders of the Zoning Board. (Ord. 86-885-22; Amd. Ord. 90-1138-22)

6-14-3: ZONING BOARD: The Zoning Board shall discharge the following duties under this Title.

- A. Review all applications for variations from the terms of this Title, and report findings and recommendations to the Village Board of Trustees in the manner prescribed in Section 6-14-9 of this Chapter.
- B. Review all applications for text and map amendments to this Title, and report findings and recommendations to the Village Board of Trustees in the manner prescribed in Section 6-14-10 of this Chapter.
- C. Review all applications for special uses, excluding Planned Unit Developments (PUD), and report findings and recommendations to the Village Board of Trustees as prescribed in Section 6-14-11 of this Chapter.
- D. Approve or disapprove applications for Minor Amendments to special uses, excluding Planned Unit Developments (PUD), as defined in Section 6-14-11(F)(2).
- E. Review all applications for appeals from any order, requirement, decision, or determination made by the Village, and recommend action to the Village Board of Trustees as prescribed in Section 6-14-13 of this Chapter.
- F. Receive from the Zoning Administrator and/or the Village Board of Trustees recommendations and inquires related to the effectiveness of this Title and report conclusions and recommendations to the Village Board of Trustees.

- G. Coordinate the provisions of this Title with that of the Official Comprehensive Plan of the Village.
- H. Receive from the Village Board of Trustees any matters not listed above, which has been referred to it, and report conclusions and recommendations to the Village Board of Trustees.

6-14-4: VILLAGE BOARD OF TRUSTEES: The Village Board of Trustees shall discharge the following duties under this Chapter:

- A. Receive findings and recommendations from the Zoning Board, and approve or disapprove, all applications for amendments, special uses (excluding Planned Unit Developments) and variations from this Title.
- B. Receive recommendations from the Zoning Board or Architectural Review Board for all appeals filed to it.
- C. Receive recommendations from the Zoning Board or Architectural Review Board for all matters of inquiry referred to it under Section 6-14-3 or 6-14-5, respectively.
- D. Review all applications for special uses for Planned Unit Developments (PUD) and approve or disapprove.
- E. Receive findings and recommendations from the Architectural Review Board, and approve or disapprove, all proposed variations from Title 12 of the Lincolnshire Village Code, and recommendations regarding the exterior architectural design of applicable buildings and development.
- F. May from time to time adopt rules and procedures governing the conduct of any public hearings held before the Village Board required by this Chapter.

6-14-5: ARCHITECTURAL REVIEW BOARD: The Architectural Review Board (ARB) shall discharge the following duties under this Title:

- A. Review and make recommendations to the Village Board of Trustees regarding the exterior architectural design of applications for new construction of buildings and development, related to exterior architectural design, arrangement, building massing and scale, height and appearance, color and texture of exterior materials, landscaping, entrance ways, lighting, off-street parking facilities, signage, and similar matters. The ARB shall not review plans for single-family residential structures and structures which are accessory thereto.
- B. To make recommendations regarding advisable amendments to existing codes, ordinances and regulations of the Village.
- C. Approve or disapprove revisions to existing site development plan(s), including Minor Amendments to Special Use or Planned Unit Development (PUD), regarding exterior architectural design, arrangement, building massing and scale, height and appearance, color and texture of exterior materials, landscaping, lighting, signage, and similar elements.

6-14-6: DEVELOPMENT REVIEW TEAM

- A. Creation: The Development Review Team shall consist of the Village Manager or his/her designee, Director of Community and Economic Development or his/her designee, Director of Public Works or his/her designee, Village Planner, Building Official, the Chief of Police or his/her designee, and a Fire Protection District designee.
- B. Jurisdiction: Development Review Team meetings occur every third Wednesday of each month to carry out review of preliminary or conceptual site development plans to achieve an acceptable development design and produce solutions to specific site problems.
1. The Development Review Team shall discharge the following duties:
 - a. Subdivision layout and design review of new residential subdivision(s) filed pursuant to Title 7 of this Code.
 - b. Review of preliminary site development plans for the construction of new structure(s) and major modifications to existing structures, excluding single-family residential.
 - c. Site plan review of special use applications required in Section 6-14-11(B) of this Title.
 - d. Review of conceptual site development plans for new Planned Unit Developments required in Section 6-14-12(E)(2) of this Title.
 2. Written review comments and recommendations from the Development Review Team will be issued to the Applicant within ten (10) business days from the meeting date. No final or binding decision shall be rendered by the Development Review Team and any comments and recommendations shall be deemed advisory.
- C. Required Plans: The following plans shall be submitted to the Development Review Team for evaluation:
1. A preliminary plan of the parcel(s) of land, drawn to scale, illustrating the proposed site improvements, including building footprint location(s), parking facilities, streets, internal service/access roads, vehicle ingress/egress, landscaping, services areas (trash enclosure, fire lanes, etc.), and any other pertinent amenities.
 2. Preliminary building elevations of all proposed structures showing actual dimensions, building materials and any other special building treatments, excluding single-family residential.
 3. Additional plans may be requested by the Development Review Committee deemed necessary to conduct a full evaluation of the development proposal.

6-14-7: CERTIFICATES OF ZONING COMPLIANCE: The Village shall issue certificates of zoning compliance for the purpose of insuring compliance with the regulations of this Title including any decisions, conditions or special requirements resulting from the administration of this Title. Every certificate shall state the status of compliance with

the provisions of this Title for any use or occupancy.

- A. Request for Certificate of Zoning Compliance: Requests for a Certificate of Zoning Compliance shall be submitted in compliance with the Village of Lincolnshire's Freedom of Information Act Policy. Each request must specify the parcel address(es), parcel index number(s) (PIN), specific zoning information being requested, and name and address of requestor.
- B. Issuance of Certificate of Zoning Compliance: Certificates of Zoning Compliance will be issued pursuant to the Village of Lincolnshire Freedom of Information Act Policy, based on available records. No Certificate of Zoning Compliance shall be issued for any building or portion thereof under construction until the premises has been inspected and issued a Certificate of Occupancy by the Village's Building Official.

6-14-8: GENERAL APPLICATION PROCESS

- A. Application: An application for any request outlined in this Chapter shall be submitted upon forms provided by the Community and Economic Development Department which shall include written consent of the property owner(s). All plans and documents shall be filed in the manner designated by the application; applications will not be accepted until filed in proper form and contain all required information. Within 30 days of the application being filed with the Community and Economic Development Department and determined to be complete, such application shall be scheduled for a Preliminary Evaluation Meeting.
- B. Preliminary Evaluation Meeting: An application for any new request shall first be evaluated on a preliminary basis by the Village Board of Trustees for initial comment prior to the holding of a public hearing. This meeting shall not be required for minor modifications to existing developments, as determined by the Zoning Administrator.
 - 1. Required Documentation:
 - a. The applicant shall submit a written description of the specific request(s) and the site conditions and/or development goals resulting in such request.
 - b. A conceptual illustrative plan shall accompany the written description showing the extent of the request.
 - 2. The following criteria shall be applied in the Preliminary Evaluation Meeting:
 - a. The written description and conceptual illustrative plan shall be reviewed with the Board of Trustees to provide, if any, initial comment, direct further analysis to be conducted by the Zoning Board, or modifications to the plan(s) for Zoning Board review. Any final decision must first require a recommendation incorporating findings of fact from the Zoning Board.
 - b. Unless requested by the applicant, a maximum of one Preliminary Evaluation Meeting shall be conducted for any given application.
 - c. Public notification is not required for a Preliminary Evaluation Meeting. Public participation may be permitted by the Village Board of Trustee, but is not required.
- C. Notice of Public Hearing:

1. Publication of Notice: Notice of the date, time, and place, common address and Property Index Number(s) (P.I.N.) of the parcel(s) involved in the application, and requested action(s) of the public hearing shall be published by the Village of Lincolnshire at least once in a newspaper of general circulation within the Village not more than thirty (30) days nor less than fifteen (15) days before such public hearing.
 2. Written Notice: The applicant shall provide written notice to all persons to whom the current real estate tax bills are sent, as shown on the records of the Vernon Township Assessor's office as follows:
 - a. For all lots or any part of which lie within two hundred and fifty feet (250') of the property lines of the lot for which an application has been filed.
 - b. Written notices shall give the date, time, and place, case number, if any, assigned to the application, common address and Property Index Number(s) (P.I.N.) of the parcel(s) involved in the application, and requested action(s) of the public hearing. All such notice must be sent no more than thirty (30) days nor less than fifteen (15) days in advance of the public hearing.
 - c. Notices shall be sent by certified or registered mail, return receipt requested. The applicant shall file a sworn affidavit containing a complete list of the names, last known addresses of all property owners entitled to notice and served, and one copy of the notice with the Community and Economic Development Department not less than four (4) days in advance of the public hearing, exclusive of the date of the hearing itself.
- D. Action by the Zoning Board: Subject to the notice requirements in paragraph C, the Zoning Board shall hold a public hearing no later than sixty (60) days after the Preliminary Evaluation Meeting to consider the application and make findings of fact in accordance with the standards hereinafter prescribed. Recommendations of the Zoning Board for approval, approval with conditions, or denial shall be forwarded to the Village Board of Trustees incorporating the Zoning Board findings of fact for final action. Any application must receive the approval of four (4) members of the Zoning Board to be deemed an approval recommendation.
- E. Action by the Architectural Review Board: No later than sixty (60) days after the Preliminary Evaluation Meeting, the Architectural Review Board shall convene a meeting to consider the application and make recommendations to the Village Board of Trustees regarding the exterior architectural design of all applicable buildings and development. Any application must receive the approval of four (4) members of the Architectural Review Board to be deemed an approval recommendation.
- F. Action by the Village Board of Trustees:
1. Recommendations of the Zoning Board for approval, approval with conditions, or denial shall be forwarded to the Board of Trustees incorporating the Zoning Board findings of fact for final action.
 2. Recommendations of the Architectural Review Board for approval, approval with

conditions, or denial shall be forwarded to the Board of Trustees incorporating the Architectural Review Board recommendation(s) for final action.

3. The Village Board of Trustees shall act upon the recommendation of the Zoning Board and/or Architectural Review Board within not more than sixty (60) days from the last date of the advisory body votes on an application. Without further public hearing, the Village Board of Trustees shall approve by ordinance, deny the application, or refer it back to the appropriate advisory board for further consideration. An application which fails to receive an approval recommendation of the Zoning Board/Architectural Review Board must receive a favorable vote of two-thirds (2/3) of all the elected members of the Village Board of Trustees to be approved. An application which receives the approval recommendation of the Zoning Board/Architectural Review Board may be denied by a majority vote of the Village Board of Trustees.
4. The ordinance authorizing the application shall contain a specific description of the request, along with any conditions and restrictions, or appropriate guarantees upon the establishment, location, and construction of the request as is deemed necessary for the protection of the public interest and to secure compliance with the standards and requirements specified herein.

G. Condition of All Applications and Approvals: Any application filed pursuant to this Chapter shall not be considered complete unless and until all fees and deposits due pursuant to Comprehensive Fee Schedule have been paid. Any approval granted pursuant to this Chapter shall, whether or not expressly so conditioned, be deemed to be conditioned upon payment of fees as required by Section 6-14-14. The failure to fully pay any such fee or deposit upon request shall be grounds for tolling any deadlines, rejection in processing an application and for denying or revoking any approval sought or issued with respect to the land or development to which the unpaid fee or deposit relates.

6-14-9: VARIANCE

- A. Purpose: A variance authorizes a relaxation of the terms of this Title where such relaxation will not be contrary to the public interest and where, due to practical difficulties on the property, a literal enforcement of the Code would result in unnecessary hardship. The Zoning Board may recommend a variance from the regulations of this Title to the Board of Trustees consistent with the general purpose and intent of this Title. The Board of Trustees shall make all final decisions on variance requests.
- B. Process: The application process outlined in Section 6-14-8 of this Chapter shall apply.
- C. Findings of Fact: The Zoning Board shall not recommend a variance from the regulations of this Title unless it shall make findings based upon the evidence presented to it in each specific case the proposed variance meets each and every one of the following standards:
 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;

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;
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;
4. The alleged difficulty or hardship is not based primarily upon a desire by any persons presently having an interest in the property or to increase financial gain;
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;
6. The granting of the variance will not alter the essential character of the neighborhood or locality;
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;
8. The proposed variance is consistent with the official Comprehensive Plan of the Village and other development codes of the Village.

The Zoning Board may recommend and the Village Board of Trustees may impose such conditions and restrictions upon the premises benefitted by a variance as may be necessary to comply with the standards established in this Section and the objectives of this Title.

D. Authorized Variations: Due to their minor nature, an application for the following variations shall not require a Preliminary Evaluation Meeting as outlined in Section 6-14-8(B), and shall advance directly to Public Hearing by the Zoning Board:

1. Reduction in the Setback required by the applicable zoning regulations of not more than 25%.
2. Reduction of the Lot Area or Lot Width required by the applicable zoning regulations of not more than 25%.
3. To permit the same off-street parking space(s) to qualify as space(s) for two (2) or more separate uses required by Section 6-11-3(A)(5) of this Title, provided that use of such parking space(s) for each user does not occur at approximately the same hours of the same days of the week.
4. To increase the maximum distance parking spaces are permitted to be located

from the use served by not more than fifty percent (50%), as required by 6-11-3(A)(2) of this Title.

- 5. To permit the deferment of required parking facilities for a specified period of time.
- 6. To permit an increase in established grade from which Building Height is measured a maximum of 2.5 feet above the base floodplain elevation (BFE), provided the Buildable Area of the subject parcel has an elevation below the BFE.

An application for variance from the regulations of this Title not contained in this Subsection (above) may be considered by the Zoning Board at a public hearing, only after evaluated at Preliminary Evaluation Meeting by the Village Board of Trustees, as outlined in Section 6-14-8(B).

- E. Revocation: Where a variance has been granted pursuant to the provisions of this Chapter, such approval shall become null and void unless construction thereon is substantially under way within one (1) year from ordinance approval, unless a one-time extension is granted by the Village Board of Trustees without an additional public hearing.

6-14-10: AMENDMENTS (MAP AND TEXT)

- A. Purpose: For the purpose of ensuring that the taxable value of land and buildings throughout the municipality may be conserved; congestion in the public streets may be lessened or avoided; the public health, safety, comfort, morals, and welfare may otherwise be promoted; and to ensure and facilitate the preservation of sites, areas, and structures of historical, architectural and aesthetic importance, the Village Board of Trustees may, in the manner hereinafter set forth, amend the regulations imposed in the districts created by this Title or amend district boundary lines. Due allowances shall be made for existing conditions, the policies, standards, and principles of the Comprehensive Plan of the Village, the conservation of property values, the direction of building development to the best advantage of the entire community, and the uses to which property is devoted at the time of the adoption of such amendatory ordinance.
- B. Process: The application process outlined in Section 6-14-8 of this Chapter shall apply.
- C. Findings of Fact - Text Amendment: At the conclusion of the public hearing, the Zoning Board shall submit written recommendations to the Village Board of Trustees. Where the purpose and effect of the proposed amendment is not to change the zoning classification of particular property, the Zoning Board shall make findings based upon the evidence presented to it in each specific case with respect to, but not limited to, the following standards.
 - 1. The request for an amendment shall serve the purpose of promoting the public health, safety, and general welfare.

2. The request for an amendment shall conserve the value of property throughout the community.
3. The request for an amendment shall lessen or avoid congestion in the public streets and highways.

D. Findings of Fact - Map Amendment (Rezoning): At the conclusion of the public hearing, the Zoning Board shall submit written recommendations to the Village Board of Trustees. The Zoning Board may recommend the adoption of an amendment changing the zoning classification of the property in question to any higher classification than that requested by the applicant. For the purpose of this paragraph, the R-1 District shall be considered the highest classification and the M-1 District shall be considered the lowest classification. The Zoning Board shall not recommend the adoption of a proposed amendment if it finds that the adoption of such amendment is detrimental to the public interest, based on the following standards:

1. Existing zoning classification of the property.
2. Existing uses of property and existing physical, social or economic factors within the general area of the property in question.
3. The zoning classification of property within the general area of the property in question.
4. The suitability of the property in question to the uses permitted under the existing or proposed zoning classification.
5. The trend of development, if any, in the general area of the property in question, including changes, if any, which have taken place in its present zoning classification.
6. The length of time the property has been vacant as zoned.
7. The extent to which the property's values is diminished by the existing zoning classification.
8. The impact upon the objectives of the official Comprehensive Plan of the Village, as amended.

E. Denial of Amendment: Any application for an amendment which has been denied by the Village Board of Trustees shall not be resubmitted for a period of one year from the date of the denial, except on the grounds of new evidence or proof of change of conditions.

6-14-11: SPECIAL USES

A. Purpose: The development and execution of this Title is based upon the division of the community into zoning districts within which the use of land, buildings and their bulk and location in relation to the land are substantially uniform. It is recognized, however, there are certain uses because of their unique characteristics, requires

consideration, in each case, of the impact of those uses upon neighboring land and of the public need for the particular use in the particular location. Such special uses fall into two (2) categories:

1. Uses publicly operated or associated with a public interest, and
 2. Uses entirely private in character, but of a unique nature that their operation may give rise to unique problems with respect to their impact upon neighboring property.
- B. Process: The application process outlined in Section 6-14-8 of this Chapter shall apply.
- C. Development Review Team: A meeting of the Development Review Team shall be conducted to carry out review of all new applications for special use prior to the holding of a public hearing with the Zoning Board, as outlined in Section 6-14-6 of this Chapter.
- D. Findings of Fact: At the conclusion of the public hearing, the Zoning Board shall submit written recommendations to the Village Board of Trustees. No special use shall be recommended by the Zoning Board, unless it shall find that each and every one of the following standards are met:
1. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject premises for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located.
 2. The establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.
 3. Adequate utilities, access roads, drainage and/or necessary facilities have been or will be provided.
 4. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
 5. The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village as amended.
 6. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be varied pursuant to Section 6-14-9 of this Chapter.
- E. Denial of Special Use: Any application for a special use, which has been denied wholly or in part by the Village Board of Trustees, shall not be resubmitted for a period of one year from the date of said denial, except on the grounds of new evidence or proof of change of conditions.
- F. Amendments to Special Uses: A special use shall be implemented only in strict

adherence to the authorizing ordinance, along with any conditions and restrictions, or appropriate guarantees upon the establishment, location, and construction of the application, which shall be binding on the applicants, their successors, grantees and assigns. Any request to amend an approved special use shall be subject to the following:

1. Major Amendments: Major amendments are classified as any change not categorized as a Minor Amendment, and shall be subject to the requirements of Section 6-14-8.
2. Minor Amendments: Minor amendments are classified as any change which does not substantially alter the nature of the approved use(s), increase the intensity of the approved use(s), or substantially increase the scale of structures or site improvements associated with the approved special use(s). Upon the submission of a new application for a minor amendment, the Zoning Board and/or Architectural Review Board may approve, without the holding of a public hearing, minor amendments.

- G. Revocation: Where a special use has been granted pursuant to the provisions of this Chapter, such approval shall become null and void unless construction thereon is substantially under way within three (3) years of the date of granting, unless a one-time extension is granted by the Village Board of Trustees without an additional hearing.

6-14-12: Planned Unit Developments (PUD)

- A. Purpose and Description: While a Planned Unit Development (PUD) is a special use, this Section provides a special mechanism to accommodate development which is in the public interest and would not otherwise be permitted pursuant to this Title. These provisions are also intended to provide an opportunity to accommodate developments that involve one or more uses and may be located in more than one zoning district.

It is anticipated that planned unit developments will offer one or more of the following advantages:

1. Designs which reflect the historic open character of single-family areas of the Village.
2. Designs which provide substantial buffers and transitions between areas of different land use or development densities.
3. Designs which enhance the appearance of neighborhoods by conserving streams, areas of natural beauty, and natural green spaces.
4. Designs which counteract possible urban monotony and congestion in streets.
5. Designs which promote compatible architecture between adjacent buildings.
6. Designs which will buffer differing types of land use and intensities of development from each other so as to minimize any adverse impact which new development may have on existing or zoned development.

- B. Intent: A planned unit development is of substantially different character than other uses described in this Title. Planned unit developments allow for far more flexibility than those pertaining to other land uses and allows for uses which may not

otherwise be identified in this Title. The maximum use of zoning exceptions for planned developments will not automatically be granted by the Village Board of Trustees; rather the intent is to grant only such adjustments or uses which create a balance with the benefits accruing to the Village as a result of the planned unit development. Therefore, the Village Board of Trustees may as a condition of approval require any reasonable condition limitation or design factor which will promote proper development of a planned unit development.

The planned unit development provisions of this Chapter are intended to provide the following:

1. A choice in the type of environment available to the public by allowing development that would not be possible under the strict application of other sections of this Title.
 2. Creation and/or permanent reservation of open space, recreational areas and facilities.
 3. A land use plan which permits preservation of green space, natural vegetation, topographic and geological features, and historic resources.
 4. A creative approach to the use of land and related physical facilities which results in better urban design, higher quality construction and the provision of aesthetic amenities.
 5. The efficient use of land, so as to promote economies in the provision of utilities, streets, schools, public grounds and buildings, and other facilities.
 6. Innovations in development so the growing needs and demands of the population may be met by a greater variety in land uses, building type, design, and layout, and by conservation and more efficient use of open space ancillary to such development, all in a manner consistent with the character of the zoning district in which the planned unit development is located.
 7. A land use which promotes the public health, safety, comfort, morals and welfare.
- C. Minimum Area for Planned Unit Development: A minimum gross area of three (3) acres is required of each site for a planned unit development, except in the R-4, R-5, B and E Zoning Districts where there shall be no minimum size requirement.
- D. Application: A planned unit development shall be granted as a special use in permissible zoning districts and in accordance with the procedures and standards set forth in this Section. To the extent the procedures and standards set forth in this Section conflict with other sections of the Village Code, this Section shall apply, except that all required improvements, construction standards, design standards and all other engineering standards contained within the Village's Subdivision and Land Development regulations of Title 7 must be complied with, except where specifically varied through the provisions of this Section.
1. Application: Applications shall be made on forms provided by the Community

and Economic Development Department and shall be filed as outlined in Section 6-14-8(A) of this Chapter.

2. Joint Request: If any additional application pursuant to this Title is filed in conjunction with a planned unit development, the applications shall be processed concurrently; however all applicable public hearings shall be convened by the Village Board of Trustees, which shall consider the joint requests prior to consideration of the planned unit development application.
3. Optional Pre-Application Conference: Prior to filing an application for a planned unit development, the applicant may request a pre-application conference with the Zoning Administrator. The purpose of such a conference is to allow the Zoning Administrator to inform the applicant of all applicable ordinances, rules, regulations, plans, policies, standards, and procedures which may affect the proposed development, or the consideration of said development by the Village Board of Trustees. Such conference also allows the applicant to present a general concept of the proposed development prior to the preparation of detailed plans. No final or binding action shall be taken at a pre-application conference and any views expressed shall be deemed to be only preliminary and advisory.

E. Preliminary Development Plan: The Preliminary Development Plan of the planned unit development is intended to provide the basic scope, character, and nature of the entire proposed planned unit development. The Preliminary Development Plan is the basis on which the required public hearing is held, enabling public consideration of the proposal at the earliest possible stage.

1. Preliminary Evaluation Meeting: An application for a planned unit development shall be first evaluated at a Preliminary Evaluation Meeting by the Village Board of Trustees for initial review prior to any further action, and shall include the following plans and documents:
 - A detailed explanation of the character of the planned unit development and the reasons why it has been planned to take advantage of the flexibility of these regulations. This item shall include a specific explanation of how the proposed land use(s) and how the proposed planned unit development meets the objectives of all official plans which affect the parcel(s) in question.
 - A location map.
 - An accurate legal description of the entire area under immediate development within the planned unit development.
 - Conceptual design plans regarding land use, dwelling type, density, building architecture, street and lot arrangement and preliminary lot sizes.
 - Tentative proposals regarding surface drainage and stormwater management facilities.
 - Statement of present and proposed ownership of all land within the project

including the beneficial owners of any land trust in accordance with Section 1-12-1 of the Village Code.

2. Development Review Team: Following the Preliminary Evaluation Meeting, a meeting of the Development Review Team shall be conducted pursuant to Section 6-14-6 to carry out review of Preliminary Development Plans prior to consideration by the Architectural Review Board. Copies of the Preliminary Development Plan for all new residential developments shall be made available to any school district, library district, and fire protection district which might be affected by the development. The Zoning Administrator shall notify any such district concerning the filing of said documents.

The Preliminary Development Plan and supporting data shall include the following:

- a. Site Plan: A site plan of the planned unit development shall be drawn to an engineer's scale ratio and shall include the following:
 - i. General location and purpose of each building, other than detached single-family residences on individually platted lots.
 - ii. All proposed streets (public and private), required yards, common open space, recreation facilities, parking areas, service areas, and other facilities to indicate the character of the proposed development.
 - iii. Existing Easements: Location, width and purpose of all existing platted and recorded easements.
 - iv. Conditions on Adjoining Land: Direction and gradient of ground slope, including any embankments or retaining walls; character and location of major buildings, easements, railroads, power lines, towers and other nearby land uses or adverse influences.
 - v. Streets: Existing streets adjacent to the tract, including street names, right-of-way widths, existing or proposed center lines, pavement type, walks, curbs, gutters, culverts, etc.
 - vi. Utilities: Identify utilities on and adjacent to the tract; location and size of sanitary and storm sewers; location and size of water mains; location of fire hydrants and street lights
 - vii. Topography: Ground elevations on the tract and on the first fifty (50) feet of all adjacent tracts of land showing one (1) foot contours for land which slopes less than one-half (1/2) percent along with all breaks in grades, at all drainage channels or swales, and at selected points not more than one hundred (100) feet apart in all directions. For land that slopes more than one-half (1/2) percent, two (2) foot contours shall be provided. Any land within the one hundred (100) year floodplain shall be shown.
 - viii. Soil Conditions: Subsurface conditions on the tract, if required by the Village Engineer, shall be tested to ascertain subsurface soil, rock and groundwater conditions, depth to groundwater, unless test pits are dry at a depth of five (5) feet
 - ix. Natural Features: Watercourses, marshes, wooded areas, and other significant environmental features.
 - x. Open Space: All parcels of land intended to be dedicated for public use or reserved for the use of all property owners with the purpose

indicated.

- b. Preliminary Building Elevations: Architectural elevation plans of all proposed structures identifying actual dimensions, building materials and any other special building treatments.
- c. Preliminary Landscape Plan: A landscape plan of the entire planned unit development and detailed plans of landscaping for a typical building area.
- d. Density: Information of residential uses, including dwelling units per gross acre, dwelling units per net acre; the number of dwelling units by type, and the number of bedrooms in each dwelling unit type. Information should be provided for each unit in the planned unit development.
- e. Site Data: Tabulations on each separate unsubdivided use area, including land area, number of buildings, and number of dwelling units per acre. Nonresidential intensity information on the type and amount of nonresidential uses including building locations, sizes, floor area ratio, building height, the amount and location of common open space.
- f. Preliminary Subdivision Plat: A preliminary subdivision plat for all subdivided lands included in the planned unit development and meeting all the requirements of a subdivision plat in accordance with Title 7 of the Lincolnshire Village Code, except those aspects that vary from the subdivision regulations.
- g. Cost-Revenue Analysis: If requested by the Zoning Administrator, a study shall be prepared by the applicant's expense, indicating the fiscal impact of the planned unit development on major taxing districts limited to, the sanitary treatment facilities, school district(s), fire protection district(s), library district(s), and the park network. Information shall include detailed estimates on expected population of the development; the operating cost to be incurred by each taxing body; any additional major capital investments required, in part or in whole, because of the planned unit development; and revenue generated for each taxing body by the planned unit development to offset fiscal impacts created by the planned unit development. The study should include a cash flow analysis based on the proposed staging of the planned unit development.
- h. Traffic Analysis: If requested by the Zoning Administrator, a study shall be prepared by the applicant's expense, analyzing the impact caused by the planned unit development on the street and highway systems.
- i. Environmental Analysis: If requested by the Zoning Administrator, a study of the major environmental impacts of the planned unit development on the environment shall be prepared by the applicant's expense, analyzing and disclosing all environmental impacts of the proposed planned unit development. Generally, such impacts would include effects on discrete ecosystems; any deterioration in the surface water quality; and effect on sensitive land areas as identified by the

Development Review Team from time to time, such as floodplains, wetlands, forests, aquifer recharge areas, historic buildings or structures, prairie landscapes, and mineral resource reserves.

- j. Zoning Exceptions: Identification and explanation of those aspects of the proposed planned unit development that vary from the Zoning Ordinance requirements applicable to the underlying zoning district and from the subdivision regulations of the Village.
 - k. Additional plans or documents as may be required by the Development Review Team necessary to conduct a full evaluation of the planned unit development.
3. Architectural Review Board: Prior to any public hearing, the Architectural Review Board shall review the Preliminary Development Plans and make recommendations to the Village Board of Trustees regarding the exterior architectural design of all primary buildings, with the exception of all detached single-family residential housing, clearly depicting the exterior architectural design, arrangement, building massing and scale, height and appearance, color and texture of exterior materials; site development design; landscaping; lighting; off-street parking facilities; signage; and site fixtures.
4. Action by the Village Board of Trustees:
 - a. The Village Board shall hold a public hearing in accordance with Section 6-14-8(c) and make findings of fact in accordance with standards hereinafter prescribed, Architectural Review Board findings and recommendation, and other supporting data.
 - b. Findings of Fact: The Preliminary Development Plans may be approved by the Village Board of Trustees if it can make findings of fact related to the specific proposal set forth with particularity, describing in what respects the proposal would be in the public interest, based on the following:
 - i. The proposed plan is consistent with the stated purpose of the planned unit development regulations.
 - ii. The proposed plan meets the requirements and standards of the planned unit development regulations.
 - iii. The proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to, the density, dimensions, area, bulk, use, required improvement, construction and design standards and the reasons why such departures are deemed to be in the public interest.
 - iv. The public benefit produced by the planned unit development outweighs the increased burden(s) on public services and infrastructure. Any specific beneficial actions, plans or programs agreed to in the planned unit development proposal which are clearly

beyond the minimum requirements of the Zoning Code shall be specifically listed as evidence of justified bulk premiums and/or use exception.

- v. The physical design of the proposed plan makes adequate provisions for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space, and further the amenities of light and air, recreation and visual enjoyment.
 - vi. The beneficial relationship and compatibility of the proposed plan to the adjacent properties and neighborhood.
 - vii. The desirability of the proposed plan to the Village's physical development, tax base and economic well-being.
 - viii. The conformity with the recommendations of the Official Comprehensive Plan, as amended, and all other official plans and planning policies of the Village.
- c. Exceptions: Upon approval of a Preliminary Development Plan, the Village Board may require or grant conditions, modifications, bonuses and exceptions, if any, and restrictions upon the establishment, location, construction, maintenance, and operation to the plan as deemed necessary for the protection of the public interest and to secure compliance with the findings and requirements specified herein.
- i. Use Exceptions: The Village Board of Trustees may authorize specified uses not permitted by the use regulations of the zoning district(s) in which the planned unit development is located, provided that:
 - The uses permitted by such exception are necessary or desirable and are appropriate with respect to the primary purpose and character of the planned unit development.
 - The uses permitted by such exception will not exercise a detrimental influence on the neighborhoods surrounding the planned unit development, or upon the internal character of any part or all of the planned unit development itself.
 - ii. Bulk Regulations: The Village Board of Trustees may authorize exceptions to the applicable bulk regulations of the Zoning Code within the boundaries of such planned unit development, provided that:
 - Such exception shall be solely for the purpose of promoting an integrated site plan no less beneficial to the residents or occupants of such development as well as the neighboring property, than would be obtained under the bulk regulations of

the Zoning Code for buildings developed on separate zoning lots.

- The overall floor area ratio for the planned unit development would not exceed more than ten percent (10%) the maximum floor area ratio which would be determined on the basis of the floor area ratio required for the individual uses in such planned unit developments, as stipulated in each zoning district.
- Along the periphery of the planned unit development, required front, side and rear yards may be provided as required by the zoning district in which said development is located.

5. Acceptance of the Preliminary Development Plan: The Preliminary Development Plan shall be deemed only an expression of acceptance of the concepts and details, and serve as a specific guide to the preparation of the Final Development Plan which is required of the application for a planned unit development. Further, it indicates acceptance of the commitment by the applicant to the details set forth in the application. Acceptance of the Preliminary Development Plan shall be null and void if a Final Development Plan is not submitted within one year from the date of approval, unless an extension is granted by the Village Board of Trustees.

- a. Record of Acceptance: An ordinance granting acceptance of the Preliminary Development Plan for the planned unit development shall be prepared and contain a specific description of the special use, along with any conditions applied, modifications, exception and bonuses granted, if any, and the findings of fact of the Village Board of Trustees.
- b. Building Permits: No permits for construction shall be issued for the planned unit development until the Final Development Plan has been filed, approved, and recorded with the County Recorder, as provided in Subsection F.

F. Final Development Plan: The Final Development Plan of a planned unit development shall be prepared to designate the land lots as well as the division of other lands, not so subdivided, into common open space areas and building areas, and shall show the exact location of each structure to be constructed to designate specific internal uses of each structure and parcel of the land. The Final Development Plan shall detail the restrictions placed upon the land and serves as a zoning control device.

1. Procedure: Within one year from the date of approval of the Preliminary Development Plan, the Final Development Plan and supporting data shall be filed with the Zoning Administrator for certification the Final Development Plan is in substantial conformity to the approved Preliminary Development Plan. The Final Development Plan shall conform substantially to the Preliminary Development Plan as approved. If requested by the applicant, the Final Development Plan may be submitted in development phases, with each phase representing a unit of the approved Preliminary Development Plan to be developed; provided, however, that such unit conforms to all requirements of these regulations.

2. Final Development Plans: The Final Development Plan of the planned unit development shall include, but not be limited to, the following:
 - a. An accurate legal description of the entire area under immediate development within the planned unit development.
 - b. Density information of residential uses, including dwelling units per gross acre and dwelling units per net acre; the number of dwelling units by type, and the number of bedrooms in each dwelling unit type. Information should be provided for each unit in the planned unit development.
 - c. Site Plan illustrating the exact location of all structures to be constructed and the specific internal land uses for each building, including all proposed streets (public and private), required yards, common open space, recreation facilities, off-street parking areas, service areas, and other facilities to indicate the character of the proposed development.
 - d. Tabulations on each separate unsubdivided use area, including land area, number of buildings, number of dwelling units per acre. Nonresidential intensity information on the type and amount of nonresidential uses including building locations, sizes, floor area ratio, building height, the amount and location of common open space.
 - e. Architectural Plans of all primary buildings clearly depicting the final exterior architectural design, arrangement, building massing and scale, height and appearance, color and texture of exterior materials, lighting, signage and site fixtures, as recommended by the Architectural Review Board.
 - f. Landscape Plan for each phase of the planned unit development seeking final approval and detailed plans of landscaping for a typical building area.
 - g. Final improvement plans in accordance with Section 7-3-3(A) of the Lincolnshire Village Code including construction details for all roads and off-street parking facilities; classification, width of right of way, width of pavement, and construction details; sidewalks and paths; sanitary sewers; stormwater drainage facilities; water supply system; and street lighting furnished for each building.
 - h. Authorization from Lake County Stormwater Management Commission affirming the planned unit development and the design of all improvements is in accordance with the Lake County Watershed Development Ordinance (WDO), as amended, except where specific exemptions may be authorized.
 - i. Development schedule indicating the phases in which project will be built; if more than one construction phase will occur, identifying the phase boundaries, density, use and public facilities, and open space to be developed with each phase. Each phase shall be described and mapped as a unit of the project. Overall design of each unit shall be shown on the plan and through supporting graphic material. If approval for only one (1) phase of the Final Development Plan is requested by the applicant, the development schedule for the entire planned unit development must be

submitted with the first Final Development Plan and may be amended upon filing approval for each subsequent phase.

- j. All common open space, at the election of the Village, shall be:
 - i. Conveyed to a Village or public corporation, or conveyed to a not-for-profit corporation or entity established for the purpose of benefitting the owners and residents of the planned unit development or adjoining property owners or any one or more of them, in whole or in part. All lands conveyed shall be subject to the right of the grantee or grantees to enforce maintenance and improvement of the common open space; or
 - ii. By a restrictive covenant describing the open space and its maintenance and improvement, running with the land for the benefit of residents of the planned unit development or adjoining property owners and/or both.
 - iii. Permanent common open space equivalent to at least twenty five percent (25%) of the total development area in the planned unit development.
- k. Covenants: Final agreements, restrictions, provisions, or covenants governing the use, maintenance, and continue protection of the planned unit development and any of the common open space.

3. Approval of Final Development Plan: After review of the Final Development Plan and supporting data for substantial conformity with the approved Preliminary Development Plan, the Zoning Administrator shall forward a recommendation to the Village Board of Trustees which shall approve, approve with modifications or conditions, or disapprove the final plan. Disapproval of the final plan shall include a written statement of the reasons thereof.

- a. Authorizing Ordinance: An ordinance granting approval of the Final Development Plans for the planned unit development shall be prepared and contain a specific description of the special use, along with any conditions and restrictions, bonuses and exceptions, or appropriate guarantees upon the establishment, location, and construction of the planned unit development as is deemed necessary for the protection of the public interest. The authorizing ordinance including all exhibits/documents and Final Plat of Subdivision, as set forth in Title 7 of the Lincolnshire Village Code, shall be recorded with the Lake County Recorder's Office.
- b. Building Permits: No permits for construction of any structure or other improvements, shall take place until approval and recording of the Final Development Plan documents.

G. Amendments to Planned Unit Developments: A planned unit development shall be developed only in strict adherence to the approved Final Development Plan and all supporting documentation, which shall be binding on the applicants, their successors, grantees and assigns. Any request to amend an approved planned unit development shall be subject to the following:

1. Major Amendments: Shall require the submission of a new planned unit development plan and supporting data, and shall be subject to the requirements of Subsection E. Major amendments include but not limited to the following:
 - a. Increase in density;
 - b. Increase in building height(s);
 - c. Reduction in open space (publicly dedicated or private);
 - d. More than a ten percent (10%) modification in proportion of housing types;
 - e. Reduction in approved parking areas which reduces the total number of parking spaces below code requirements or modifications which require an increase in required parking;
 - f. Additions to authorized categories of land use(s);
 - g. Modifications to existing Areas of Special Sign Control which would alter the character of the development
 - h. Change in the final governing agreements, provisions, or covenants.

2. Minor Amendments: Minor revisions to the approved planned unit development may be approved by the Architectural Review Board, as determined by the Zoning Administrator. Minor amendments are classified as any change not outlined as a Major Amendment, including but not limited to the following:
 - a. Minor modifications to existing Areas of Special Sign Control;
 - b. Changes to approved landscape plan(s) for the development;
 - c. Increase of site amenities or changes to site furniture/lighting fixtures;
 - d. Changes to exterior material(s) and colors, provided the replacement material(s); will not be of lesser quality from the approved material(s).

H. Revocation: Where approval of the Final Development Plan for a planned unit development has been granted pursuant to the provisions of this Chapter, such approval shall become null and void unless construction of the planned unit development is substantially under way within three (3) years of the date of approval of the Final Development Plan. Revocation shall not occur before the applicant and/or developer receives written notification at least sixty (60) days prior to any such revocation. Extension in the building schedule may be granted by the Village Board of Trustees upon written request by the applicant/developer. Upon revocation, the parcel(s) of land shall conform to regulations and procedures of the underlying zoning district.

6-14-13: APPEALS OF ADMINISTRATIVE DECISIONS

A. Authority: Any person aggrieved shall appeal any order, requirement, decision or determination made under the regulations of this Title within 30 days from the date of the administrative decision. An application for appeal shall be filed with the Zoning Administrator, who shall schedule a public hearing no later than sixty (30) days after receipt of an application in accordance with this Section.

B. Action:

1. Action by the Zoning Administrator: The appeal application shall be forwarded to the Zoning Board which shall hear the appeal and forward its recommendation to the Board of Trustees.

2. Action by the Zoning Board: The appeal application shall be forwarded to the

Village Board of Trustees which shall hear the appeal.

- 3 Action by the Architectural Review Board: The appeal application shall be forwarded to the Village Board of Trustees which shall hear the appeal.
- C. Public Hearing: A public hearing shall be conducted upon consideration of every appeal application. Notice of the hearing shall be posted in accordance with the Open Meetings Act.
 - D. Final Action: The Village Board of Trustees shall act upon the decision of the Zoning Board and/or Architectural Review Board within not more than sixty (60) days from the last date of the advisory body votes on an application. The Village Board of Trustees shall render a final decision of all by ordinance.

6-14-14: FEES

- A. Application: Any application filed pursuant to this Title shall be accompanied by the application fees established in the Comprehensive Fee Schedule set forth in Chapter 15 of Title 1 of this Code.
- B. Escrow: Every application filed pursuant to this Title shall be accompanied by the deposit of an additional amount for recoverable costs as provided in Title 1, Chapter 8 of the Village Code, to be deposited in an application fee escrow. No interest shall be payable on any such escrow. The Village shall from time to time, draw funds from the escrow account established for such application to pay such costs and shall transfer such funds to the appropriate Village accounts. The Village shall maintain an accurate record of all such drawings. If the actual costs for the services exceed the amount of the initial deposit, the applicant shall replenish the escrow upon Village request. Remaining funds in the escrow at the completion of the application will be returned to the entity providing the initial fee escrow deposit.

6-14-15: INSPECTION: For the purpose of enforcing the provisions of this Zoning Code, the Director of Community and Economic Development, or his/her designee, is hereby authorized to make inspections of all structures and premises to determine their compliance with the provisions of this Zoning Code. Such inspections shall be made subject to the following standards and conditions:

- A. An entry for the purpose of such inspection may take place if a complaint respecting said premises has been received by the Director of Community and Economic Development, or his/her designee, and such complaint in the opinion of the Director of Community and Economic Development provides reasonable grounds that a violation exists, or such inspection is undertaken as part of a regular inspection program whereby certain areas of the Village may be inspected from time to time in their entirety by the direction of the Village Board of Trustees.
- B. Such inspection shall be made by the Director of Community and Economic Development, or his/her designee, upon the direction of the Village Board of Trustees.
- C. When inspecting a structure or premises, the Director of Community and Economic Development or his/her designee shall furnish to the owner, occupant or operator sufficient identification and information to enable the owner, occupant or operator to determine both the inspector's identity as a representative of the Village and the purpose of the inspection. The Director of Community and Economic Development

may apply to any court of competent jurisdiction for a search warrant or other legal process for the purpose of securing entry to any building, structure or premises if the owner, occupant or operator shall refuse to grant entry.



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

Village of Lincolnshire
Architectural Review Board Submittal
for
East Building Addition Phase II
4/13/2020

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 Architectural Review Board Submittal East Building Addition Phase II 4/13/2020



Table of Contents

- 01 Cover Letter
- 02 Planning and Zoning Application
- 03 Legal Description / Plat of Survey
- 04 Traffic and Parking Study
- 05 Lake County Stormwater Management Commission (status email)
- 06 Architectural Existing Conditions
- 07 Sitework
 - Proposed Civil Drawings
 - Proposed Landscape Drawings
- 08 Architectural Drawings
 - Proposed Floor Plans
 - Proposed Exterior Elevations
 - Proposed Exterior Perspective Renderings
- 09 Electrical Site Lighting Photometric Plan
- 10 Manufacturers / Material Information
- 11 Plumbing Fixture Count (Water Meter Sizing Forms)
- 12 Project Schedule / Construction Phasing Diagrams / Site Utilization Plans

Appendix

- 01 Special Function Parking
- 02 Parking/Enrollment History
- 03 Existing Special Use Permit (1992)



April 13, 2020

Chair Kennerley and Architectural Review Board Members
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: Stevenson High School – East Building Addition II

Dear Chair Kennerley and Architectural Review 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.

At the public hearing on March 10, 2020, the Zoning Board considered the following (4) items:

OUR MISSION: SUCCESS FOR EVERY STUDENT



1. *Floor Area Ratio Requirement – we are requesting to raise existing F.A.R. percentage by 3.2%.*
 - *Code Maximum FAR = 25%*
 - *Current FAR = 28.52%*

949,592 existing square feet

106,437 proposed addition square feet
 - *Proposed FAR = 31.72%*

1,056,029 proposed total square feet

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. 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.

Village Zoning Board Meeting 3/10/2020:

The Zoning Board provided a unanimous favorable recommendation with the condition that Stevenson provide to the Village Board more detailed information on current parking/circulation on and around campus, as well as future plans to remediate parking and traffic congestion.

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



— VILLAGE OF —
LINCOLNSHIRE
 COMMUNITY & ECONOMIC DEVELOPMENT

STAMP HERE

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

Owner Information (if different than applicant)

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:

Attorney Information

Name:

Company:

Email:

Address (including suite #):

City:

State:

Zip Code:

Phone:

Cell:

Fax:

Architect Information

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:

Landscape Architect Information

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:

Engineer/Land Surveyor Information

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**

REQUEST	APPLICATION FEE	CASH ADVANCE ACCOUNT INITIAL DEPOSIT
Text / Map Amendment	\$500	\$1,000
Annexation	\$500/acre	\$1,000
Appeals to Administrative Decision	\$100	\$250
Architectural Review Board		
Minor Improvement(s)	\$250	\$250
Major Improvement(s)	\$500/structure	\$500
Planned Unit Development	\$2,000	\$4,000
Pre-Annexation Agreement	\$500	\$1,000
Site Plan Review		
Single-Family Residential	Minimum: \$150	
Non-Residential Property	Maximum: \$2,500 (\$50/acre)	
Special Use		
Single-Family Residential	\$500	\$500
All Other Requests	\$500	\$1,000
Subdivision*	\$1,000	\$3,000
*Additional Acreage Impact and Donation Fees may be required. Please refer to the Subdivision Supplemental Information Packet.		
Variance		
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) or Ben Gilbertson, Assistant Village Manager/Community & Economic Development Director, Village of Lincolnshire (847-913-2312; bgilbertson@lincolnshireil.gov).

Sincerely,

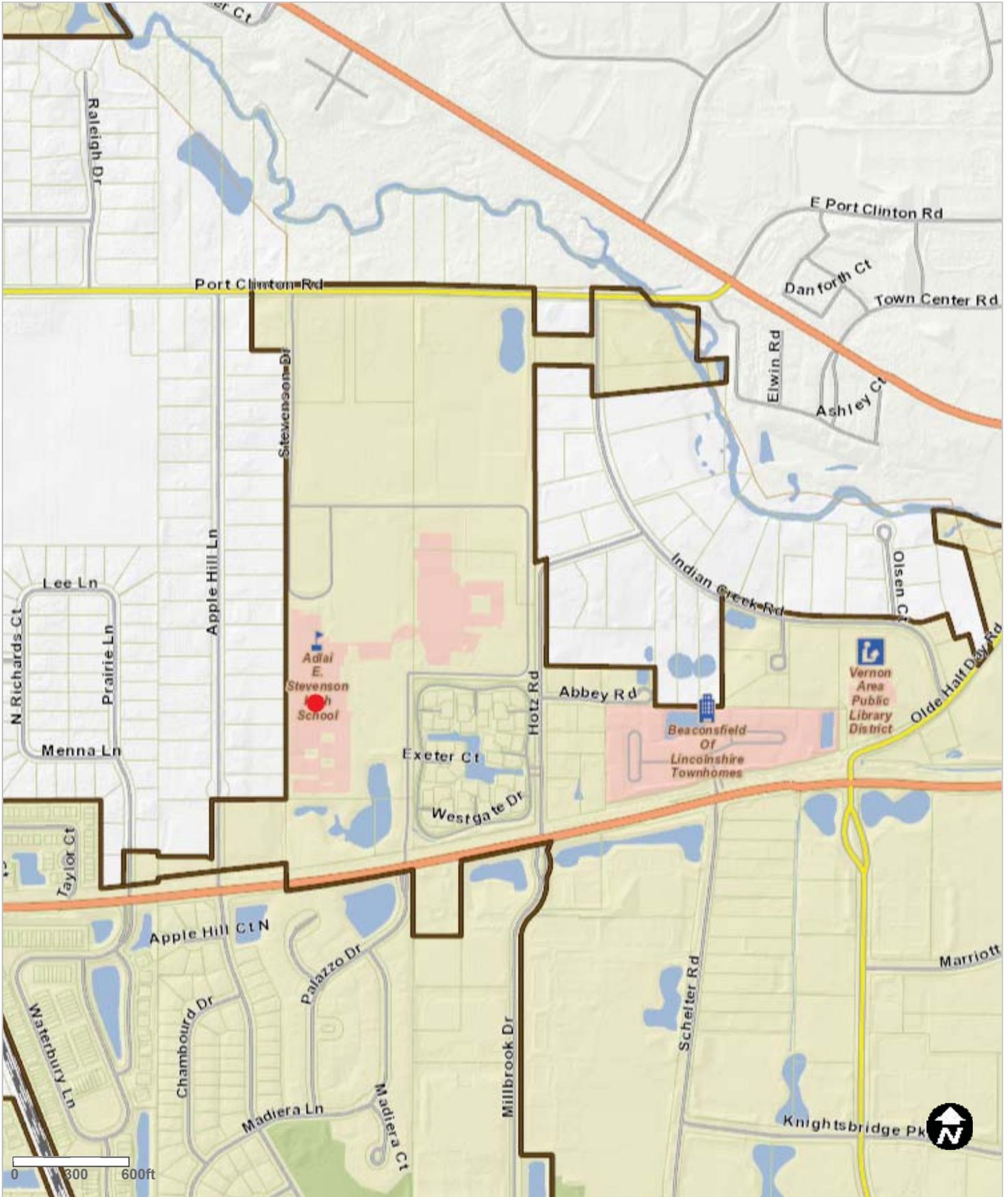
ADLAI E. STEVENSON HIGH SCHOOL DISTRICT NO. 125

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.
© 2020 GIS Consortium and MGP Inc. All Rights Reserved.

OBJECTID	PIN	status_addr_line_1	status_addr_line_2	status_addr_line_3	situs_addr_line_2	situs_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	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	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	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 MUROVANNY	20405 N WEATHERSTONE RD	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	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	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	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	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 VASLAMANI	2450 PALAZZO CT	2450 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238755	1521207064	2454 PALAZZO CT	UNIT 6-2452-1A	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	PETER & LAURA GREGG	2454 PALAZZO CT	2454 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238756	1521207065	2456 PALAZZO CT	UNIT 6-2454-2	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	RABINSKY GARY, SOFIA & YURI	2456 PALAZZO CT	2456 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238757	1521207066	2458 PALAZZO CT	UNIT 6-2456-1	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	ALOK ANAND	2458 PALAZZO CT	2458 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238758	1521207067	2440 PALAZZO CT	UNIT 6-2458-3	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	BURRER, PHILLIP	2440 PALAZZO CT	2440 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238759	1521207068	2442 PALAZZO CT	UNIT 7-2440-3B	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	MATTHEW M & EFRAT KUDLOWITZ	2442 PALAZZO CT	2442 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238760	1521207069	2444 PALAZZO CT	UNIT 7-2442-1	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	LIANG, PHILIP HUI	2444 PALAZZO CT	2444 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238761	1521207070	2446 PALAZZO CT	UNIT 7-2444-2	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	JIN LIANG & YING WANG	2446 PALAZZO CT	2446 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238729	1521207038	2430 PALAZZO CT	UNIT 7-2446-3	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	WEN-CHING LIM & CHIEN-JU LEE	2430 PALAZZO CT	2430 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238730	1521207039	2432 PALAZZO CT	UNIT 8-2430-3A	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	CHICAGO TITLE LAND TRUST CO	10 S LA SALLE ST STE 2750	10 S LA SALLE ST STE 2750	BUFFALO GROVE IL 60089-4677	
238731	1521207040	2434 PALAZZO CT	UNIT 8-2432-1	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	JEROME A MARIASENGOLE	2432 PALAZZO CT	2432 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238732	1521207041	2436 PALAZZO CT	UNIT 8-2434-2	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	XINGZHI CAO	2434 PALAZZO CT	2434 PALAZZO CT	BUFFALO GROVE IL 60089-4677	
238733	1521207042	2420 PALAZZO DR	UNIT 8-2436-3B	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	RAKESH & ALKA VERMA	10320 GRANDVIEW SQ	10320 GRANDVIEW SQ	BUFFALO GROVE IL 60089-4677	
238734	1521207043	2422 PALAZZO CT	UNIT 9-2420-3A	BUFFALO GROVE IL 60089-4675	BUFFALO GROVE	JOSEPH C ZHANG	2420 PALAZZO DR	2420 PALAZZO DR	BUFFALO GROVE IL 60089-4675	
238735	1521207044	2424 PALAZZO CT	UNIT 8-2438-3B	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	ANTON & LYDIA MINNIE	2422 PALAZZO DR	2422 PALAZZO DR	BUFFALO GROVE IL 60089-4675	
238736	1521207045	2426 PALAZZO CT	UNIT 9-2422-1	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	SACHS, ANN	2424 PALAZZO DR	2424 PALAZZO DR	BUFFALO GROVE IL 60089-4675	
238741	1522105001	1 DARTMOUTH CT	UNIT 9-2424-2A	BUFFALO GROVE IL 60089-4677	BUFFALO GROVE	TIMOTHY & NATASHA MAH	1 DARTMOUTH CT	1 DARTMOUTH CT	BUFFALO GROVE IL 60089-4675	
235357	1515304023	1 EXETER CT	UNIT 9-2426-3A	LINCOLNSHIRE IL 60069-2108	LINCOLNSHIRE	SURESH BALACHANDRAN	1 EXETER CT	1 EXETER CT	LINCOLNSHIRE IL 60069-2108	
235342	1515304008	1 GROTON CT		LINCOLNSHIRE IL 60069-2107	LINCOLNSHIRE	IRENE M YARIGIN, TRUSTEE	1 GROTON CT	1 GROTON CT	LINCOLNSHIRE IL 60069-2107	
235344	1515304010	1 HOTCHKISS CT		LINCOLNSHIRE IL 60069-2106	LINCOLNSHIRE	ISRAEL KLINGHOFFER	1 HOTCHKISS CT	1 HOTCHKISS CT	LINCOLNSHIRE IL 60069-2106	
235350	1515304016	1 MIDDLESEX CT		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	KENNETH M WOLFSON	1 MIDDLESEX CT	1 MIDDLESEX CT	LINCOLNSHIRE IL 60069-2112	
235273	1515303040	10 N HOTZ RD		LINCOLNSHIRE IL 60069-2112	LINCOLNSHIRE	NILESH & RATNANGI MALPEKAR	10 HOTZ RD	10 HOTZ RD	LINCOLNSHIRE IL 60069-2829	
234682	1515100009	15872 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	ROBERT J KATZ	2043 W SAINT PAUL AVE	2043 W SAINT PAUL AVE	LINCOLNSHIRE IL 60069-2108	
234681	1515100008	15914 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	AMY GARRARD	15914 W PORT CLINTON RD	15914 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2712	
234684	1515100018	15966 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	MARK R & SHANNON M SCHROEDER CO-TTEES	15966 W PORT CLINTON RD	15966 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2712	
234683	1515100017	15984 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	EDUARD SINARADZE	10 CLOVERDALE CT	10 CLOVERDALE CT	LINCOLNSHIRE IL 60069-2712	
235876	1516200039	16050 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	RICHARD & MICHELE DITTMAN	16050 W PORT CLINTON RD	16050 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2712	
235874	1516200037	16100 W PORT CLINTON RD		LINCOLNSHIRE IL 60069-2712	LINCOLNSHIRE	DOROTHY C GIBBONS	16100 W PORT CLINTON RD	16100 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2712	
235872	1516200035	16144 W PORT CLINTON RD		LINCOLNSHIRE IL 60069-2712	LINCOLNSHIRE	JUDITH SHATKIN	16144 W PORT CLINTON RD	16144 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2712	
235871	1516200033	16160 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	ROBERT BLUMENTHAL	10 TRAFALGAR SQ APT 402	10 TRAFALGAR SQ APT 402	LINCOLNSHIRE IL 60069-3005	
235869	1516200016	16208 W PORT CLINTON RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	TERPAY, KATIE	16208 W PORT CLINTON RD	16208 W PORT CLINTON RD	LINCOLNSHIRE IL 60069-2740	
235270	1515303037	2 ABBEY RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	PEARLAND NV LLC	2336 PANISSE AVE	2336 PANISSE AVE	HENDERSON NV 89044	
239482	1522105002	2 DARTMOUTH CT		LINCOLNSHIRE IL 60069-2108	LINCOLNSHIRE	ROBERT BARNHILL	318 W HALF DAY RD	318 W HALF DAY RD	BUFFALO GROVE IL 60089-6547	
235358	1515304024	2 EXETER CT		LINCOLNSHIRE IL 60069-2107	LINCOLNSHIRE	GAIL BURLAND	2 EXETER CT	2 EXETER CT	LINCOLNSHIRE IL 60069-2107	
235343	1515304009	2 GROTON CT		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	KOO CHON & CHUN, BOKKI CHUN	2 GROTON CT	2 GROTON CT	LINCOLNSHIRE IL 60069-2106	
235345	1515304011	2 HOTCHKISS CT		LINCOLNSHIRE IL 60069-2113	LINCOLNSHIRE	ANDREW & CENA GLASER	2 HOTCHKISS CT	2 HOTCHKISS CT	LINCOLNSHIRE IL 60069-2113	
235349	1515304015	2 MIDDLESEX CT		LINCOLNSHIRE IL 60069-2112	LINCOLNSHIRE	YELENA R SHVARTSMAN	400 SKOKIE BLVD STE 220	400 SKOKIE BLVD STE 220	LINCOLNSHIRE IL 60069-2113	
235361	1515304027	2 NORTHFIELD CT		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	EDWARD & PAIGE WERNER CO-TTEES	2 NORTHFIELD CT	2 NORTHFIELD CT	LINCOLNSHIRE IL 60069-2111	
236350	1521204001	22961 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	SARATOGA FUND II LLC-SERIES 22961 APPLE	100 SAUNDERS RD STE 150	100 SAUNDERS RD STE 150	LAKE FOREST IL 60045-2526	
236349	1516402019	23025 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	DONALD A & SHARON M KNOLL	23025 N APPLE HILL LN	23025 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2828	
236348	1516402017	23061 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	LORETTA M THORNE	23061 N APPLE HILL LN	23061 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2828	
236347	1516402016	23077 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	VERNON T KOTO	23077 N APPLE HILL LN	23077 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2828	
236346	1516402015	23115 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	JAMES Z SHEN & LINDA H YU	23115 N APPLE HILL LN	23115 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2811	
236344	1516402013	23127 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	PETER & JANA IWANOWSKI	23127 N APPLE HILL LN	23127 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2811	
236343	1516402012	23153 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	DAVID & SUSAN BROSIOSI	23153 N APPLE HILL LN	23153 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811	
236342	1516402011	23161 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	REMIJUSZ & BARBARA GRANICZNY	23161 N APPLE HILL LN	23161 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811	
236341	1516402010	23179 N APPLE HILL LN		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	VICTOR KUPCHENKO	23179 N APPLE HILL LN	23179 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811	
235267	1515303033	23201 N HOTZ RD		LINCOLNSHIRE IL 60069	LINCOLNSHIRE	MERLE L LYNCH & DONALD J AXELROD	23201 N HOTZ RD	23201 N HOTZ RD	LINCOLNSHIRE IL 60069-2816	

236541	1516402010	23207 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	JULIA A SILBERBACH	23207 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811
235268	1515303034	23223 N HOTZ RD	N	PRAIRIE VIEW IL 60069	RAYMOND & TRACEY A MOFFAT	23223 N HOTZ RD	PRAIRIE VIEW IL 60069-2816
236340	1516402009	23241 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	DONG X & MI J KIM	23241 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811
236339	1516402008	23255 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	RICHARD LITZ & CHRISTINE OFFORD	23255 N APPLE HILL LN	MUNDELEIN IL 60060-9595
235182	1515301007	23260 N HOTZ RD	N	PRAIRIE VIEW IL 60069	HOWARD YEFKY	23260 N HOTZ RD	LINCOLNSHIRE IL 60069-2817
236338	1516402007	23273 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	STANLEY J BURNICKS JR, TRUSTEE	2675 CRESTWOOD LN	RIVERWOODS IL 60015-1904
235183	1515301008	23274 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	PEARLAND NV LLC	2336 PANISSE AVE	HENDERSON NV 89044-032C
235181	1515301006	23306 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	ADRIAN A & SUSAN G ALDRICH	23306 N INDIAN CREEK RD	PRAIRIE VIEW IL 60069-2918
236337	1516402006	23309 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	JAMES P & KATHERINE B WHITE	23309 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2811
236336	1516402005	23337 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	CARL B & ADELE HEYDEN	23337 N APPLE HILL LN	PRAIRIE VIEW IL 60069-2811
235185	1515301010	23344 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	VENKATA GOPAL ACHI	23344 N INDIAN CREEK RD	LINCOLNSHIRE IL 60069-2918
236335	1516402004	23355 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	CHICAGO TITLE LAND TRUST CO	10 S LA SALLE ST STE 275C	LINCOLNSHIRE IL 60603-1108
235184	1515301009	23362 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	VENKATA GOPAL ACHI	23362 N INDIAN CREEK RD	LINCOLNSHIRE IL 60069-2918
236334	1516402003	23378 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	MONICA B HOFFMANN	23378 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2810
235180	1515301004	23380 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	HENRY R & RUTH ANN H VAN DIXHORN	23380 N INDIAN CREEK RD	PRAIRIE VIEW IL 60069-2918
236333	1516402002	23401 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	THOMAS R & JOLANTA BOJANOWSKI	23401 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2811
235179	1515301003	23422 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	FRED L BURCKHARDT	23422 N INDIAN CREEK RD	LINCOLNSHIRE IL 60069-2915
236316	1516401022	23426 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	MICHAEL LOWENBEIN	23426 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2810
235178	1515301002	23444 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	ELIZABETH BURK	23444 N INDIAN CREEK RD	LINCOLNSHIRE IL 60069-2915
236291	1516400017	23468 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	ELENA ROM	23468 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2811
236288	1516400014	23471 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	WILLIAM & MICHELLE BLACKLEY	23471 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2915
235177	1515301001	23476 N INDIAN CREEK RD	N	PRAIRIE VIEW IL 60069	STEVEN E JOHNSON	23476 N INDIAN CREEK RD	LINCOLNSHIRE IL 60069-2915
238745	1521207054	2392 PALAZZO DR	N	BUFFALO GROVE IL 60089-4674	GREGORY J OSTER, TRUSTEE	2392 PALAZZO DR	BUFFALO GROVE IL 60089-4674
236332	1516402001	23925 N APPLE HILL LN	N	PRAIRIE VIEW IL 60069	SEAGULL ENTERPRISES #2 LLC	23925 N APPLE HILL LN	LINCOLNSHIRE IL 60069-2109
238737	1521207046	2410 PALAZZO DR	N	BUFFALO GROVE IL 60089-4675	ASHOK SUKUMARAN	2410 PALAZZO DR	NORTHBROOK IL 60062-6632
238712	1521207020	2466 PALAZZO CT	N	BUFFALO GROVE IL 60089-4677	MARVA C CISNEROS	2466 PALAZZO CT	BUFFALO GROVE IL 60089-4675
238717	1521207025	2486 PALAZZO CT	N	BUFFALO GROVE IL 60089-4677	PREETI D TUPSAKHARE	2486 PALAZZO CT	BUFFALO GROVE IL 60089-4677
235367	1515304033	3 CHOATE CT	N	LINCOLNSHIRE IL 60069-2109	SUYUTO TANDIO & YULIANA HERMANTO	3 CHOATE CT	LINCOLNSHIRE IL 60069-2109
239483	1522105003	3 DARTMOUTH CT	N	LINCOLNSHIRE IL 60069-2108	JAMES & MELANIE F GALASINSKI	3 DARTMOUTH CT	LINCOLNSHIRE IL 60069-2108
235359	1515304025	3 EXETER CT	N	LINCOLNSHIRE IL 60069-2107	LAWRENCE E & DALIA KRAUT	3 EXETER CT	LINCOLNSHIRE IL 60069-2107
235341	1515304007	3 GROTON CT	N	LINCOLNSHIRE IL 60069-2106	THE BARRY LAMDEN TRUST	3 GROTON CT	LINCOLNSHIRE IL 60069-2106
235346	1515304012	3 HOTCHKISS CT	N	LINCOLNSHIRE IL 60069-2113	BONNIE THAU	3 HOTCHKISS CT	LINCOLNSHIRE IL 60069-2113
235351	1515304017	3 MIDDLESEX CT	N	LINCOLNSHIRE IL 60069-2112	SUE L ROGUILL	3 MIDDLESEX CT	LINCOLNSHIRE IL 60069-2112
235271	1515303038	4 ABBEY RD	N	LINCOLNSHIRE IL 60069	LOUIS MESHULAM	4 ABBEY RD	LINCOLNSHIRE IL 60069-2109
239484	1522105004	4 CHOATE CT	N	LINCOLNSHIRE IL 60069-2109	GLYNN & MARYSIA FLETCHER	4 CHOATE CT	LINCOLNSHIRE IL 60069-2109
235366	1515304032	4 DARTMOUTH CT	N	LINCOLNSHIRE IL 60069-2108	JUHYE YUN	4 DARTMOUTH CT	LINCOLNSHIRE IL 60069-2108
235356	1515304022	4 EXETER CT	N	LINCOLNSHIRE IL 60069-2107	RAKESH MALHOTRA	4 EXETER CT	LINCOLNSHIRE IL 60069-2107
235340	1515304006	4 GROTON CT	N	LINCOLNSHIRE IL 60069-2106	SHAILESH P & PRAJAKTA S JOSHI	4 GROTON CT	LINCOLNSHIRE IL 60069-2106
235348	1515304014	4 HOTCHKISS CT	N	LINCOLNSHIRE IL 60069-2113	LAWRENCE J & JESSICA M SILVESTRI	4 HOTCHKISS CT	LINCOLNSHIRE IL 60069-2113
235352	1515304018	4 MIDDLESEX CT	N	LINCOLNSHIRE IL 60069-2112	LARRY & NANCY E KEKST	4 MIDDLESEX CT	LINCOLNSHIRE IL 60069-2112
239485	1522105005	5 CHOATE CT	N	LINCOLNSHIRE IL 60069-2109	GORDON F GROTE, TRUSTEE	5 CHOATE CT	LINCOLNSHIRE IL 60069-2109
235365	1515304031	5 DARTMOUTH CT	N	LINCOLNSHIRE IL 60069	JACK J LEON	5 DARTMOUTH CT	LINCOLNSHIRE IL 60069-2108
235355	1515304021	5 EXETER CT	N	LINCOLNSHIRE IL 60069-2107	SHERYL PRATT TTEE UTD 12/17/15	5 EXETER CT	LINCOLNSHIRE IL 60069-2107
235339	1515304005	5 GROTON CT	N	LINCOLNSHIRE IL 60069-2106	ZHAN YE & QIN QIN	5 GROTON CT	LINCOLNSHIRE IL 60069-2106
235347	1515304013	5 HOTCHKISS CT	N	LINCOLNSHIRE IL 60069-2113	PAVEL R & ALLA SHVARTSMAN	5 HOTCHKISS CT	LINCOLNSHIRE IL 60069-2113
235353	1515304019	5 MIDDLESEX CT	N	LINCOLNSHIRE IL 60069-2112	SLAVICA MOJISIC	5 MIDDLESEX CT	LINCOLNSHIRE IL 60069-2112
235354	1515304020	6 EXETER CT	N	LINCOLNSHIRE IL 60069-2107	ARNOLD N & JOYCE SCHOLL	6 EXETER CT	LINCOLNSHIRE IL 60069-2107

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/). 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).

Signature: Sean P. Carney

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

(SEAL)

Notary Public: Lorena Garcia



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.

CHICAGO TITLE INSURANCE COMPANY

Issued By:

CHI CAGO TIT LE COMPANY, LLC
820 PARKVI EW BLVD
LOMBARD, IL 60148

By

Authorized Signatory

Refer Inqui ri es To:
(800)284-7545



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.
- o For those in the U.K., you can opt-out via the IAB UK's industry opt-out at 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 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

DOCUMENT 4

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

Copyright 2015, Fidelity National Financial, Inc. All Rights Reserved.

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.

Adlai E. Stevenson High School

Traffic and Parking Study

Lincolnshire, Illinois

Prepared For:

School District 125

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

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.

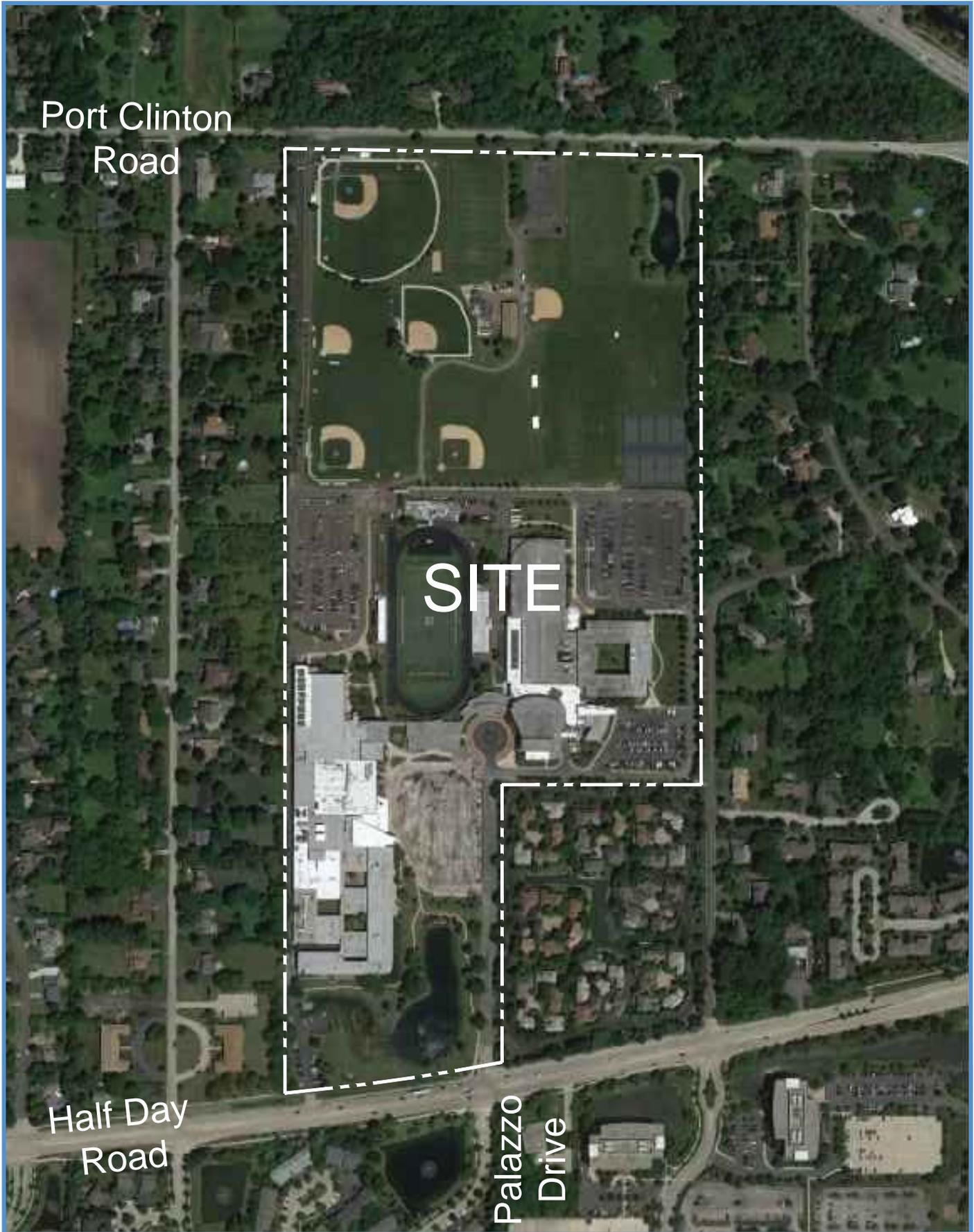
Hotz Road is a local north-south local residential road that runs between Route 22 and Indian Creek Road. It has a 30-mph speed limit and portions of the road are under the jurisdiction of the Village of Lincolnshire and Vernon Township.

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

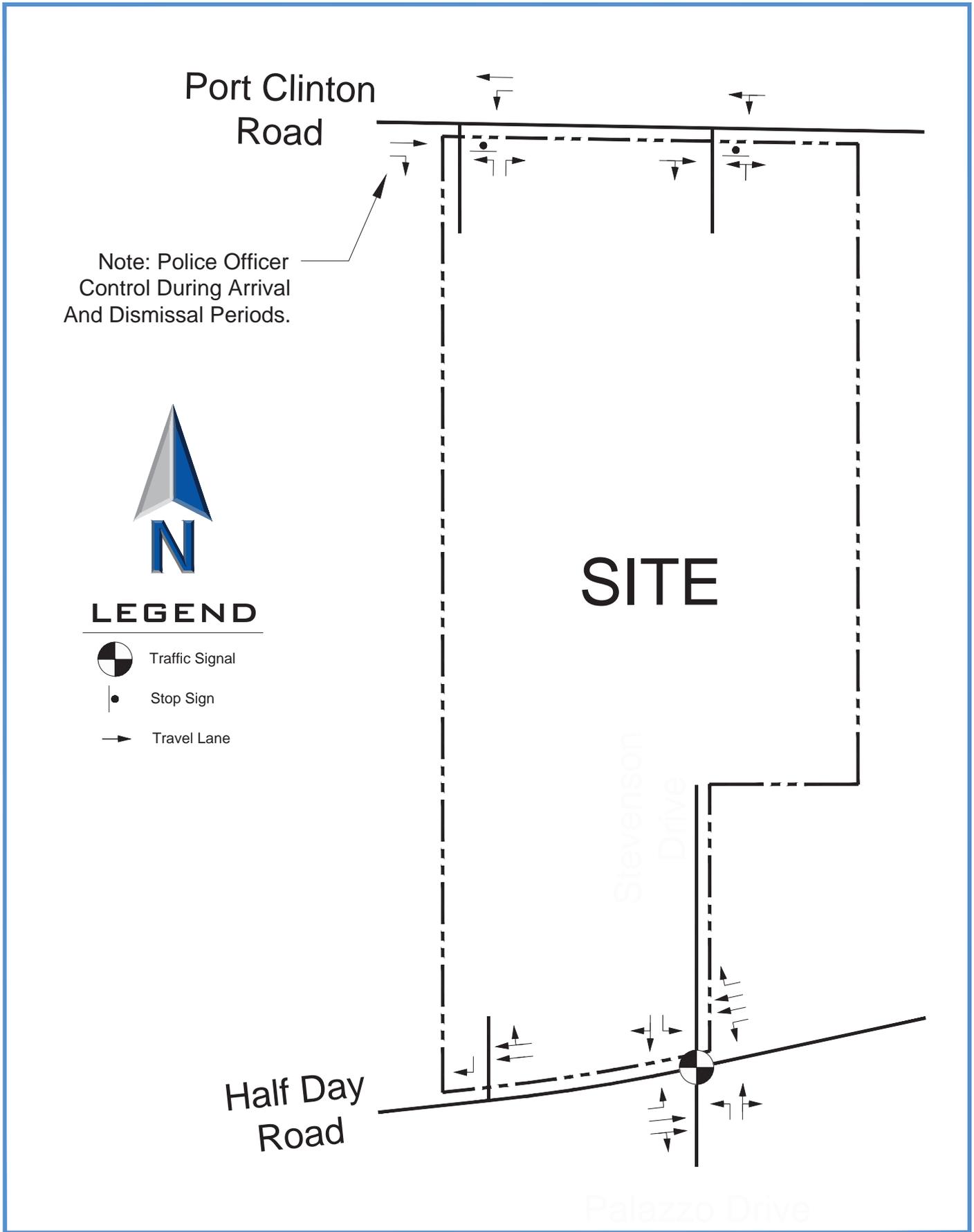
Weekday morning (6:00 to 8:00 AM) and afternoon (2:00 to 4:00 PM) manual counts were conducted at the four entrances serving the campus. These counts showed the peak-hours of school traffic occurring from 7:30 to 8:30 AM and 3:15 to 4:15 PM which coincides with the school's 8:30 AM start of classes and 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).

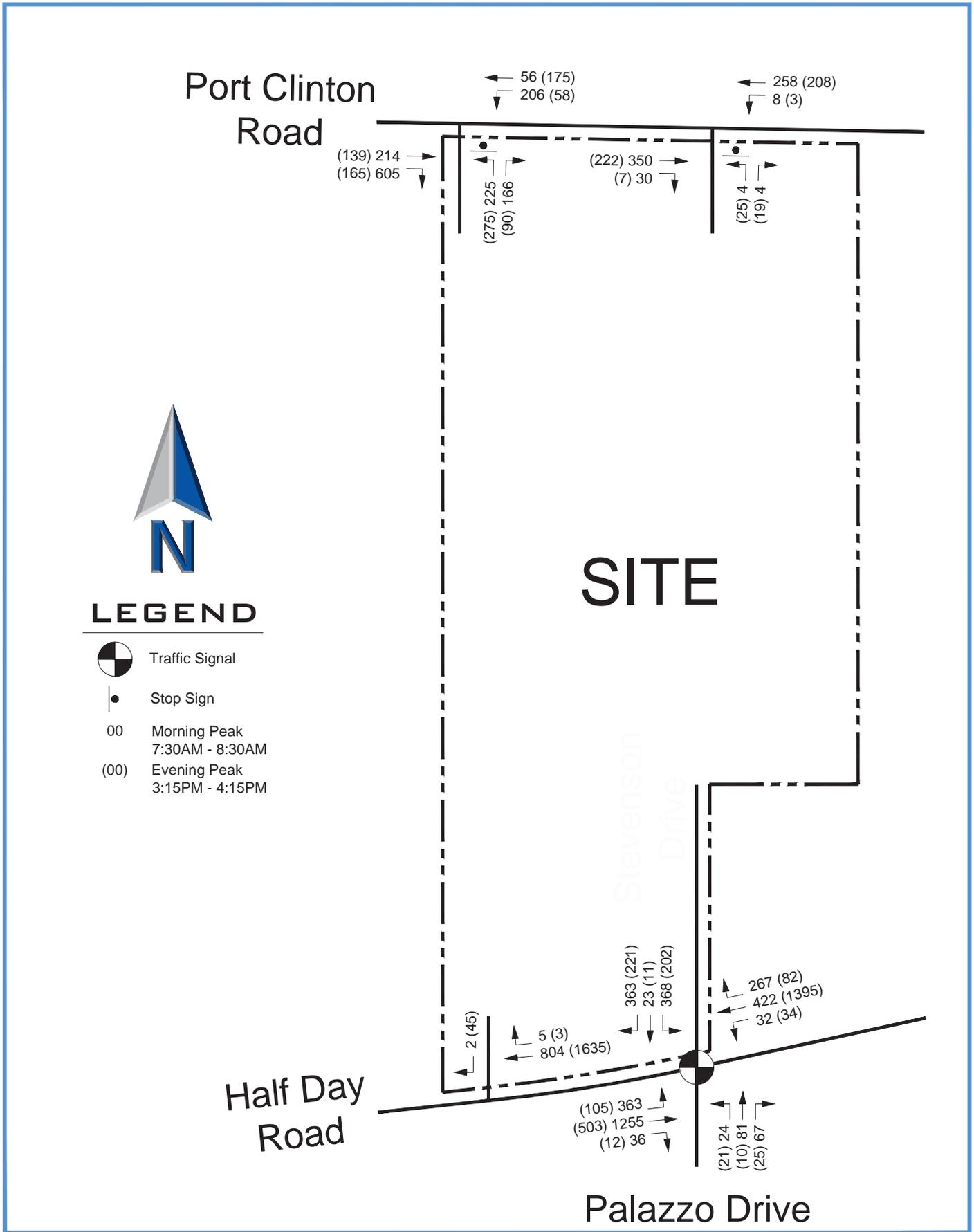


ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

Site Location & Area Roadways

Figure 1





Existing Traffic Volumes

Figure 3

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%
Total	100%

Table 2
School Traffic Distribution by Driveway

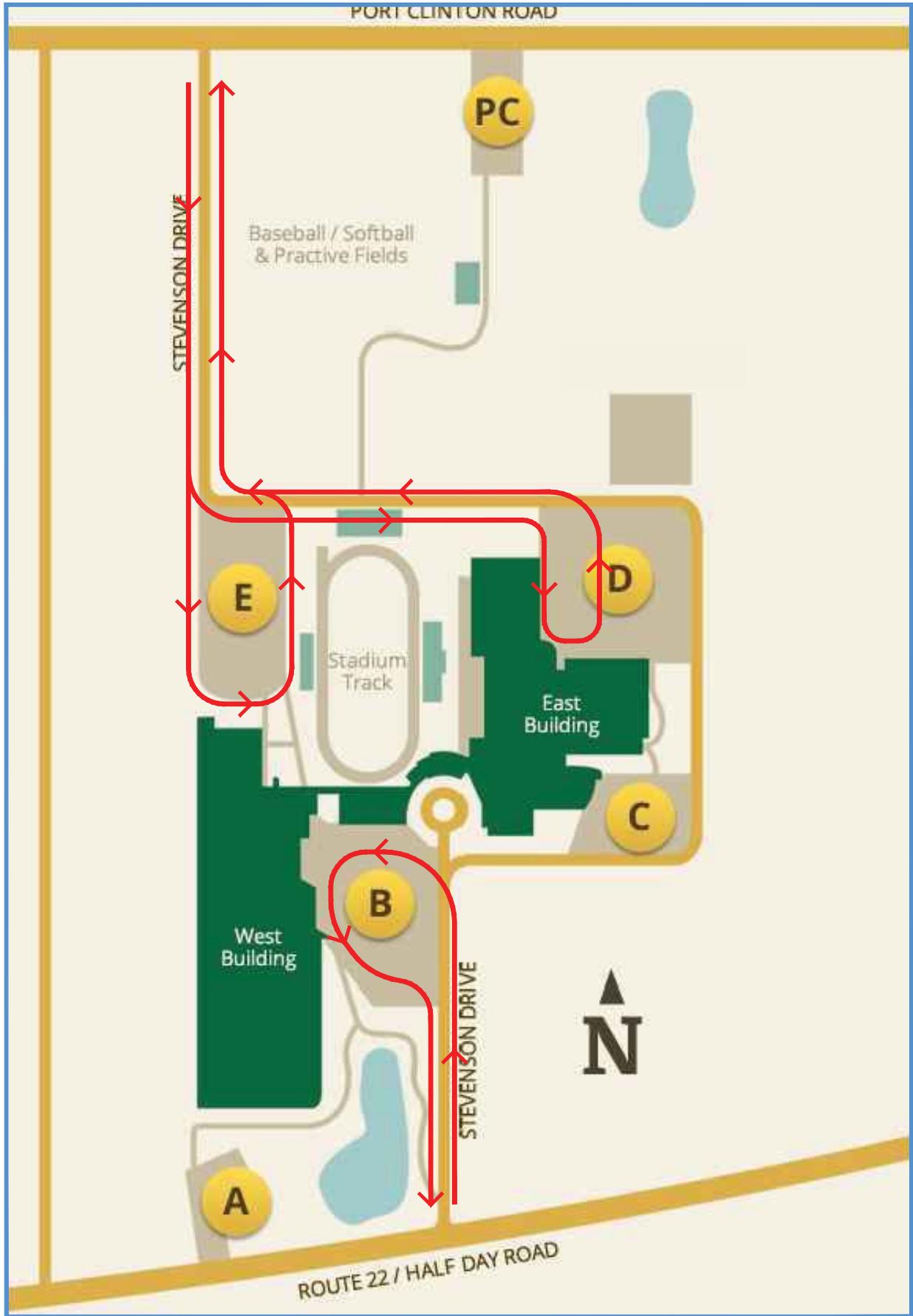
Access	Distribution
Lot A Access from Route 22	1%
Stevenson Drive Signal	52%
Port Clinton Student Lot Drive	3%
Port Clinton West Driveway	44%
Total	100%

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**.

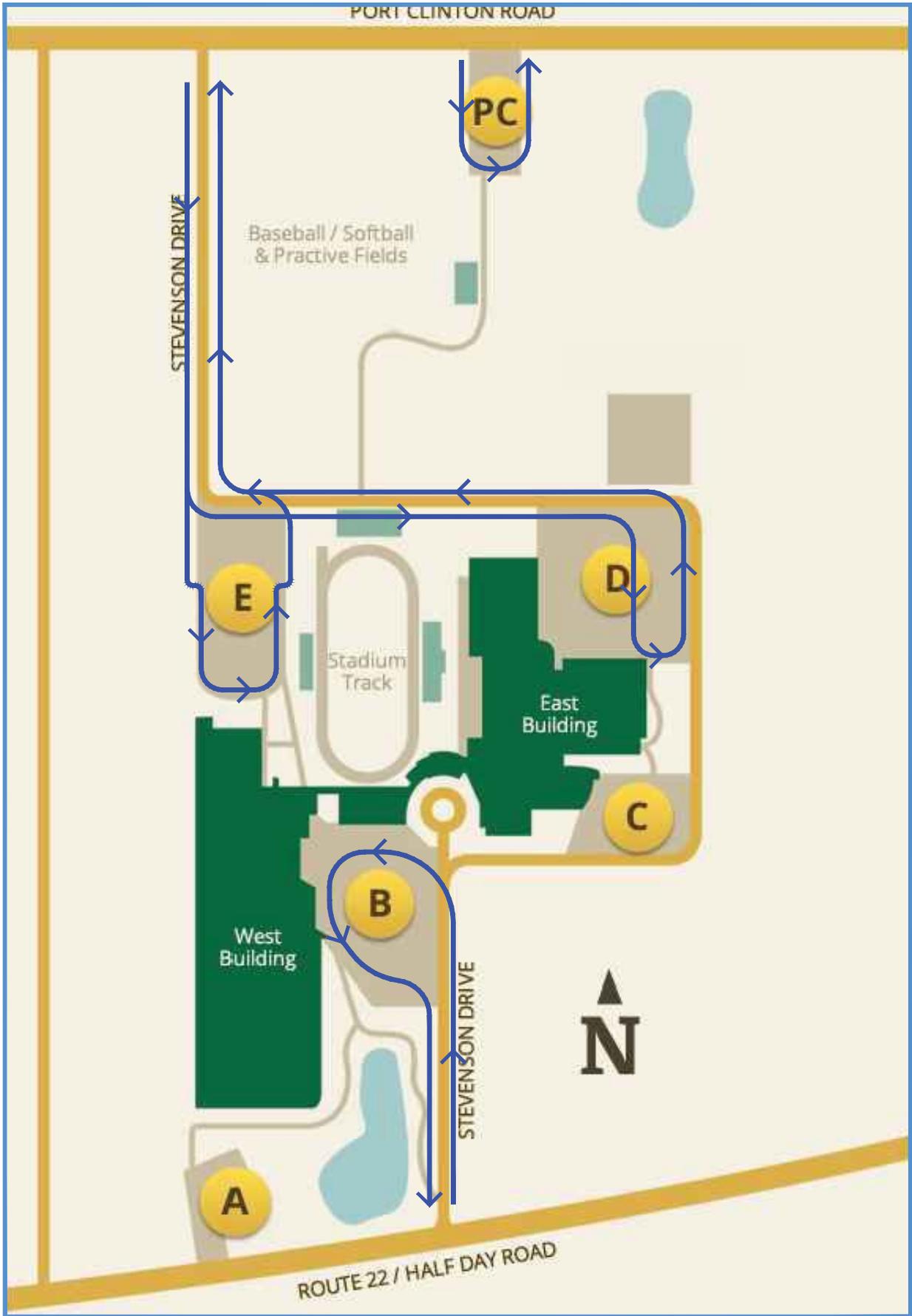
Table 3
Stevenson High School Traffic Volumes

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
4,756 Students	1,721	1,271	2,992	475	977	1,452



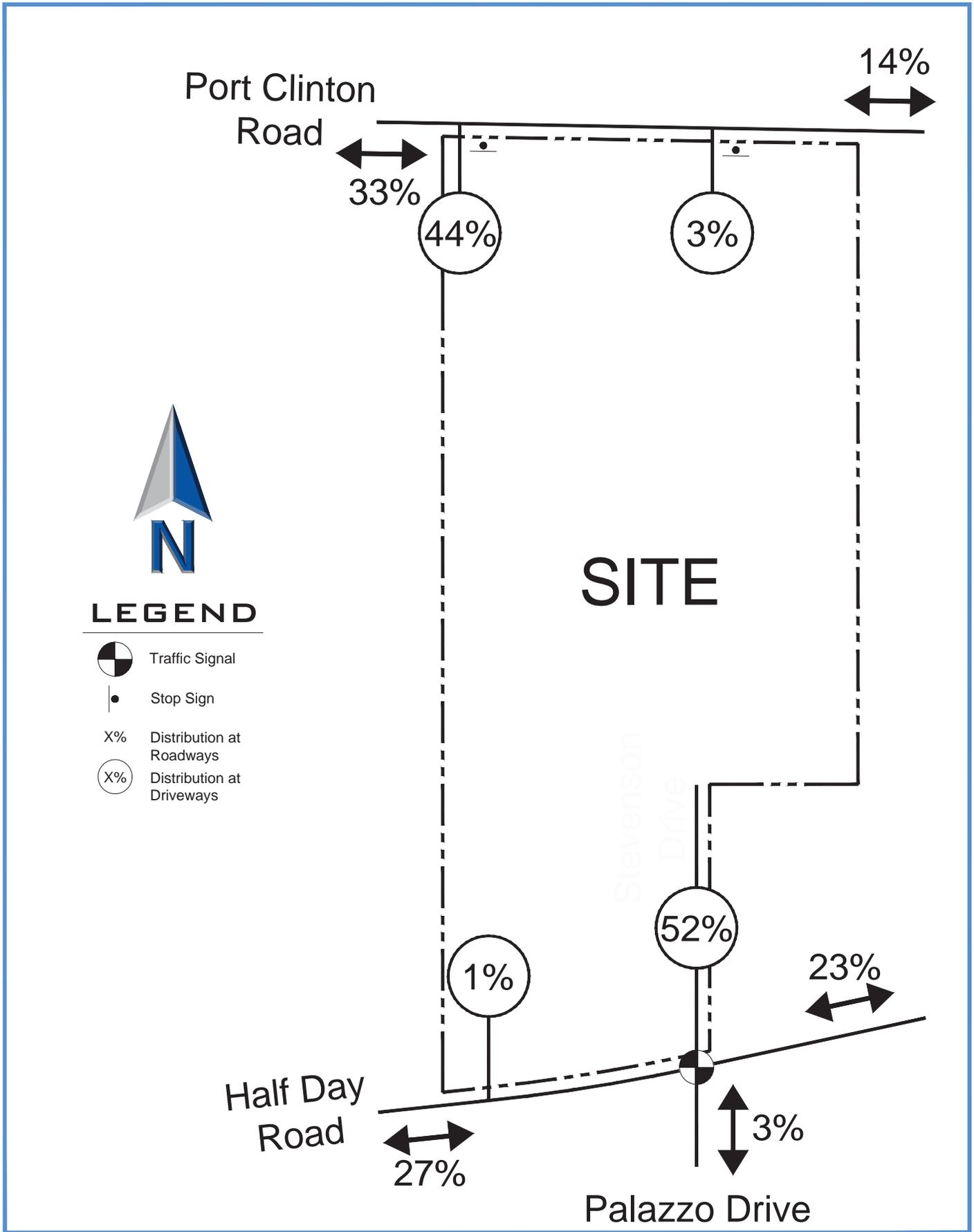
Stevenson Campus School Bus Circulation

Figure 4A



Stevenson Campus Student Circulation

Figure 4C



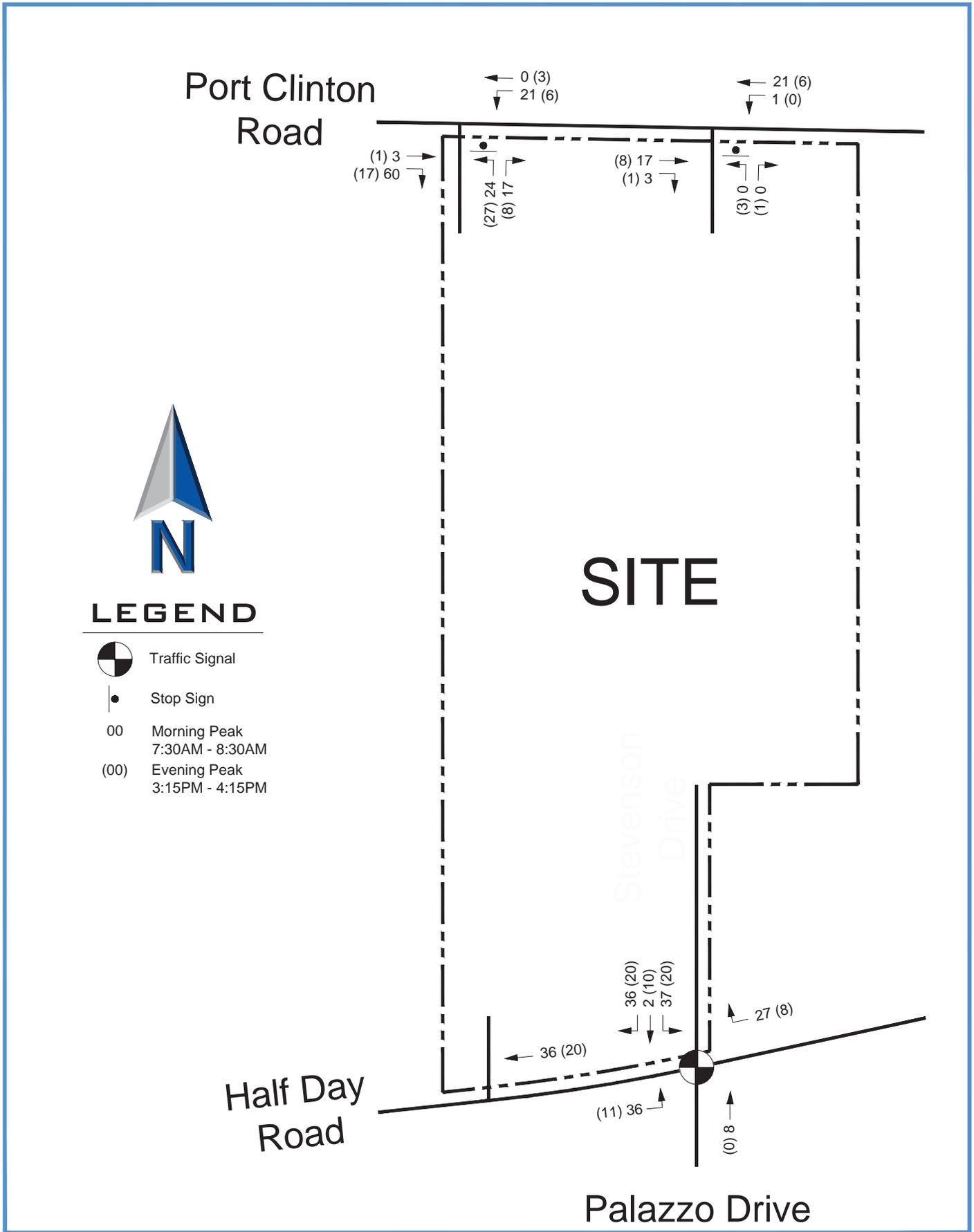
ERIKSSON ENGINEERING ASSOCIATES, LTD.

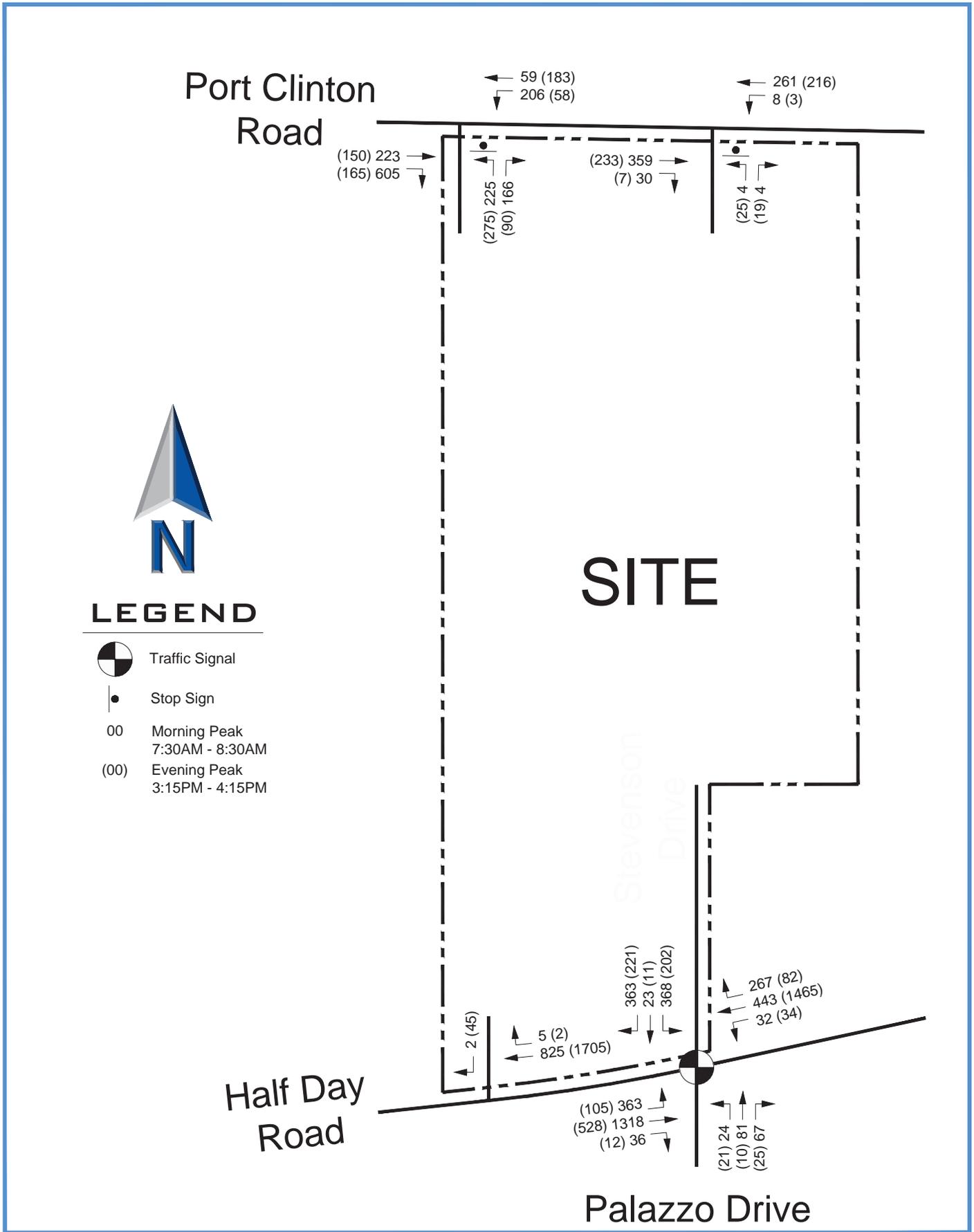
Site Traffic Assignment

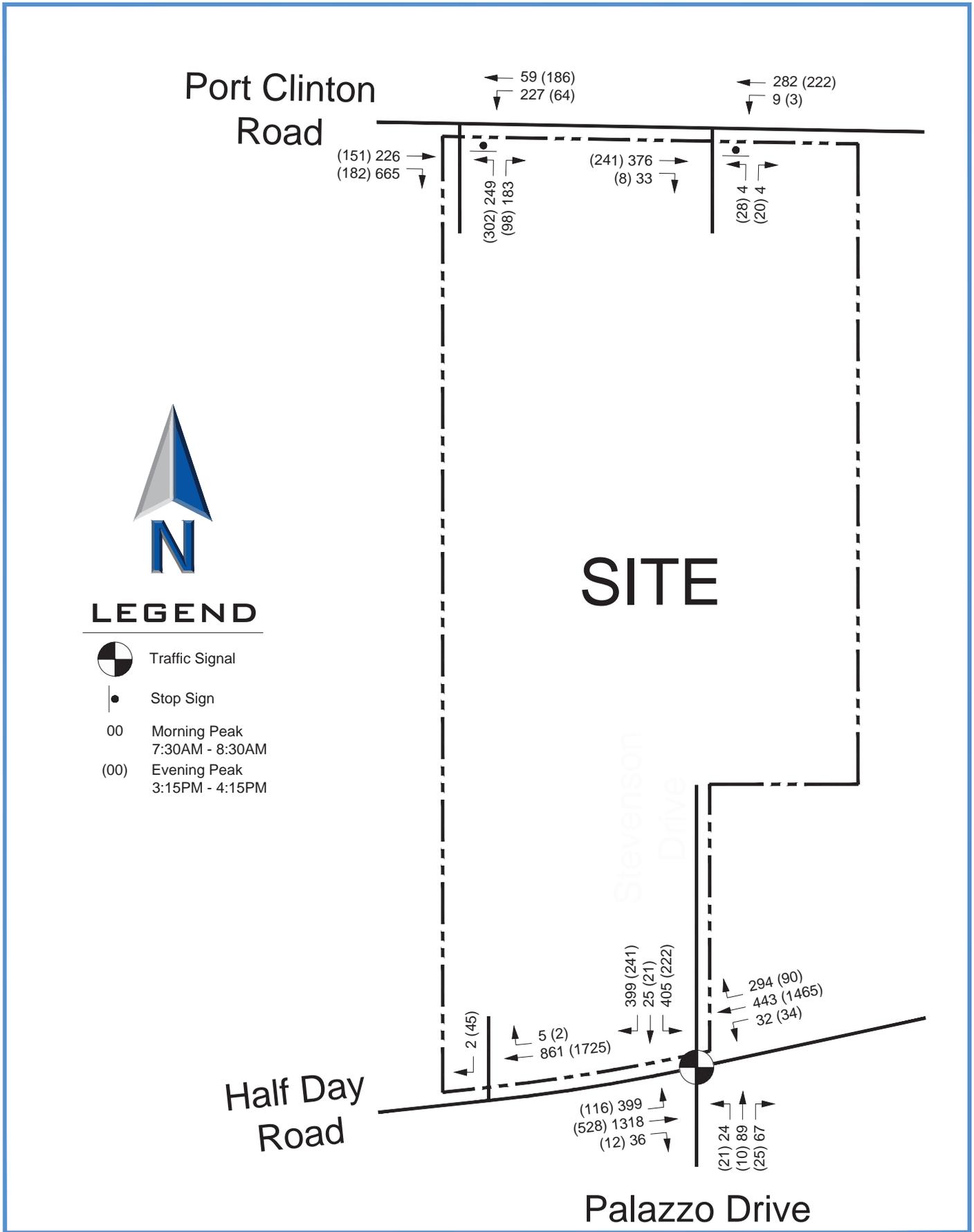
Additional school traffic was assigned to the access drives based on the existing directional distribution patterns at the school. No traffic was assigned in staff Lot A since the lot is currently full and cannot accommodate additional vehicles. **Figure 6** illustrates the additional campus traffic.

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
Route 22 at Stevenson/ Palazzo Drives (Traffic Signal)	Intersection	LOS C (32.9 sec)	LOS D (37.2 sec)	LOS B (19.3 sec)	LOS C (22.3 sec)
Route 22 and Lot A Access (Right-in/-out)	SB Right	B-12.8	B-13.3	C-20.9	C-22.5
Port Clinton Road and Stevenson Drive Access (Stop Controlled)	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
Port Clinton Road and Student Lot Access (Stop Controlled)	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 ⁽¹⁾	%
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%
Totals		1,233	36	980	79%

(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			
Wednesday November 6, 2019							
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	875	0.71
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	875		
7:30-8:30 AM							
Wednesday November 6, 2019							
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	1757	0.90
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	1757		
3:15-4:15 PM							



Half Day Road at Stevenson Drive/Palazzo Drive

Begin Time	Lincolnshire, IL												Peak Hour Factor		
	Stevenson Drive Southbound			Half Day Road Westbound			Palazzo Drive Northbound			Half Day Road Eastbound				15 Minute Totals	60 Minute Totals
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
7:00 AM	47	0	18	54	131	0	2	1	10	1	250	70	584	2980	0.87
7:15 AM	53	2	38	104	132	3	7	4	12	4	287	130	773	3272	0.93
7:30 AM	82	7	81	78	82	7	10	26	5	10	284	83	762	3301	0.94
7:45 AM	77	6	81	82	115	11	27	33	9	9	333	74	861	3146	0.90
8:00 AM	120	4	107	59	117	7	16	9	6	6	313	115	876	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		
Total	492	31	452	448	936	39	103	90	53	39	2456	588	3301		
7:30-8:30 AM	363	23	368	267	422	32	67	81	24	36	1255	363	3301		
Wednesday November 6, 2019															
2:30 PM	33	0	17	17	269	4	2	0	0	0	132	12	486	2163	0.91
2:45 PM	47	3	24	13	327	3	1	1	1	1	158	16	597	2442	0.80
3:00 PM	22	0	11	23	320	2	3	0	0	0	129	16	528	2493	0.81
3:15 PM	27	2	23	28	304	5	7	1	4	2	106	43	552	2621	0.86
3:30 PM	100	5	110	15	328	12	10	6	11	3	145	20	765	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		
Total	293	11	246	147	2047	43	32	11	23	16	757	179	2621		
3:15-4:15 PM	221	11	202	82	1395	34	25	10	21	12	503	105	2621		
Wednesday November 6, 2019															



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



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

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
Morning Totals	0	17	5
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
Afternoon Totals	23	13	3

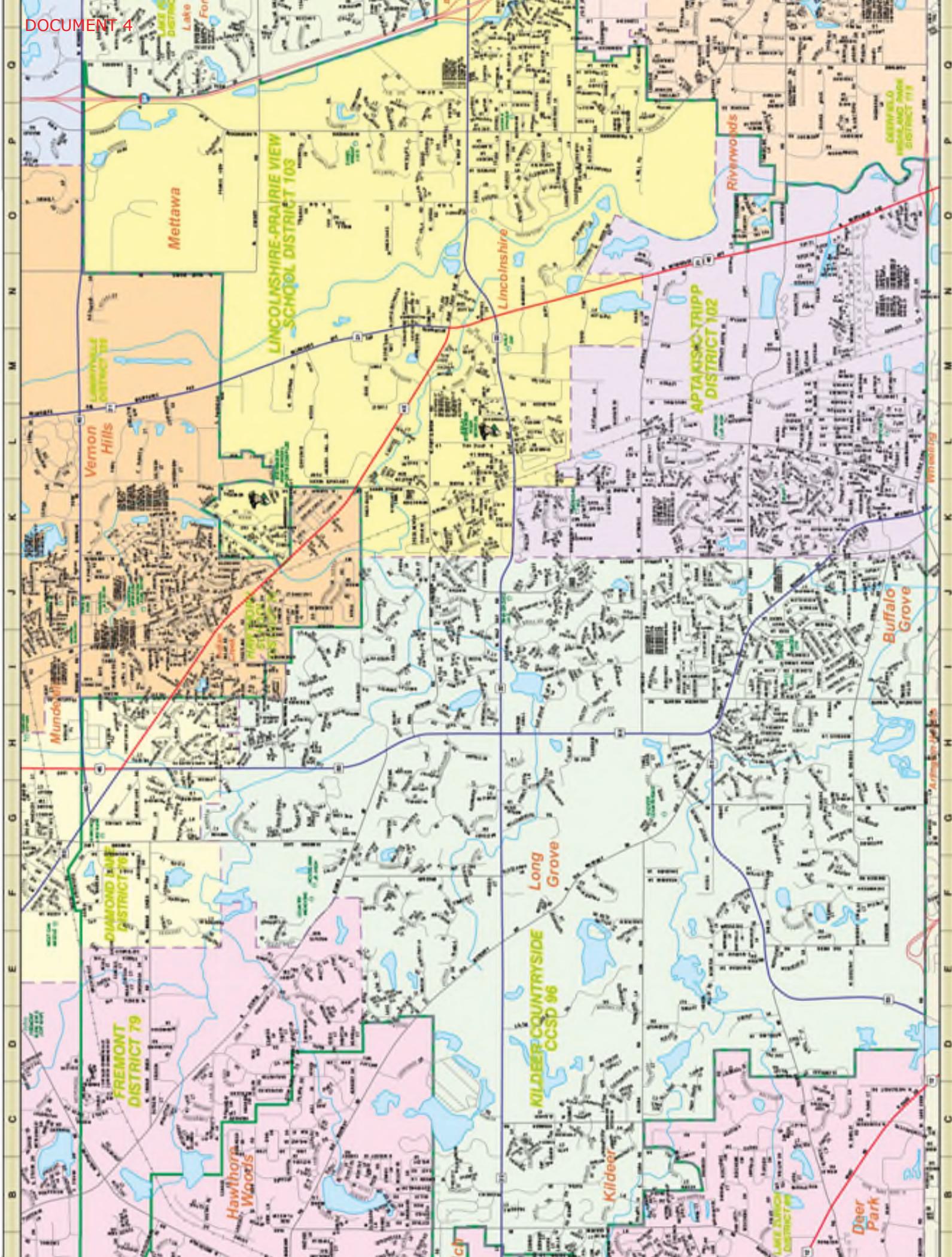
Note: * These observations on the Port Clinton - east access were groups of student joggers.

City: Buffalo Grove

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

Study Date: – November 6th, 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
Morning Totals	7	6	82	95
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
Afternoon Totals	10	3	70	83





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,

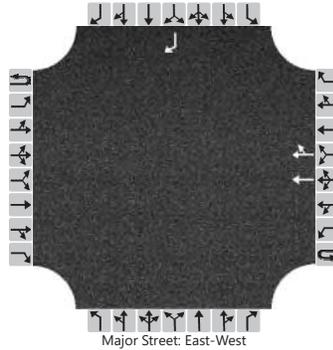
Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

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

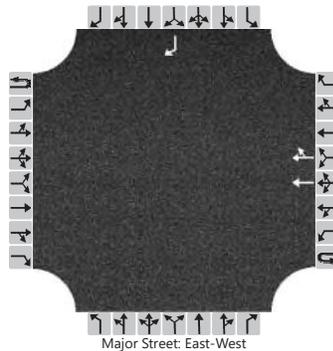
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	3
Capacity, c (veh/h)																	462
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (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

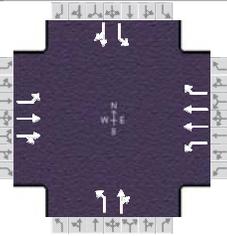
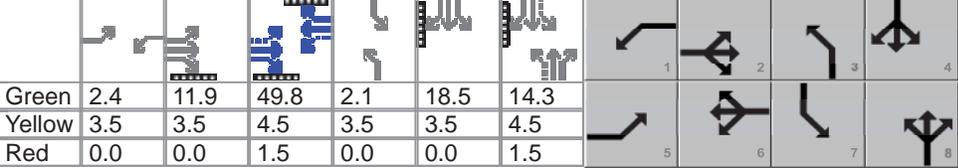
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	50
Capacity, c (veh/h)																	276
v/c Ratio																	0.18
95% Queue Length, Q ₉₅ (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

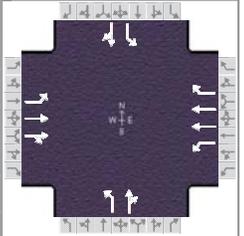
General Information				Intersection Information											
Agency	EEA			Duration, h	0.250										
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other								
Jurisdiction	IDOT/Lincolnshire		Time Period	7:30 - 8:30 AM		PHF	0.94								
Urban Street	Half Day Road (IL-22)		Analysis Year	2019		Analysis 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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
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						
Traffic Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				363	1255	36	32	422	267	24	81	67	368	23	363
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				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 _b), 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 _g), %					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 _{max}) 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 _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	15	3	15	3	8	3	8				
Start-Up Lost Time (I _t), 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	

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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
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									
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		
Approach Movement				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	2.47		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	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	[Signal Timing Diagram: Shows 8 phases with corresponding signal head icons for Green, Yellow, and Red for each movement.]									
Offset, s	0	Reference Point	End	Green	2.4	11.9	49.8	2.1	18.5	14.3			
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		0.925	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				

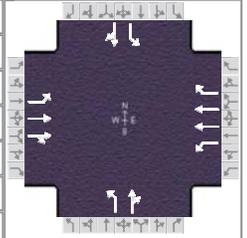
Multimodal	EB		WB		NB		SB	
Pedestrian F _w / F _v	1.198	0.000	1.198	0.000	1.710	0.000	1.557	0.000
Pedestrian F _s / F _{delay}	0.000	0.107	0.000	0.125	0.000	0.156	0.000	0.138
Pedestrian M _{corner} / M _{cw}								
Bicycle c _b / d _b								
Bicycle F _w / F _v								

HCS7 Signalized Intersection Results Graphical Summary

General Information

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				

Intersection Information



Demand Information

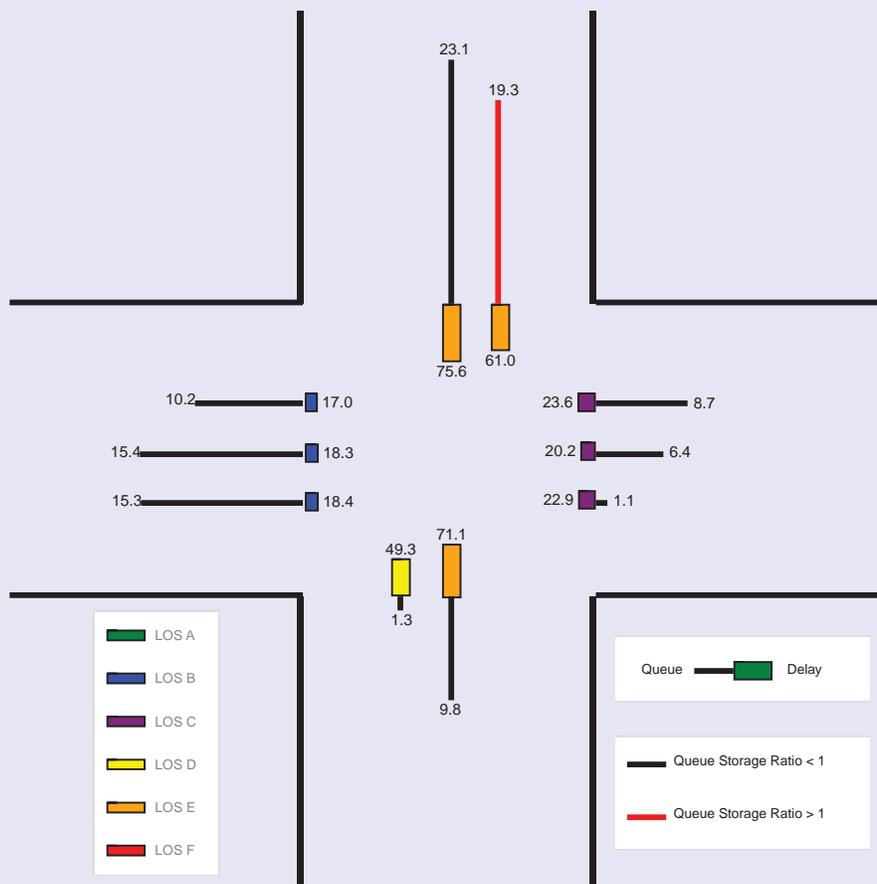
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363

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						

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
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 ---

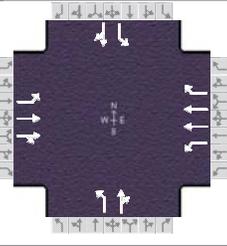
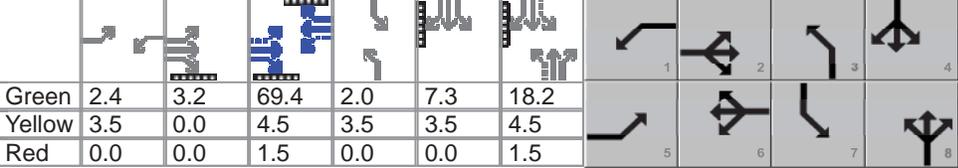
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

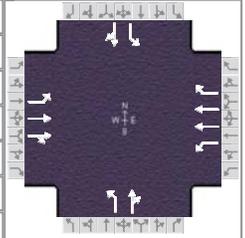
General Information				Intersection Information											
Agency	EEA			Duration, h	0.250										
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other								
Jurisdiction	IDOT/Lincolnshire		Time Period	3:15 - 4:15 PM		PHF	0.86								
Urban Street	Half Day Road (IL-22)		Analysis Year	2019		Analysis 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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
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												
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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				105	503	12	34	1395	82	21	10	25	202	11	221
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				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 _b), 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 _g), %					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 _{max}) 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 _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	15	3	15	3	8	3	8				
Start-Up Lost Time (I _t), 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	

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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
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												
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 _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	1.7	1.3	1.7				
Queue Clearance Time (g _s), s				5.7		3.2		3.5	4.7	14.8	23.2				
Green Extension Time (g _e), 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		
Approach Movement				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				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 _s), 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 _c), 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 ₁), 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 ₂), 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 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				20.0	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	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	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	[Signal Timing Diagram: Shows 8 phases with corresponding signal patterns for Green, Yellow, and Red lights]									
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			

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								

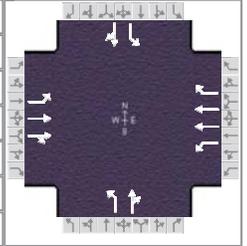
HCS7 Signalized Intersection Results Graphical Summary

General Information

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				

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.86
Analysis Period	1 > 3:15



Demand Information

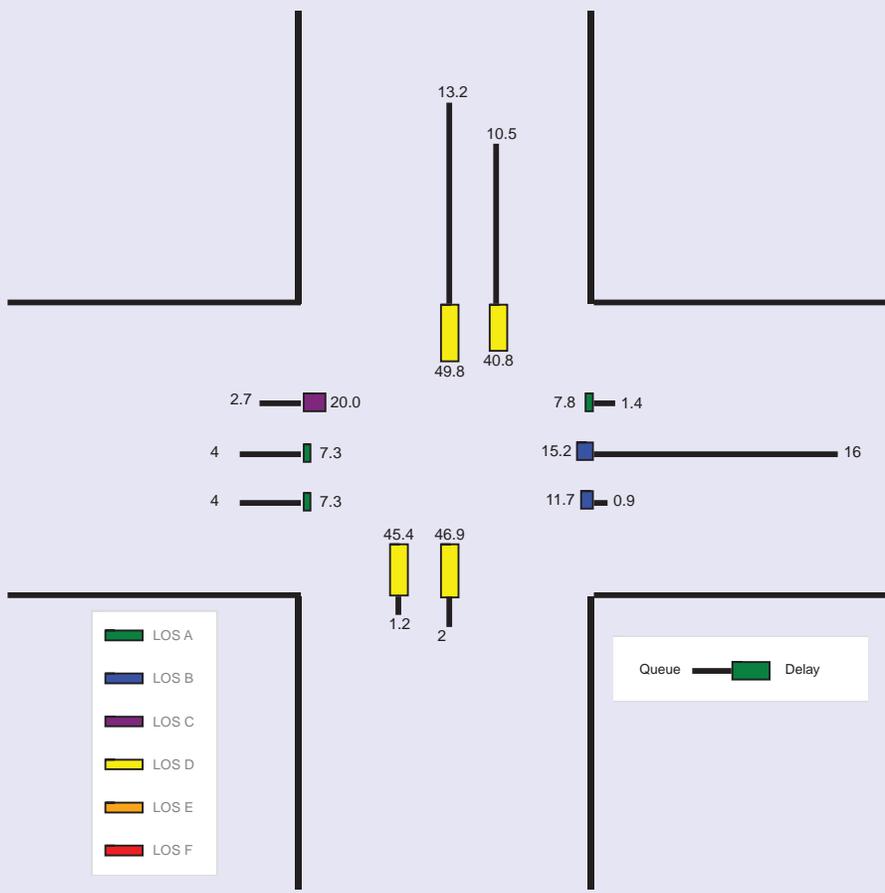
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221

Signal Information

Cycle, s	125.0	Reference Phase	2									
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						

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
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 ---

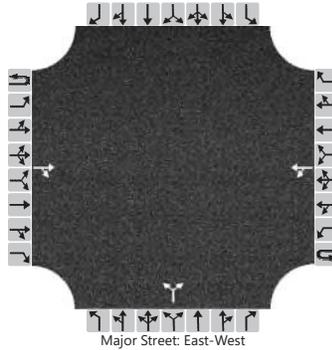
No errors or warnings exist.

--- 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			

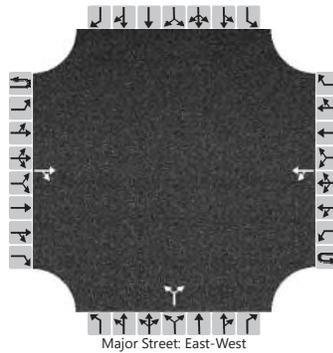
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					9					
Capacity, c (veh/h)						1130					489					
v/c Ratio						0.01					0.02					
95% Queue Length, Q ₉₅ (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			

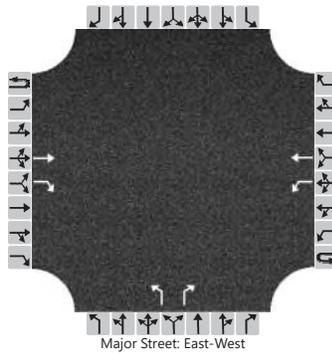
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4						56				
Capacity, c (veh/h)						1265						575				
v/c Ratio						0.00						0.10				
95% Queue Length, Q ₉₅ (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			

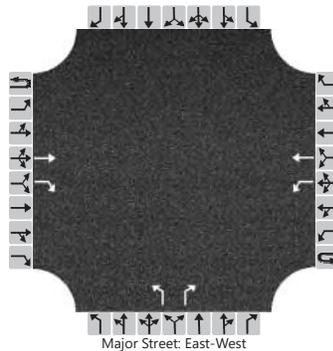
Delay, Queue Length, and Level of Service

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 ₉₅ (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			

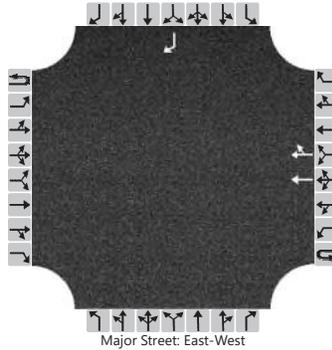
Delay, Queue Length, and Level of Service

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 ₉₅ (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

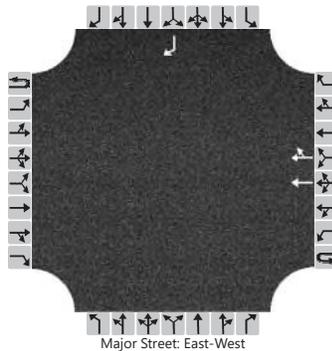
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	3
Capacity, c (veh/h)																	435
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (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															

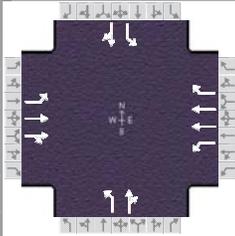
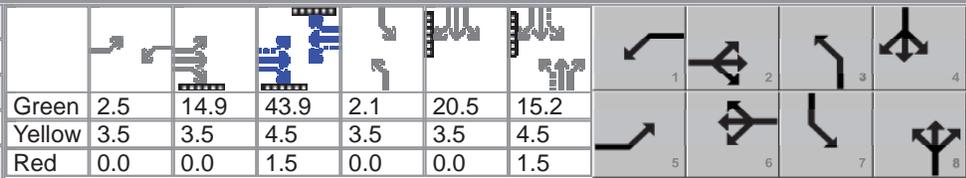
Critical and Follow-up Headways

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

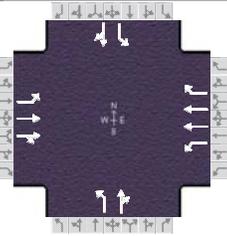
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	50
Capacity, c (veh/h)																	255
v/c Ratio																	0.20
95% Queue Length, Q ₉₅ (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

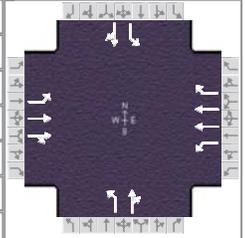
General Information				Intersection Information											
Agency	EEA			Duration, h	0.250										
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other								
Jurisdiction	IDOT/Lincolnshire		Time Period	7:30 - 8:30 AM		PHF	0.94								
Urban Street	Half Day Road (IL-22)		Analysis Year	2027		Analysis 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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				399	1318	36	32	443	294	24	89	67	405	25	399
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	2.5	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		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				399	1318	36	32	443	294	24	89	67	405	25	399
Initial Queue (Q _b), veh/h				0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h				1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h				None			None			None			None		
Heavy Vehicles (P _{HV}), %				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 _b), 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 _g), %					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 _{max}) 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 _c), s				0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s				3	15	3	15	3	8	3	8				
Start-Up Lost Time (I _t), s				2.0	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	2.0			
Passage (PT), s				0.0	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	

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											
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R									
Demand (v), veh/h				399	1318	36	32	443	294	24	89	67	405	25	399									
Signal Information																								
Cycle, s	125.0	Reference Phase	2	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
Offset, s	0	Reference Point	End	Uncoordinated	No	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On													
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											
Approach Movement				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				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 Timing Diagram									
Cycle, s	125.0	Reference Phase	2	[Signal Timing Diagram: Shows 8 phases with corresponding signal head icons for Green, Yellow, and Red for each movement.]									
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			

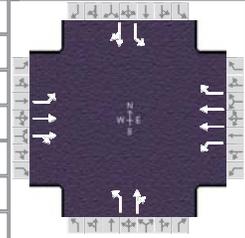
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (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

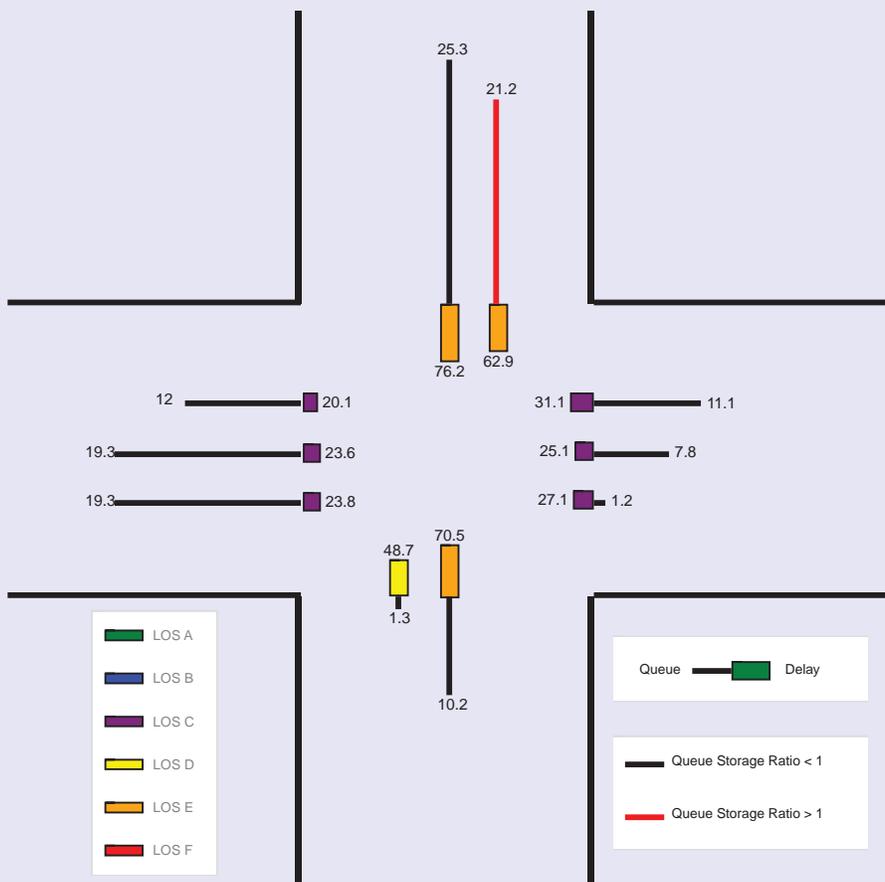
General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 7:30		
Intersection	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 Timing Diagram									
Cycle, s	125.0	Reference Phase	2	[Timing Diagram: Shows 8 phases with green, yellow, and red bars for each approach movement]									
Offset, s	0	Reference Point	End	Green	2.5	14.9	43.9	2.1	20.5	15.2	[Timing Diagram]		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5	[Timing Diagram]		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	[Timing Diagram]		

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 ---

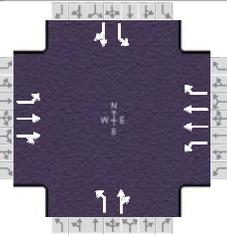
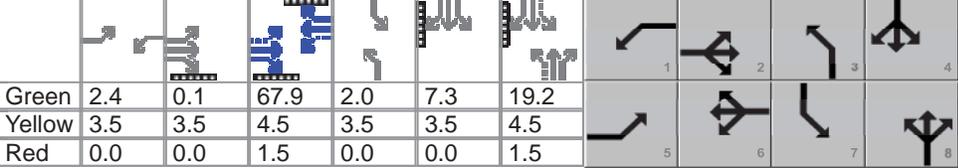
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

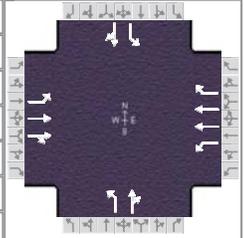
General Information					Intersection Information											
Agency	EEA				Duration, h	0.250										
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other									
Jurisdiction	IDOT/Lincolnshire		Time Period	3:15 - 4:15 PM		PHF	0.86									
Urban Street	Half Day Road (IL-22)		Analysis Year	2027		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		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													
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 _b), veh/h					0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h					1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h					None			None			None			None		
Heavy Vehicles (P _{HV}), %					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 _b), 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 _g), %						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 _{max}) 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 _c), s					0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5				
Minimum Green (G _{min}), s					3	15	3	15	3	8	3	8				
Start-Up Lost Time (I _t), 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	

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		
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		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													
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 _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					6.1		3.3		3.5	4.7	14.8	26.1				
Green Extension Time (g _e), 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		
Approach Movement					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 _s), 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 _c), 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 ₁), 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 ₂), 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 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					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				Signal Phases							
Cycle, s	125.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	2.4	0.1	67.9	2.0	7.3	19.2	
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})		0.992	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	1.710	1.557
Pedestrian F_s / F_{delay}	0.000	0.103	0.000	0.144
Pedestrian M_{corner} / M_{cw}				
Bicycle c_b / d_b				
Bicycle F_w / F_v				

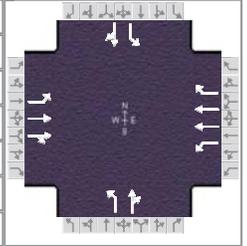
HCS7 Signalized Intersection Results Graphical Summary

General Information

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				

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.86
Analysis Period	1 > 3:15



Demand Information

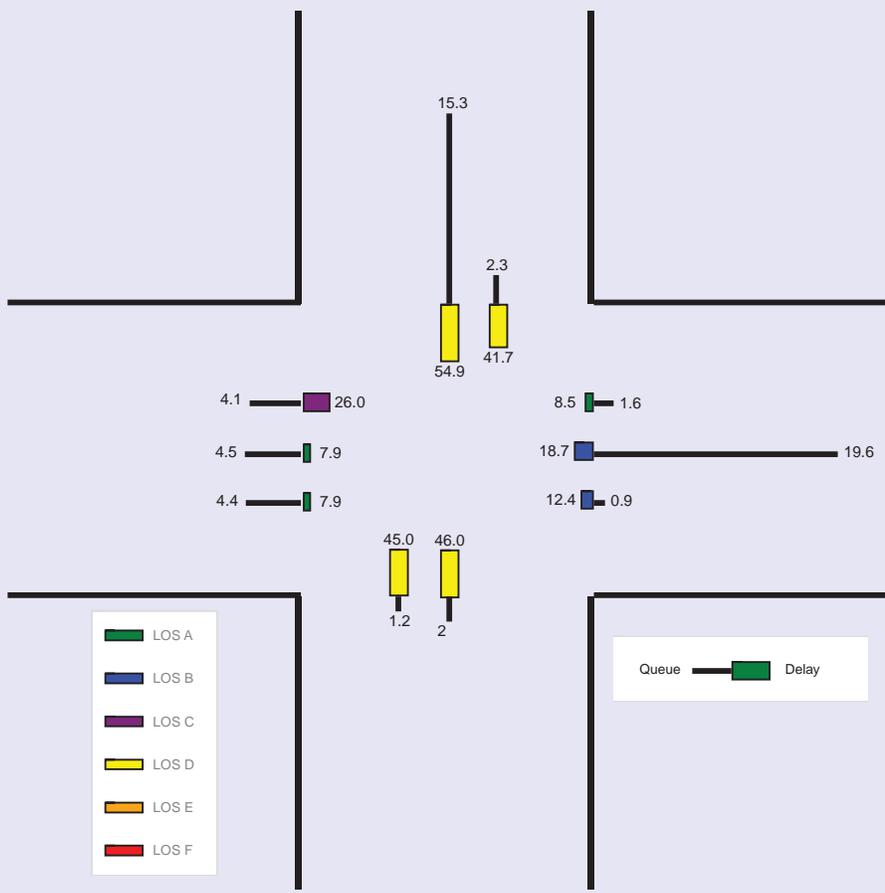
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241

Signal Information

Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	2.4	0.1	67.9	2.0	7.3	19.2			
Force Mode	Fixed	Simult. Gap N/S	On	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

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
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 ---

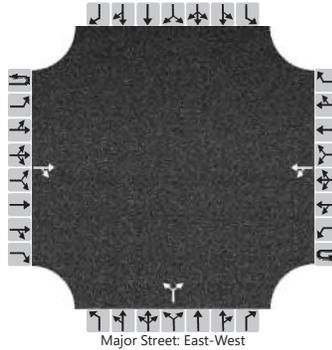
No errors or warnings exist.

--- 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 ₉₅ (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

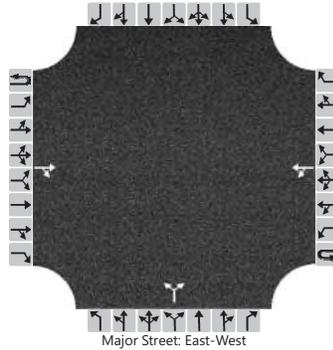
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	11/11/2019
Analysis Year	2027
Time Analyzed	3:15 - 4:15 PM
Intersection Orientation	East-West
Project Description	Total Volumes

Site Information

Intersection	Port Clinton/East Drive
Jurisdiction	Vernon Township
East/West Street	Port Clinton Drive
North/South Street	East Access Driveway
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

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 ₉₅ (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

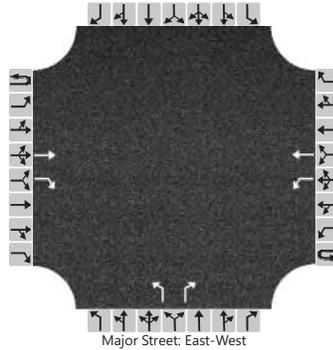
General Information

Analyst	SBC
Agency/Co.	EEA
Date Performed	11/11/2019
Analysis Year	2027
Time Analyzed	7:30 - 8:30 AM
Intersection Orientation	East-West
Project Description	Total Volumes

Site Information

Intersection	Port Clinton/West Drive
Jurisdiction	Vernon Township
East/West Street	Port Clinton Drive
North/South Street	West Access Driveway
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

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 ₉₅ (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							

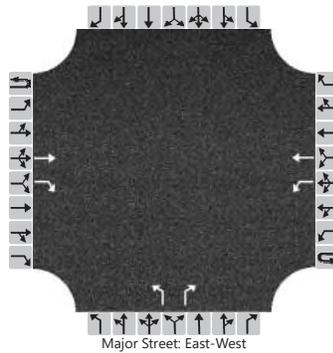
HCS7 Two-Way Stop-Control Report

General Information

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		

Site Information

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 ₉₅ (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

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Illinois Wisconsin Indiana | www.eea-ltd.com

Ready for a new challenge? [Join the EEA team](#) →

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 or Executive Director Michael Warner 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

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>

Cc: Kevin Camino <kcamino@eea-ltd.com>; 'wdittrich@lincolnshireil.gov' <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 or Executive Director Michael Warner 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

Direct: (847) 377-7704

General: (847) 377-7700

From: George Dreger <gdreger@eea-ltd.com>

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

To: Gardiner, Robert D. <RGardiner@lakecountyil.gov>

Cc: Kevin Camino <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

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Civil Traffic & Parking Landscape Architecture | www.eea-ltd.com

5411 Somerset Circle, Charlestown, IN 47111

Ready for a new challenge? [Join the EEA team](#) →

This email message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, contact the sender via reply email and destroy all copies of the original message.

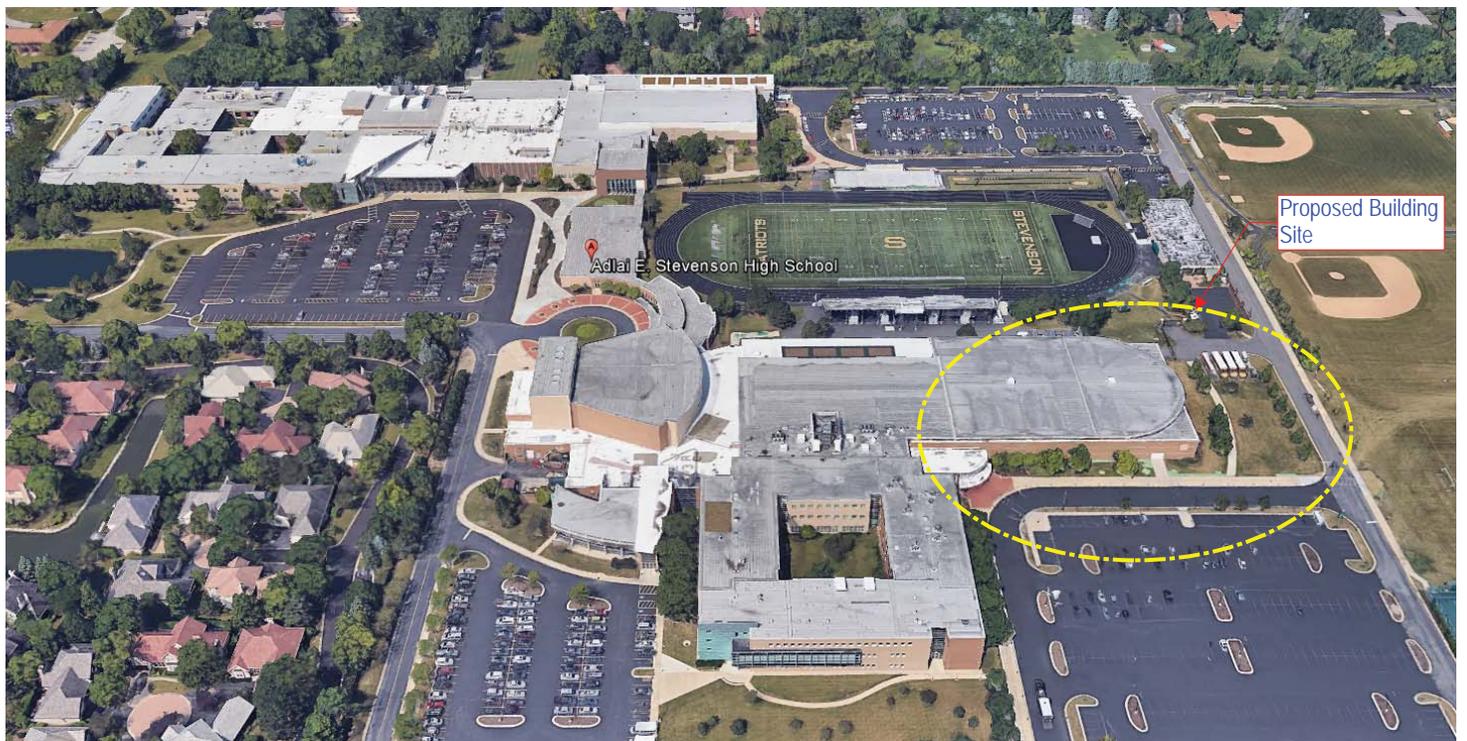
Proposed Building Site



Architectural Existing Conditions - Aerial View from South



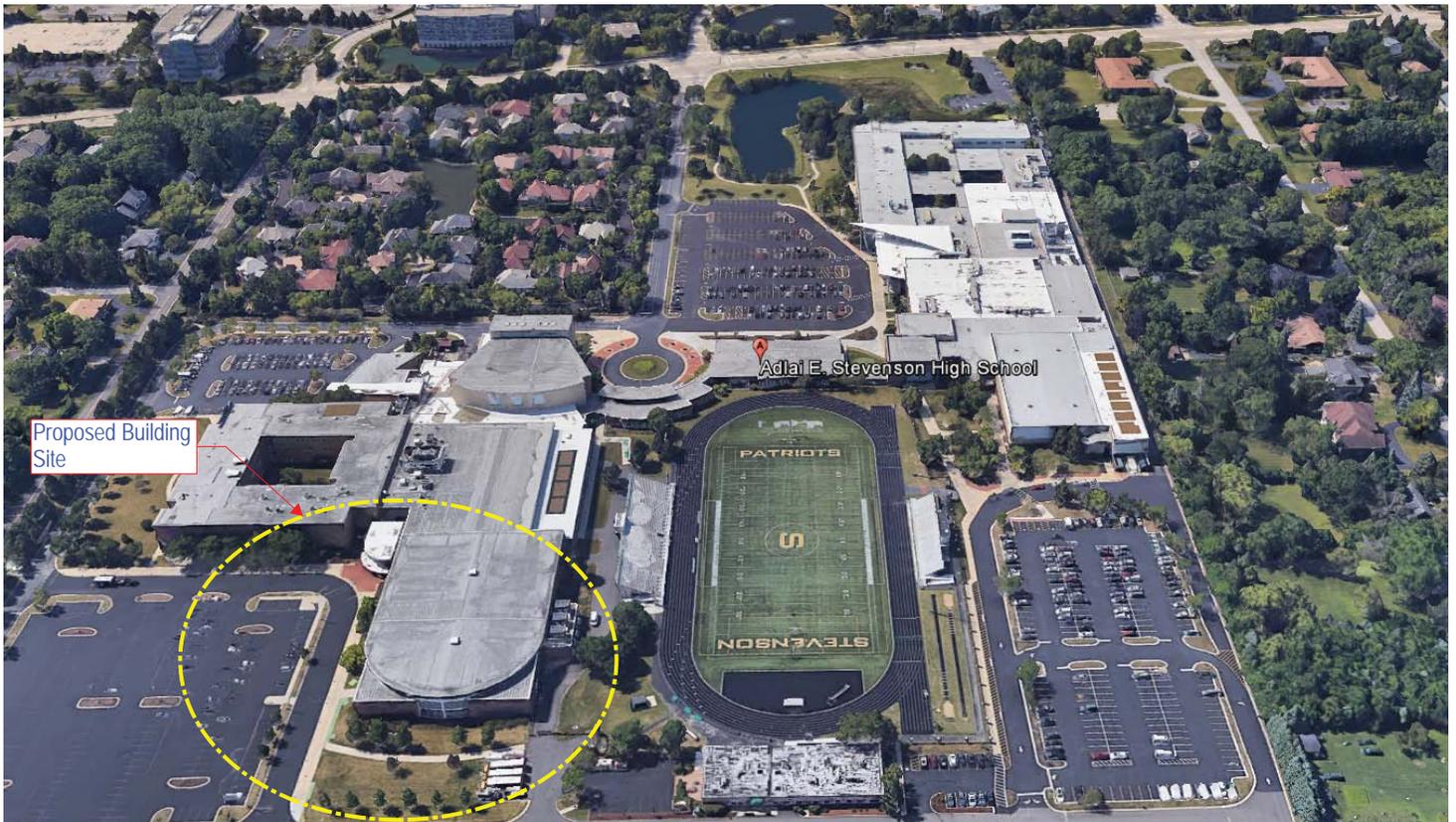
Architectural Existing Conditions - Aerial View from Southeast



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.

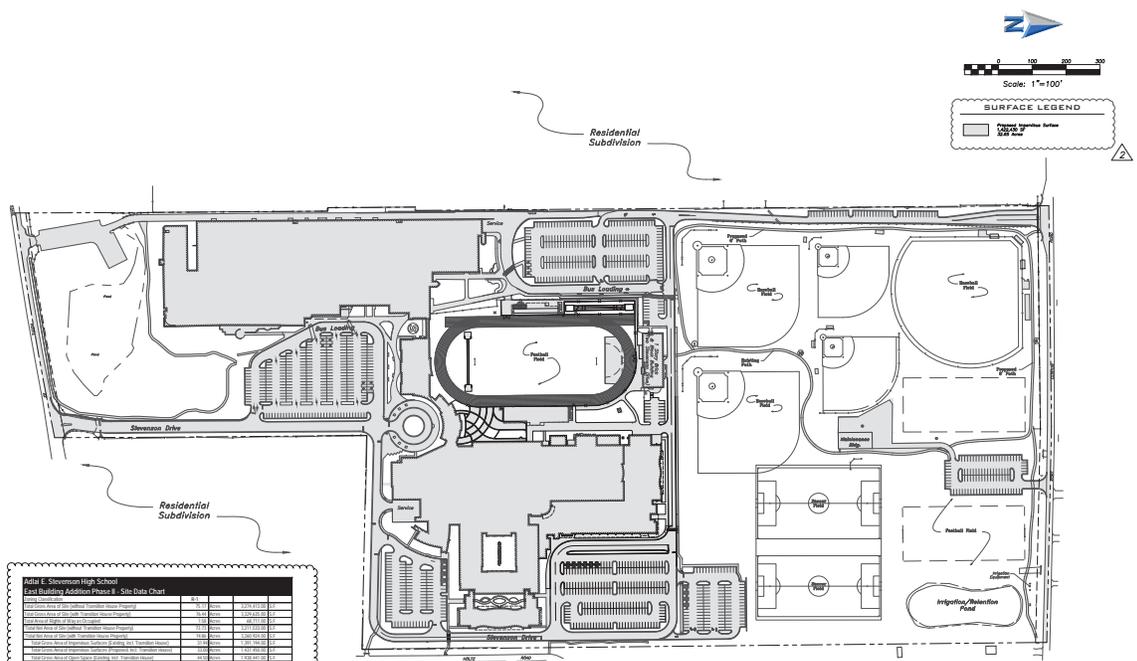
When it opened in September 1965, Stevenson High School had 467 students, 31 teachers and three administrators. But there was no principal, and no desks for students -- the furniture had been shipped to Prairie View, Texas by mistake. Students sat on concrete floors and shared textbooks and materials. 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.





Architectural Existing Conditions - A Continuum of Campus Improvements



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

Item	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
Existing Impervious Surface	1,100,000	1,100,000	1,100,000
Proposed Impervious Surface	1,100,000	1,100,000	1,100,000
Existing Permeable Surface	1,100,000	1,100,000	1,100,000
Proposed Permeable Surface	1,100,000	1,100,000	1,100,000
Existing Total Impervious Surface	1,100,000	1,100,000	1,100,000
Proposed Total Impervious Surface	1,100,000	1,100,000	1,100,000
Existing Total Permeable Surface	1,100,000	1,100,000	1,100,000
Proposed Total Permeable Surface	1,100,000	1,100,000	1,100,000
Existing Total Surface Area	1,100,000	1,100,000	1,100,000
Proposed Total Surface Area	1,100,000	1,100,000	1,100,000
Existing Impervious Surface Ratio	1,100,000	1,100,000	1,100,000
Proposed Impervious Surface Ratio	1,100,000	1,100,000	1,100,000
Existing Permeable Surface Ratio	1,100,000	1,100,000	1,100,000
Proposed Permeable Surface Ratio	1,100,000	1,100,000	1,100,000
Existing Total Impervious Surface Ratio	1,100,000	1,100,000	1,100,000
Proposed Total Impervious Surface Ratio	1,100,000	1,100,000	1,100,000
Existing Total Permeable Surface Ratio	1,100,000	1,100,000	1,100,000
Proposed Total Permeable Surface Ratio	1,100,000	1,100,000	1,100,000
Existing Total Surface Area Ratio	1,100,000	1,100,000	1,100,000
Proposed Total Surface Area Ratio	1,100,000	1,100,000	1,100,000

Impervious Surfaces - Maximum Permitted by R1 - 30%

Existing Conditions (Non-Conforming) 41.78% Overage: 11.78%
 With Proposed Addition 43.17% Overage: 13.17%
 Net Change: 1.39%

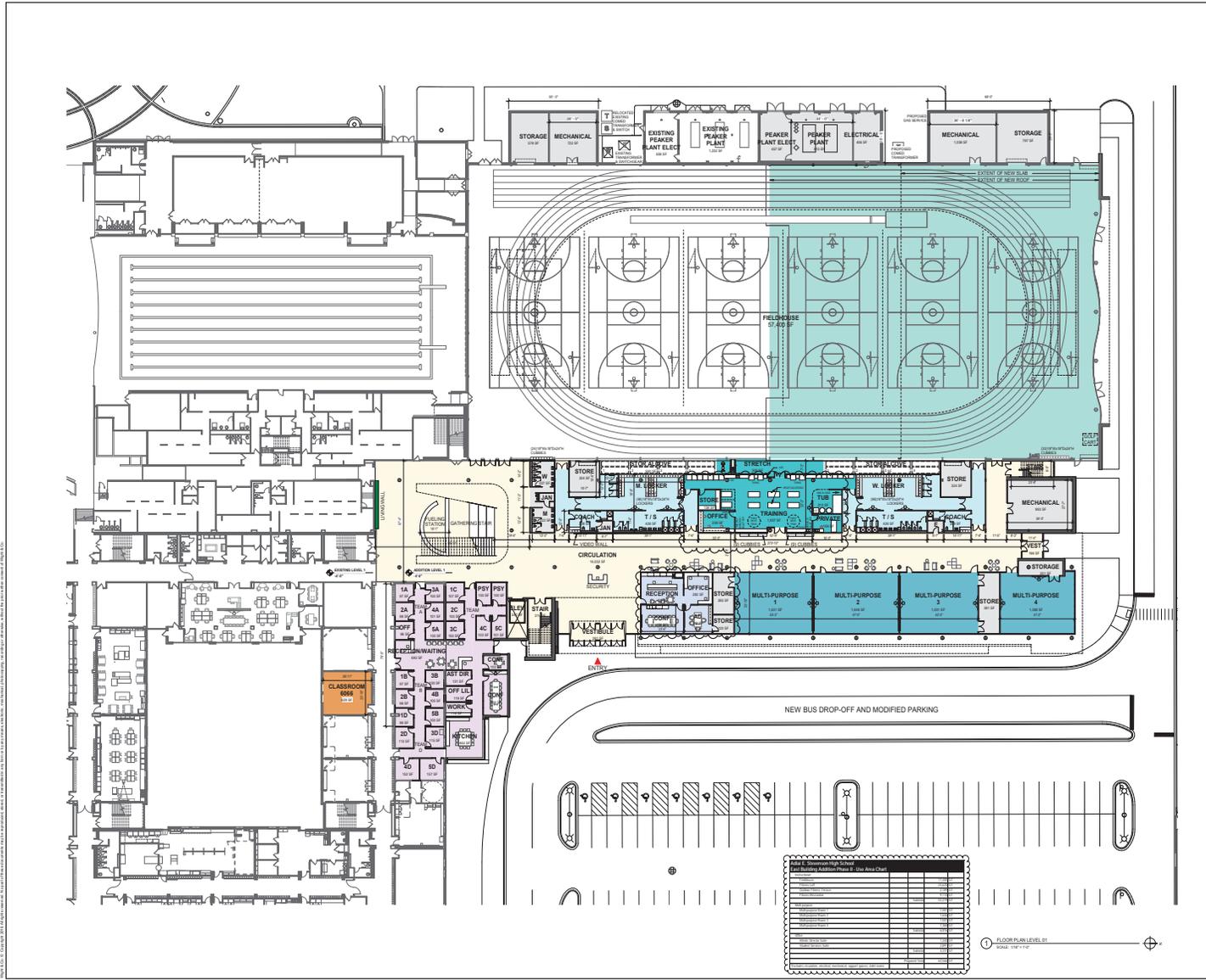
PRELIMINARY

NOT FOR CONSTRUCTION

No.	Date	Description
01/17/19	01/17/19	FINAL PRELIMINARY EVALUATION
01/17/19	01/17/19	FINAL PRELIMINARY EVALUATION
01/17/19	01/17/19	FINAL PRELIMINARY EVALUATION
01/17/19	01/17/19	FINAL PRELIMINARY EVALUATION
01/17/19	01/17/19	FINAL PRELIMINARY EVALUATION

Overall Site - Proposed Impervious Area

Sheet No: C6.02



ADAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

Wight

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

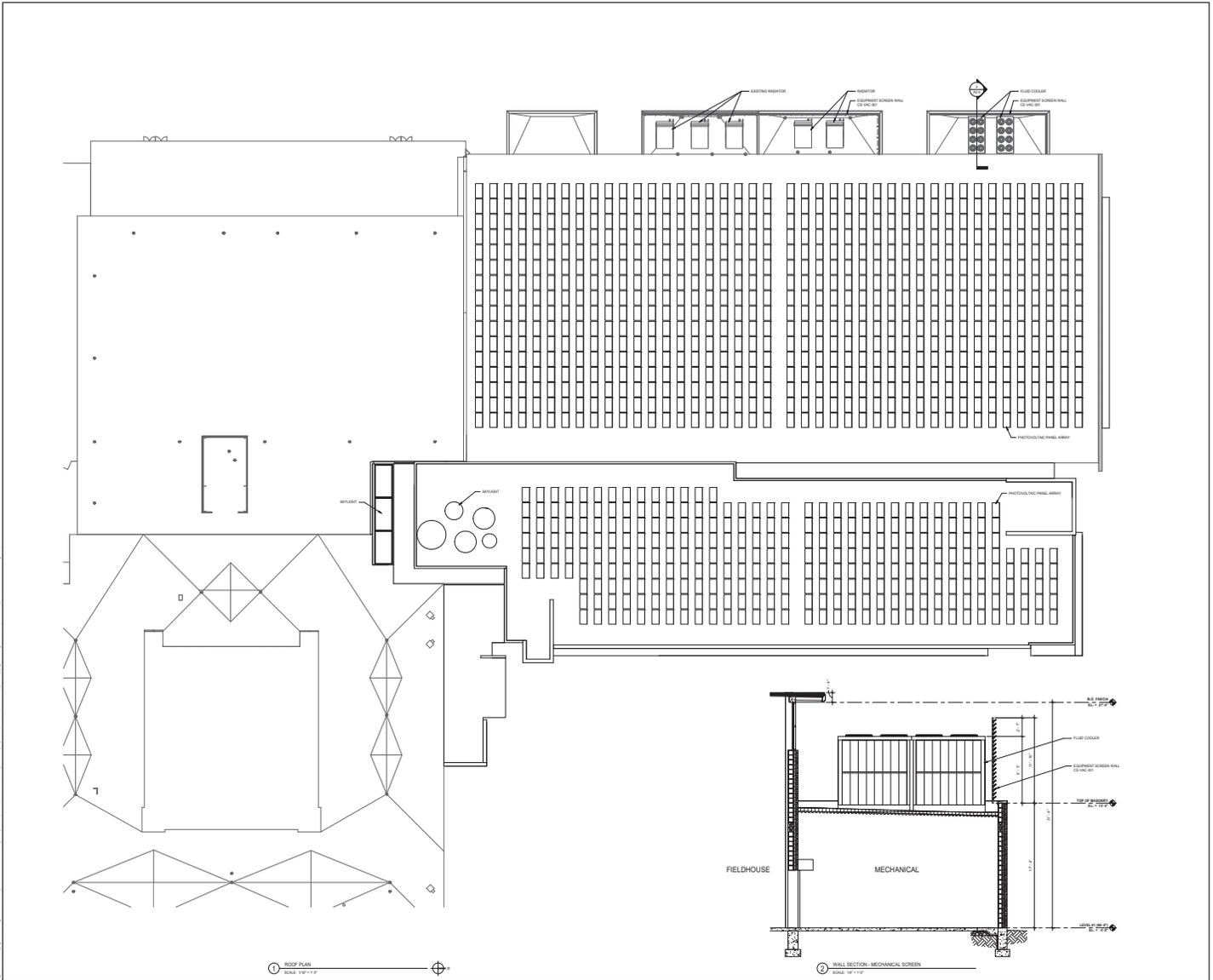
KEY PLAN

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60089

FLOOR PLAN LEVEL 01

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

A2.1



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

Wight

Wight & Company
wightco.com
2020 North Farmington Road
Chicago, IL 60631
P: 630.582.7000
F: 630.582.7200



ISSUED: 02/04/2020
SUBMITTED: 01/24/2020
REVISED: 01/24/2020
DATE: 02/04/2020

EAST BUILDING ADDITION PHASE 2

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60089

ROOF PLAN

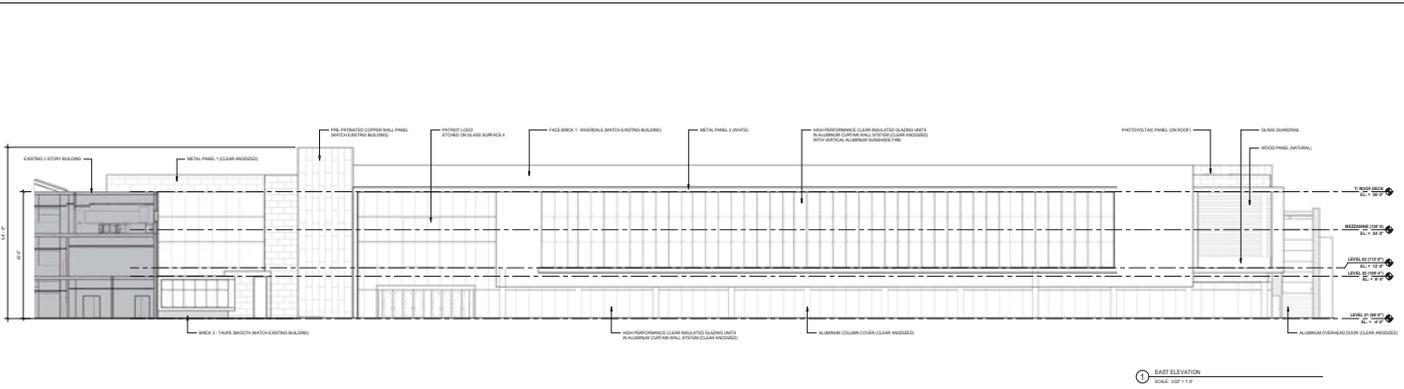
Project Number: 152-004
Date: 02/04/2020
Author: [Name]
Scale: [Scale]



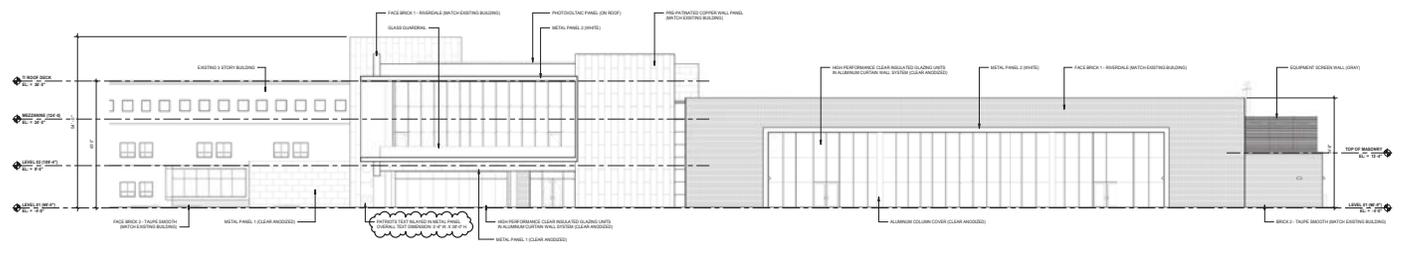
ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



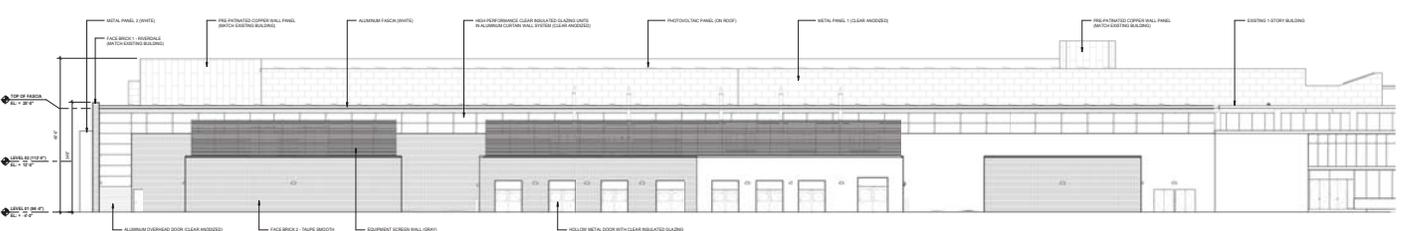
Wight & Company
wight.com
200 North Parkside Road
Chicago, IL 60611
P: 630.585.7000
F: 630.585.7200



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: 02/04/2020 11:00 AM
REVISION: 02/04/2020 11:00 AM
PROJECT: ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152
DRAWING: EAST BUILDING ADDITION PHASE 2
1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60089
EXTERIOR ELEVATIONS

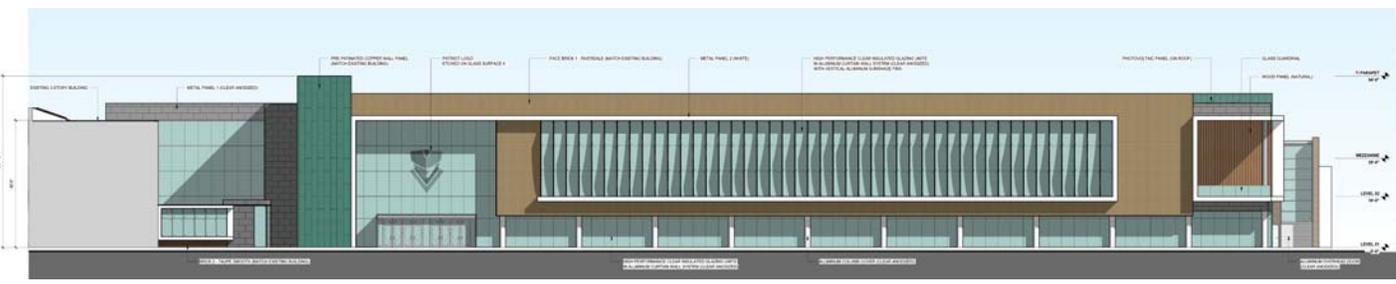
Project Number: 201914
Scale: 1/8" = 1'-0"
Date: 02/04/2020



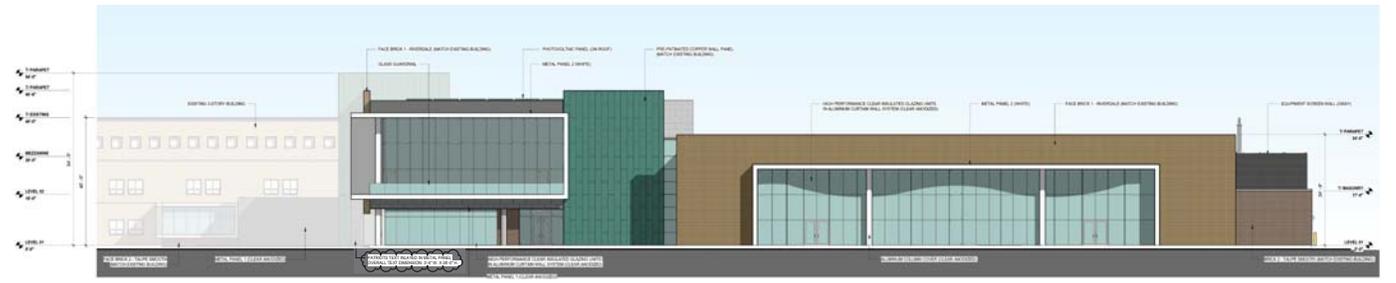
ADJAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



Wight & Company
wightco.com
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



VIEW LOOKING NORTHWEST

ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

Wight

Wight & Company
wight.com
200 North Farmington Road
Chicago, IL 60651
P: 630.485.7000
F: 630.485.7200

VILLAGE AREA REVISION	06/11/2020
VILLAGE ZONING BOARD SUBMITTAL	05/05/2020
VILLAGE ZONING BOARD SUBMITTAL	05/05/2020
VILLAGE ZONING BOARD SUBMITTAL	02/03/2020
VILLAGE ZONING BOARD SUBMITTAL	01/09/2020
REV	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

© 2020 WIGHT & COMPANY, INC. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF WIGHT & COMPANY, INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF WIGHT & COMPANY, INC.



VIEW LOOKING SOUTHWEST

ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

Wight

Wight & Company
wight.com
200 North Farmington Road
Chicago, IL 60651
P: 630.485.7000
F: 630.485.7200

VILLAGE A&B REVISION	06/11/2020
VILLAGE ZONING BOARD	05/05/2020
BOARD OF SUPERVISORS	04/20/2020
VILLAGE ZONING BOARD	03/09/2020
BOARD OF SUPERVISORS	02/10/2020
VILLAGE ZONING BOARD	01/14/2020
BOARD OF SUPERVISORS	01/06/2020

EAST BUILDING ADDITION PHASE 2

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60089

EXTERIOR PERSPECTIVE RENDERING

Project Number: 201914
Scale: 1/8" = 1'-0"
Date: 05/11/2020

PHOTOGRAPH BY: [unreadable] FOR WIGHT & COMPANY. ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM WIGHT & COMPANY.



VIEW LOOKING SOUTH

ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152

Wight

Wight & Company
wightco.com
200 North Farmington Road
Chicago, IL 60651
P: 630.485.7000
F: 630.485.7200

VILLAGE A&B REVISION	06/11/2020
VILLAGE ZONING BOARD	05/05/2020
PLANNING DEPT. COMMENTS	02/03/2020
VILLAGE ZONING BOARD	02/03/2020
PLANNING DEPT. COMMENTS	01/09/2020
VILLAGE ZONING BOARD	01/09/2020
DATE	DATE

EAST BUILDING ADDITION PHASE 2

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60089

EXTERIOR PERSPECTIVE RENDERING

Project Number: 20194
Scale: 1/8" = 1'-0"
RD
Date:

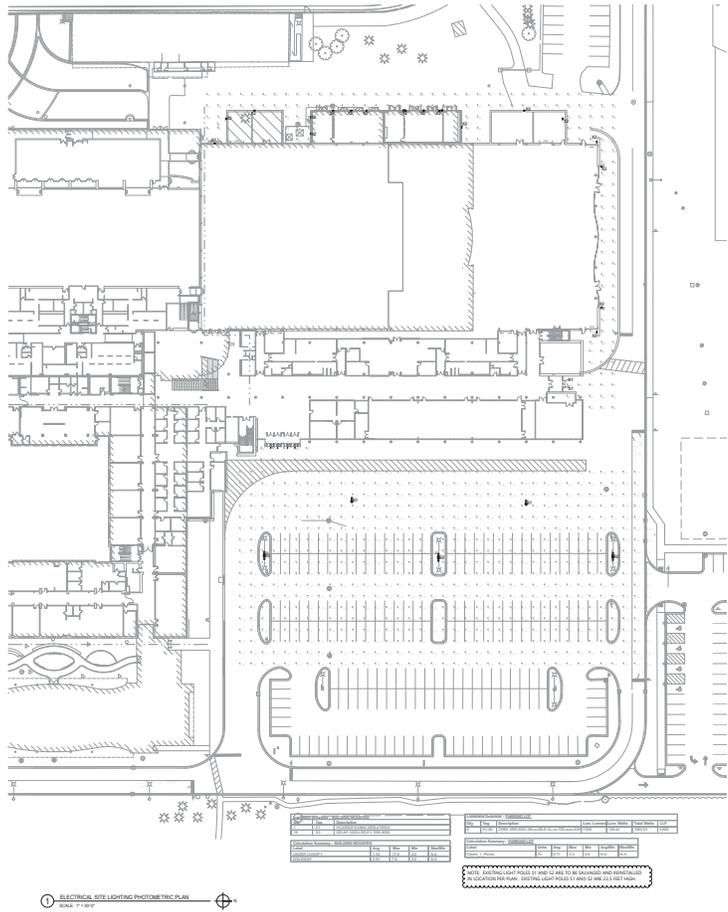
© 2020 WIGHT & COMPANY. ALL RIGHTS RESERVED. THIS DOCUMENT IS THE PROPERTY OF WIGHT & COMPANY AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM WIGHT & COMPANY.



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 152



Wight & Company
wight.com
200 North Park Drive
Chicago, IL 60611
P: 312.467.7000
F: 312.467.7100



1 ELECTRICAL SITE LIGHTING PHOTOMETRIC PLAN
SCALE: 1"=20' 0"

VILLAGE ZONING BOARD	02/26/2009
COMMITTEE	
VILLAGE OFFICIALS	03/03/09
VILLAGE PRELIMINARY EVALUATION	01/10/09
DATE	DATE

EAST BUILDING ADDITION PHASE 2

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

ELECTRICAL SITE LIGHTING PHOTOMETRIC PLAN

Project Number: 09104
Author: JRM
Date: 01/10/09

E1.01N.1

PROJECT NO. 09104
DATE: 01/10/09
SCALE: 1"=20' 0"
DRAWN BY: JRM
CHECKED BY: JRM
DATE: 01/10/09

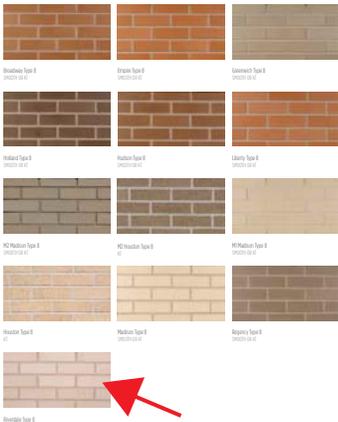
WATSONTOWN BRICK COMPANY

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 Inland, Antico, Firenze 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

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: 6061 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.



TECU® Patina_Oslo

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.ft²/F (AAMA 1503-09)
- CRF - frame = 72 (AAMA 1503-09)
- U - value(RANGE) = 0.33 to 0.56 btu/hr.ft²/F (AAMA 507-07)
- U - value = 0.40 btu/hr.ft²/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 2001 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.
© 2010 CMI Architectural



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.ppgideascales.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 (if Any) Surface/Glass	Glass Type	Indoor Lites Coating (if Any) Surface/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		
SOLARBAN® 90 Solar Control Low-E Glass									
SOLARBAN 90 (2) Clear + Clear	51	12	19	0.29	0.26	0.23	0.23	2.22	
SOLARBAN 90 (2) STARPHIRE + STARPHIRE	54	13	20	0.29	0.26	0.23	0.23	2.26	
SOLARBAN 90 (2) SOLEXIA + Clear	44	10	19	0.29	0.26	0.23	0.23	2.00	
SOLARBAN 90 (2) ATLANTICA + Clear	39	9	19	0.29	0.26	0.23	0.23	1.95	
SOLARBAN 90 (2) AZURA + Clear	39	9	19	0.29	0.26	0.23	0.23	1.85	
SOLARBAN 90 (2) OPTIBLUE + Clear	37	8	19	0.29	0.26	0.23	0.23	1.85	
SOLARBAN 90 (2) SOLARBLUE + Clear	32	8	18	0.29	0.26	0.19	0.19	1.68	
SOLARBAN 90 (2) PACIFICA + Clear	26	6	18	0.29	0.26	0.17	0.17	1.41	
SOLARBAN 90 (2) SOLARBRONZE + Clear	31	7	18	0.29	0.26	0.18	0.18	1.29	
SOLARBAN 90 (2) OPTIBRAY + Clear	34	8	19	0.29	0.26	0.20	0.20	1.80	
SOLARBAN 90 (2) SOLARBORAY + Clear	26	6	18	0.29	0.26	0.17	0.17	1.53	
SOLEXIA + SOLARBAN 90 (2) Clear	44	16	12	0.29	0.26	0.30	0.30	1.47	
ATLANTICA + SOLARBAN 90 (2) Clear	39	13	12	0.29	0.26	0.26	0.26	1.50	
AZURA + SOLARBAN 90 (2) Clear	39	13	12	0.29	0.26	0.27	0.27	1.44	
OPTIBLUE + SOLARBAN 90 (2) Clear	37	12	11	0.29	0.26	0.27	0.27	1.37	
PACIFICA + SOLARBAN 90 (2) Clear	26	8	11	0.29	0.26	0.21	0.21	1.14	
SOLARBLUE + SOLARBAN 90 (2) Clear	32	10	11	0.29	0.26	0.25	0.25	1.28	
SOLARBRONZE + SOLARBAN 90 (2) Clear	30	10	11	0.29	0.26	0.24	0.24	1.25	
OPTIBRAY + SOLARBAN 90 (2) Clear	36	12	11	0.29	0.26	0.27	0.27	1.23	
SOLARBORAY + SOLARBAN 90 (2) Clear	25	8	11	0.29	0.26	0.22	0.22	1.14	
GRAVLITE II + SOLARBAN 90 (2) Clear	5	4	11	0.29	0.26	0.11	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.ppgideascales.com or request our Architectural Glass Catalog.

© 2015 PPG Industries, Inc. All rights reserved. *Altantica, Azura, Grayline, Optibray, Pacifica, Solarban, the Solarban logo, Solarblue, Solarbronze, Solarclear, Solargray, Solenia, Starphire, the Starphire logo, Sungle, VistaView, PPG, the PPG logo, and the PPG Certified Fabricator Program logo* are registered trademarks of PPG Industries Ohio, Inc. The **PPG IdeasScapes** logo and the **PPG Certified Fabricator Network** logo are trademarks of PPG Industries Ohio, Inc. **Cradle to Cradle Certified™** is a certification mark licensed by the Cradle to Cradle Products Innovation Institute.

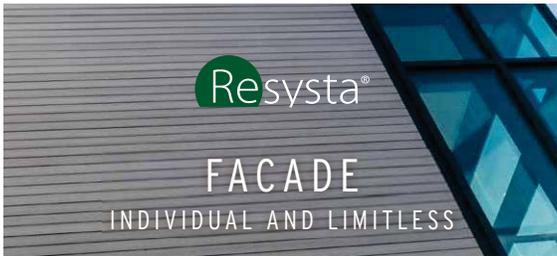


Printed in U.S.A.
7166 09/15

PPG Industries, Inc. Glass Business & Discovery Center 400 Guys Run Road Cheswick, PA 15024 1-888-PPG-IDEA www.ppgideascales.com

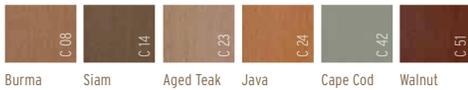


Manufacturer/Material Information - Glazing and Curtain Wall



WOOD PANEL (NATURAL)

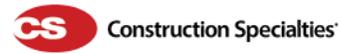
Choose from beautiful 6 standard stain colors.



Resysta Color Concept, special colors



..... 100% wood-free, water-resistant, weather-proof, dimensionally stable



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.



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/bracket guard.

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

Performance Summary

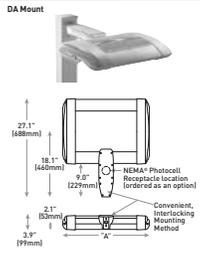
- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- CRI:** Minimum 70 CRI
- CCT:** 4000K (4/-/300K), 5700K (4/-/500K) standard
- Limited Warranty*:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

* See www.cree.com/led/warranty for warranty terms.

Accessories

Field-Installed	Backlight Control Shields
Hard Spikes 6x 3/16" Dia	Backlight Control Shields 6x 3/16" Dia
Hand-Held Remote 6x 3/16" Dia	Four-pack Unpainted stainless steel

* For successful implementation of the programmable multi-level optics, 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

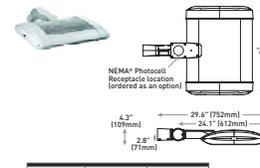
Example: ARE-ED0-3M-AA-12-E-1L-6V-350

Product	Optic	Mounting*	LED Count [x10]	Series	Voltage	Color Options	Drive Current	Options				
ARE-ED0	2M Type II Medium	3MB Type II Medium Arm	4MP Type II Medium Arm	AA Adjustable Arm	02	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.	
												04
	3MB Type II Medium	3MB Type II Medium Arm	3MB Type II Medium Arm	DL Direct Long Arm	08	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.	
												04
	3MB Type II Medium	3MB Type II Medium Arm	3MB Type II Medium Arm	DL Direct Long Arm	12	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.	
												04
	3MP Type II Medium	3MP Type II Medium Arm	3MP Type II Medium Arm	DL Direct Long Arm	14	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.	
												04
	3M Type III Medium	3M Type III Medium Arm	3M Type III Medium Arm	DL Direct Long Arm	14	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.	
												04
	FLD-ED0	25 42° Flood	70 42° Flood	NA Adjustable Arm	AA Adjustable Arm	02	E	UL Universal 307-480V	BK Black	350 350mA	DIM 0-10V Dimming - Control by others. - Refer to DIM_spec_sheet for details. - Can't be used with PML options.	PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML_spec_sheet for details. - Intended for downlight applications at 0° tilt.

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

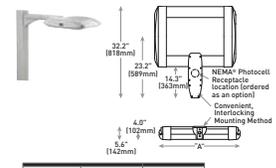
Cree Edge® LED Area/Flood Luminaire

AA Mount



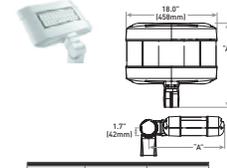
LED Count [x10]	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	14.1" (357mm)	28 lbs. (13kg)
10	16.1" (409mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (562mm)	37 lbs. (17kg)
16	24.1" (613mm)	41 lbs. (19kg)

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)



© 2019 Cree Lighting, A company of IDEAL INDUSTRIES. All rights reserved. For informational purposes only. Content is subject to change. Patent [www.cree.com/patents](#). NanoOptic® and Colorfast DeltaGuard® are registered trademarks of Cree Lighting, a company of IDEAL INDUSTRIES. Cree®, Cree Edge® and the Cree logo are registered trademarks of Cree Inc. That US logo is a registered trademark of U.S. LLC. NEMA® is a registered trademark of the National Electrical Manufacturers Association. The DLC logo is a registered trademark of Efficiency Forward, Inc.

US: www.cree.com 800 236-6800
Canada: www.cree.com 800 473-1234



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 pollution.
- 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

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 vash reflector features a rotatable inset assembly with integral linear spread lens for alignment of vertical illumination.
- Reflectors attach to LED module with (3) speed screws.
- 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.
- ENERGI 5348 certified, reference certified light fixtures database.
- Available with integral or remote charge indicator and test switch.

Connected Lighting System Options

- WaveLux 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 11 1/2" pry-out space).
- Listed for (8) #12 AWG 60v in, four out 90° C conductors and feed-thru branch wiring.
- (3) 1/2" and (2) 3/4" trade size pry-outs 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.
- ENERGI 5348 certified, reference certified light fixtures database.

Warranty

- Five year limited warranty, consult website for details.
- 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

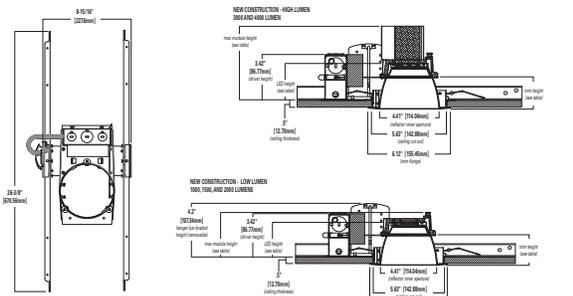
HC4
HM4
41 / 41PS

ENERGY DATA

Series	1000 lumens		1500 lumens		2000 lumens	
	120V	277V	120V	277V	120V	277V
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)	10.1	10.9	14.2	14.9	21.1	21.4
In-rush Current (A)	0.644	1.35	0.912	0.85	0.588	0.624
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)						
Sound Rating: Class A standards						

Series	3000 lumens		4000 lumens	
	120V	277V	120V	277V
Input Voltage (VAC)	120V	277V	120V	277V
Input Current (A)	0.228	0.102	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)				
Sound Rating: Class A standards				

DIMENSIONS



Construction	High Lumens (3000 & 4000 Lumens)			Low Lumens (1000, 1500 & 2000 Lumens)*		
	Max. Module Height	Min. Height	LED Height	Max. Module Height	Min. Height	LED Height
Narrow	5.6"	2.5"	2.9"	3.6"	2.5"	2.7"
Medium	5.7"	2.6"	3.0"	3.7"	2.6"	2.8"
Wide	5.5"	2.4"	2.8"	3.5"	2.4"	2.6"
Deep	5.5"	2.4"	2.8"	3.1"	2.4"	2.6"

*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 - 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/ISS/IST/ISW
IMPACT ELITE LED**

1 LightSquare
Solid State LED

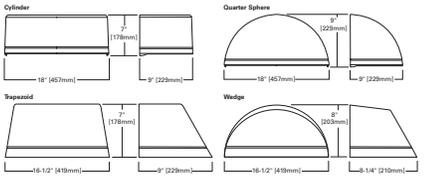
WALL MOUNT LUMINAIRE

CERTIFICATION DATA
UL/UL Listed
UL9741 L862 Compliant
IP66 LightSquare
EnergyLights Consortium* Qualified
ISO 9001

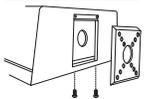
ENERGY DATA
Electronic LED Driver
e0.9 Power Factor
±20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz,
480V/60Hz
40°C Maximum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA
Approximate Net Weight:
18 lbs. (8 kgs.)
*Data
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)					
Drive Current (mA)	350	400	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts)	120-277V	20.3	25.5	33.4	43.8	55.1	66.2	20.3	25.5	33.4	43.8	55.1
Current (A)	120V	0.17	0.22	0.23	0.38	0.48	0.56	0.17	0.22	0.29	0.38	0.48
Current (A)	277V	0.09	0.10	0.10	0.17	0.21	0.25	0.09	0.10	0.13	0.17	0.21
Power (Watts)	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
Current (A)	347V	0.07	0.08	0.11	0.15	0.18	0.21	0.07	0.08	0.11	0.15	0.18
Current (A)	480V	0.05	0.06	0.08	0.11	0.13	0.16	0.05	0.06	0.08	0.11	0.13

Optics

	Lumens	110-100-01	110-100-01	110-100-01	110-100-01	110-100-02	110-100-02	110-100-02	110-100-02	110-100-02	110-100-02	110-100-02
T2	Lumens	2,300	3,001	3,615	4,301	5,793	6,532	3,265	3,208	4,185	5,239	6,193
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02
T3	Lumens	2,440	3,063	3,996	5,001	5,912	6,728	2,861	3,216	4,195	5,261	6,207
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02
T4T	Lumens	2,424	3,031	3,955	4,950	5,851	6,658	2,889	3,250	4,240	5,308	6,274
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02
T4W	Lumens	2,441	3,068	3,999	5,004	5,916	6,732	2,867	3,211	4,189	5,244	6,198
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02
BL2	Lumens	2,360	2,989	3,782	4,734	5,596	6,368	3,449	3,300	4,244	5,267	6,097
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02
BL3	Lumens	2,271	2,881	3,710	4,658	5,559	6,282	2,478	2,838	3,263	4,287	5,054
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02
BL4	Lumens	2,158	2,710	3,535	4,426	5,238	5,901	2,286	2,670	3,244	4,266	5,330
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02
SL/BLR	Lumens	2,206	2,555	3,224	4,174	4,930	5,614	2,204	2,287	3,610	4,539	5,341
	BUG Rating	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-02	B1-U0-02	B1-U0-02	B1-U1-01	B1-U1-01	B1-U1-02	B1-U1-02	B1-U1-02
RW	Lumens	2,435	3,057	3,987	4,992	6,000	6,710	3,201	3,246	4,130	5,170	6,111
	BUG Rating	B1-U0-02	B1-U0-02	B1-U0-01	B1-U0-01	B1-U0-01	B1-U0-01	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-01	B1-U1-01

LUMEN MAINTENANCE

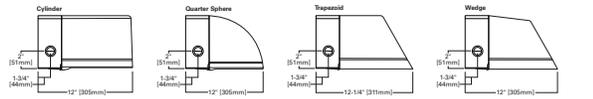
Current	Ambient Temperature	50000 Hours*	60000 Hours*	100000 Hours*	Theoretical L70 (Hours)*
Up to 1.5A	Up to 40°C	>95%	>91%	>90%	>83%

*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



Eden
1121 Highway 76 South
Pineville, NC 28134
P: 770-488-4800
www.eden.com/lighting

Specifications and dimensions subject to change without notice.

TDS14035EN
July 23, 2019 4:13 PM



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	
	Other Fixture Description & Values					
	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		
REFERENCE WATER METER SIZE					Initial Fixture Count:	
Gallons per Minute (GPM) : Maximum Fixture Value (FV)					2476	
3/4" Model 25	25 : 40	(Add additional GPM) from irrigation systems, special equipment or other sources on this meter TOTAL FIXTURE VALUE (FV):			2476	
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	AWWA M22 Reference (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

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
	Other Fixture Description & Values					
	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	
REFERENCE WATER METER SIZE					Initial Fixture Count:	
Gallons per Minute (GPM) : Maximum Fixture Value (FV)					3676.5	
3/4" Model 25	25 : 40				Additional GPM (FV): (Add additional GPM) from irrigation systems, special equipment or other sources on this meter	
3/4" Model 35	35 : 70					
1" Model 55	55 : 140				TOTAL FIXTURE VALUE (FV):	
1" Model 70	70 : 225					
1 1/2" Model 120	120 : 450				AWWA M22 Reference (GPM)	
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: _____

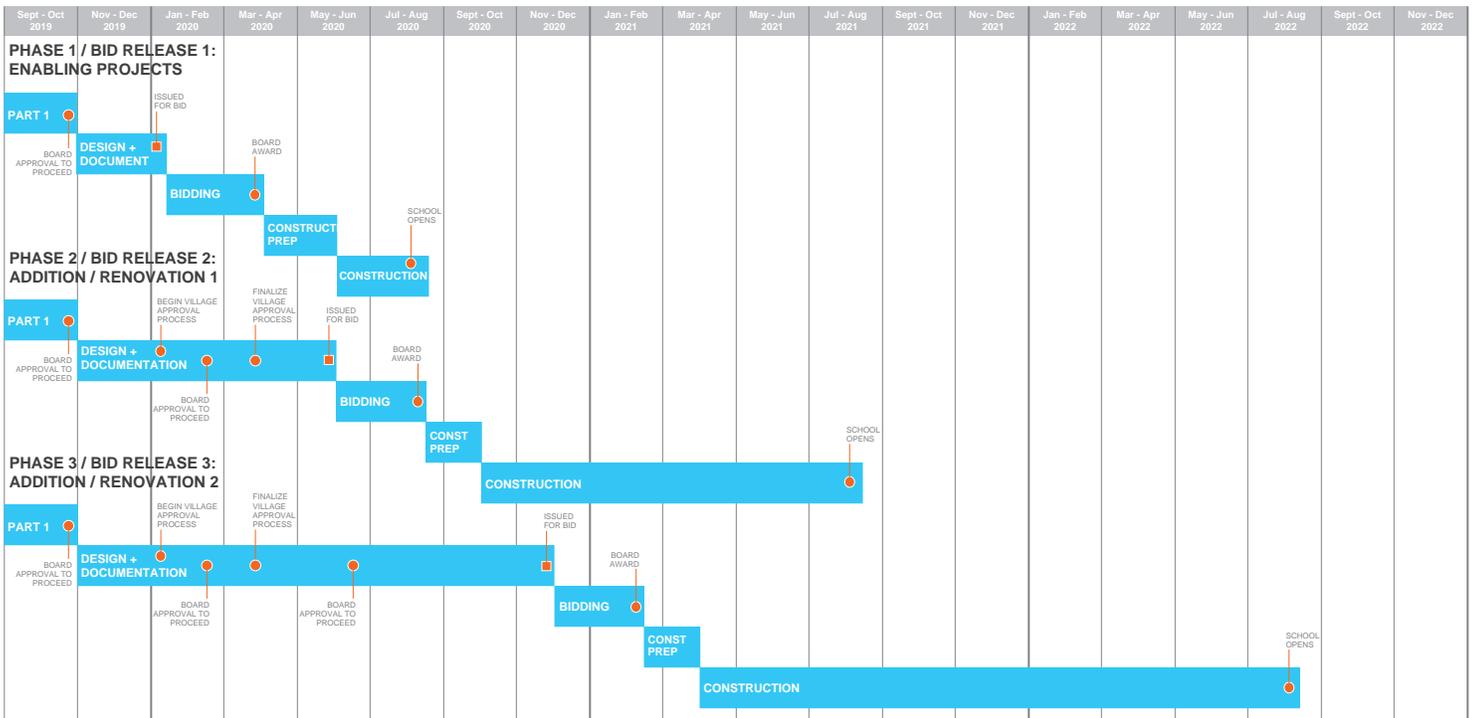
	Illinois Plumbing Code - April 2014	Fixture Units		# of Fixture		Fixture Count	
FIXTURE TYPES AND COUNTS	Bathtub-Private	2	X		=	0	
	Bathtub-Public	4	X		=	0	
	Shower Head - Private	2	X		=	0	
	Shower Head - Public	3	X	10	=	30	
	Water Closet - Private/Public, Tank Type	3	X		=	0	
	Water Closet - Private/Public, 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	
	Other Fixture Description & Values						
	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		
REFERENCE WATER METER SIZE						Initial Fixture Count:	
Gallons per Minute (GPM) : Maximum Fixture Value (FV)						360	
3/4" Model 25	25 : 40					Additional GPM (FV): (Add additional GPM) from irrigation systems, special equipment or other sources on this meter TOTAL FIXTURE VALUE (FV):	
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					360	
4" Compound	1250 gpm					AWWA M22 Reference (GPM)	
6" Compound	1250 gpm						

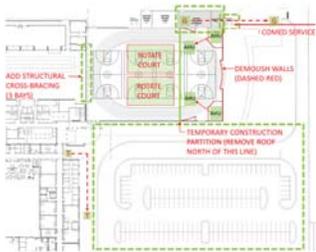
Comment:

REFER TO ILLINOIS PLUMBING CODE FOR:

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)





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

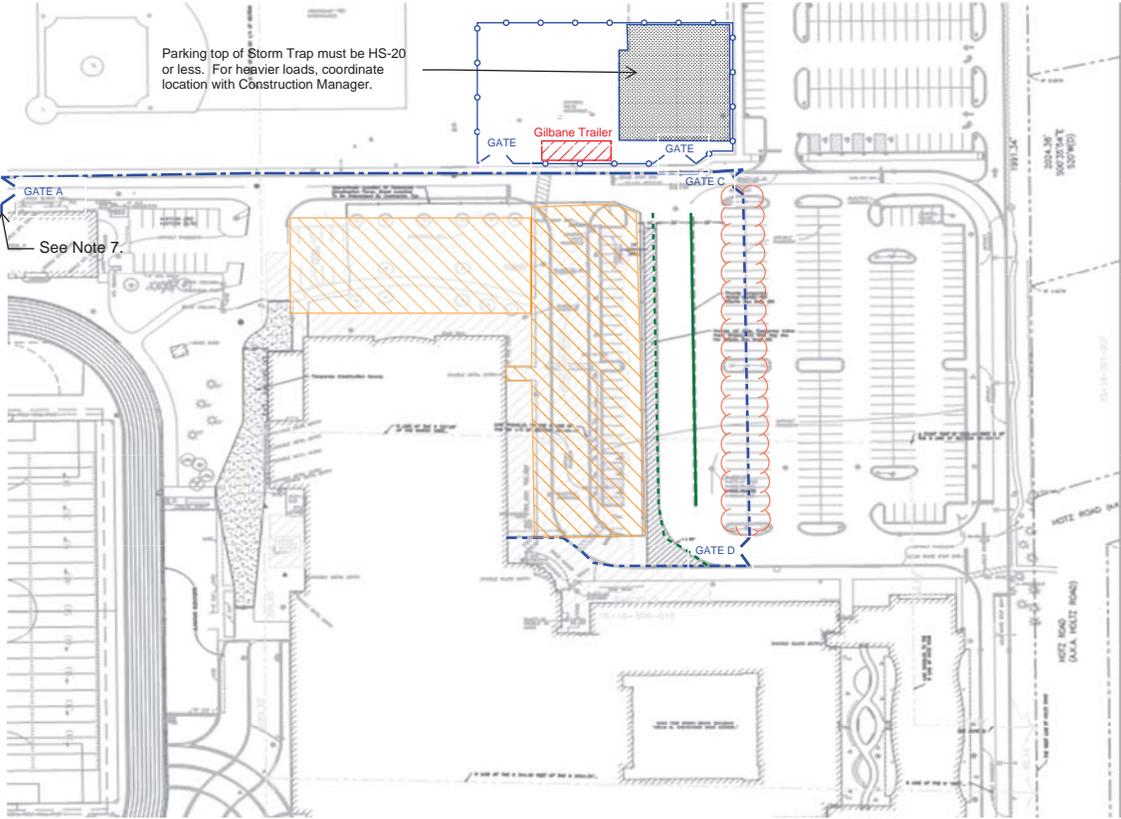


CONSTRUCTION PHASE 2 & 3

CONSTRUCTION PHASING DIAGRAMS



SUMMER 2020

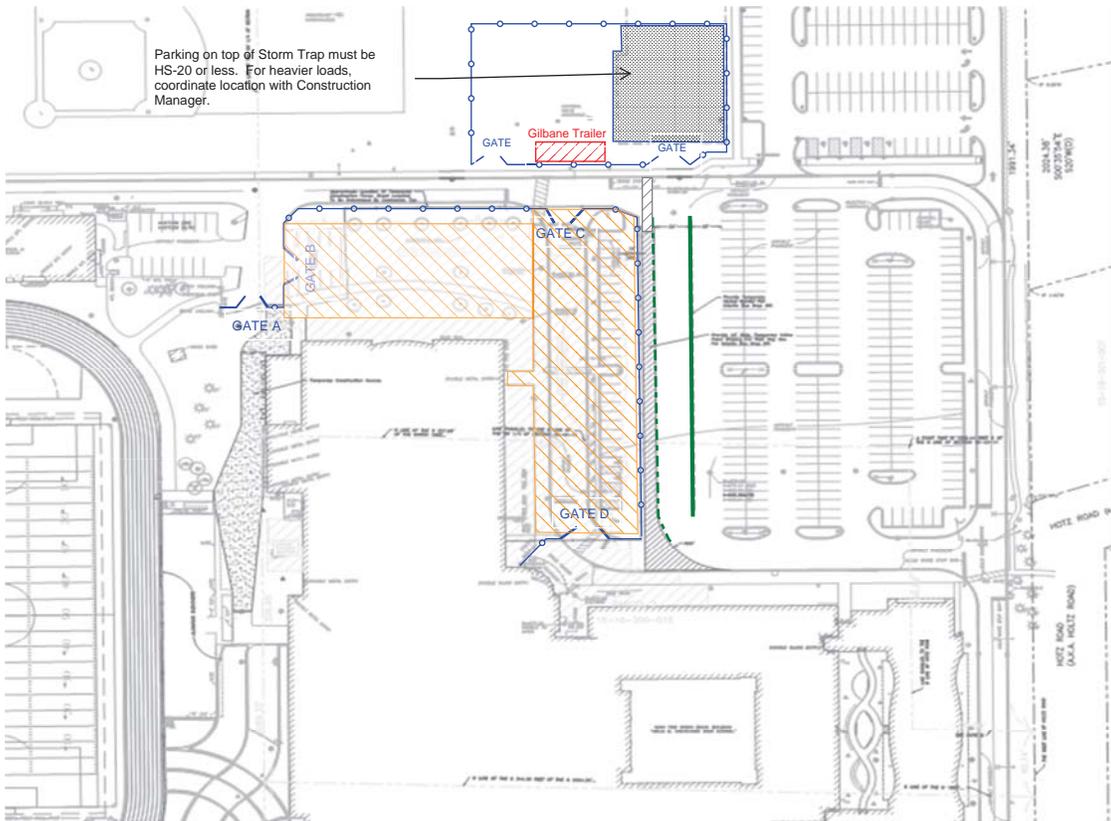


- Key/Notes:**
- 6' H temp construction fence (ballasted)
 - 6' H temp construction fence driven posts
 - 16' Gate
 - Concrete jersey barriers - butted
 - Concrete jersey barriers - 5' space between
 - Remove paving; Recompact subgrade
1. This plan effective 6/8/2020 - 7/31/2020 +/-
 2. All temporary 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.



SITE UTILIZATION PLAN

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	
Staff/Contractor	738
Student	423
Handicap	36
Visitor	35
Driver's Ed	4
Police	2
Total	1,238

This year there are 2,125 students ages 16 and above, 593 employees, and 107 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 3rd, 4th, 5th, and 6th grading periods. The 1st and 2nd 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
Students																							
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
Employees																							
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
Contractors																							
Sodexo 1st shift	58	58	58	58	58	58	58	58	58	58	58	58	58	60	60	59	60	60	60	60	60	60	60
SEDOL	48	50	51	34	18	28	23	26	16	7						48	55	60	60	63	63	65	65
ELC											7	9	14	27	41								
Spots per Code (Cont)	106	108	109	92	76	86	81	84	74	65	65	67	72	87	101	107	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	1,231	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	7	-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	1,050	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	188	107	99	83	73	68	73	77



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:

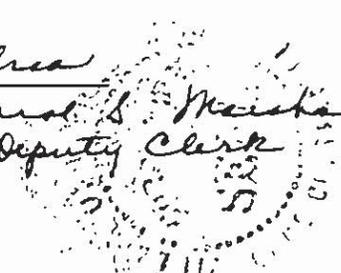
"AN ORDINANCE REZONING AND GRANTING
A SPECIAL USE PERMIT TO CERTAIN PROPERTY
(ADALI E. STEVENSON HIGH SCHOOL DISTRICT 125)"

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

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:

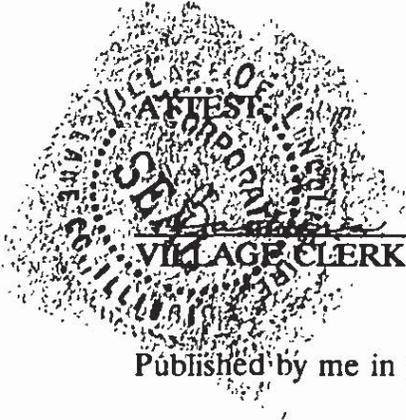
AYES: Trustees Forres, Hansen, Saltiel, Schwan

NAYS: Trustee Serauskas

ABSENT: Trustee Angonese

APPROVED this 13th day of January, 1992.

[Handwritten Signature]
VILLAGE MAYOR



[Handwritten Signature]
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



WHERE MINDS MATTER MOST
ADLAI E. STEVENSON SCHOOL DISTRICT 125

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

[Handwritten signature]
 JAN 09 1992

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



VILLAGE OF LINCOLNSHIRE

MINUTES ZONING BOARD MEETING Tuesday, March 10, 2020

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

1.0 ROLL CALL

Chair Bichkoff called the meeting to order 7:00 p.m. Assistant Village Manager/Community & Economic Development Director Gilbertson ("AVM/CEDD Gilbertson") 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, November 12, 2019.

Member Kalina moved and Member Udoni seconded the motion to approve the minutes as presented for the November 12, 2019 Zoning Board.

AYES: Hersh, Kalina, Udoni, Curtin, Josephson, and Bichkoff

NAYS: None

ABSENT: None

ABSTAIN: None

Chair Bichkoff declared the motion carried.

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)

Chair Bichkoff recommended the Zoning Board consider public hearings for Items 3.1 and 3.2 together, given the relatedness between the requests. He reviewed the public hearing rules and procedures.

Chair Bichkoff recessed the Zoning Board meeting and convened the Public Hearings on items 3.1 and 3.2.

AVM/CEDD Gilbertson stated Adlai E. Stevenson High School District 125 (D125) seeks a major amendment to a special use to construct a 106,400-square-foot building addition to the existing field house to accommodate projected student enrollment growth. AVM/CEDD Gilbertson stated D125 is seeking the following variances to for the proposed building addition:

- 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).

AVM/CEDD Gilbertson summarized previous additions to the school campus. He added the Village Board was receptive of the proposal during the January 13, 2020, Committee of the Whole meeting; however, the Village Board requested D125 to focus on enhanced landscaping and balance of green space, and to provide additional detail on parking and circulation throughout the campus. AVM/CEDD Gilbertson stated staff has discussed these concerns with D125 in preparation for the public hearings.

AVM/CEDD Gilbertson stated the district is proposing this addition to accommodate an expected student enrollment increase of 10% over the next several years. In regards to current parking requirements, AVM/CEDD Gilbertson noted based upon school district projections, Village Code would require 1,231 parking spaces, and that the school currently provides 1,233 spaces. AVM/CEDD Gilbertson stated the proposed addition and site improvements will result in a loss of 95 of those parking spaces. Despite projections indicating an increase in enrollment, AVM/CEDD Gilbertson said a variance for total parking stalls is not appropriate because the projections may never materialize. AVM/CEDD Gilbertson stated the expansion project is under review with Lake County Storm Water Management Commission (SMC). Both the Village and D125 satisfied public hearing notification requirements.

Chair Bichkoff requested anyone representing the petitioner who would provide testimony be sworn in. The following persons were sworn in: Sean Carney, Assistant Superintendent of Business, Adlai E. Stevenson High School District 125; Kevin Havens, Architect, Wight and Company; Steve Corcoran, Traffic Engineer, Eriksson Engineering Associates; and Steve Gregory, Landscape Architect, Eriksson Engineering Associates.

Upon request of Mr. Carney, Chair Bichkoff entered into the record the findings of fact as presented in the petitioners packet.

Mr. Carney presented an overview of the addition referred to as the East Building Addition, Phase II, stating D125 anticipates student enrollment growth in the next several years as a result of multiple residential developments within the district as well as current student enrollment in the feeder schools. Mr. Carney stated that as a result of D125's reputation and awards, the district continues to draw families from outside the district.

Mr. Carney reviewed the student population projections compiled by their demographer. He stated current enrollment for fall 2019 is approximately 4,287, and that projected enrollment for the 2029-30 school year indicates an increase to 4,914 students.

Mr. Carney reviewed previous construction and improvement projects. He presented the goals for the Phase II expansion, consisting of non-traditional classrooms including a gym, open spaces, utility infrastructure, and energy efficiency structures and practices. He added student services areas will also be part of this space. Mr. Carney said the existing field house was built in 1994 and intended for a capacity of 1,000 students. Mr. Carney stated the expansion of the existing field house will be to north to Stevenson Drive and east into existing Parking Lot D.

Kevin Havens, Architect, Wright and Company stated the project will be undertaken in phases to include expansion of the existing peaker plant, relocation and upgrade of utilities, and finally expansion of the field house including a multi-level fitness area.

Mr. Carney presented the interior improvements to include student services expansion, locker rooms, and training area in the field house. The project will also include an open gathering area which will double as a break out area for students and teachers. Mr. Carney stated the second story will include a wellness area for students to attend physical education classes. The space would also provide more class options for students. He stated the second floor of the addition will include outdoor and indoor cardio spaces. Mr. Carney said while the space is being utilized during the day as curricular space, after school will allow students the opportunity to work out, gather, and relieve stress.

Mr. Havens presented the exterior elevations of the project which will provide a continuum of the existing architecture.

Steve Gregory, Landscape Planner, Erickson Engineering Associates presented the landscape plan and acknowledged the Village Board's prior comments during the January 13 Committee of the Whole meeting. Mr. Gregory stated additional green space has been added, and the plant pallet is identical to the Phase I east building. Mr. Gregory stated the school decided to plant trees with a minimum 4" caliper, which exceeds code requirements.

Mr. Carney discussed site and circulation improvements and efforts to improve the flow of traffic including reconfiguration of parking lots and reconfiguration of the Port Clinton Road entrance, noting these improvements have resulted in a reduction in vehicular back up. Mr. Carney discussed off-site parking arrangements with neighboring corporate centers for special events which utilize shuttle busing. Mr. Carney noted while the school does provide student parking, student parking is a privilege and not a requirement. Mr. Carney stated the school has worked with Lake County, adjacent municipalities, and Vernon Township to restrict off-site parking on area streets as well as turning restrictions on certain roads. He added the school continues to identify possible site and procedural changes. Additional bus routes have been added as have additional after school bussing options.

Steve Corcoran, Director of Traffic Engineering, Erickson Engineering Associates presented an overview of the traffic study. Mr. Corcoran stated the Phase II traffic study builds upon the study completed for the Phase I addition from 2017. Mr. Corcoran said their studies indicated 60% of student traffic comes from the west portion of the district. Mr. Corcoran discussed on-site circulation, separate bus lots, and student pick up locations. He stated based upon their traffic study, the school anticipates a 10% increase in traffic through 2027. Mr. Corcoran said traffic counts taken in November 2019 indicated approximately 2,700 vehicle trips into and out of the campus in the morning, with approximately 1,300 trips into and out of the campus in the afternoon. The difference between morning and afternoon trips is due to early release schedules. Mr. Corcoran added they anticipate the need for continued use of police traffic control at Port Clinton Road.

Mr. Corcoran reviewed the parking inventory and survey. He stated the peak demand showed 980 total parked cars, or 79% of total spaces. He presented a parking demand survey which indicated a surplus of spaces after construction of Phase II is complete. Mr. Corcoran referenced the parking stall size variances as part of the current request. If D125 were to comply with Village code parking stall size requirements, this would result in a 10-15% loss of spaces.

Mr. Carney discussed parking studies and current data, stating D125 wants to ensure enough capacity for staff and students but also keep unassigned spaces for visitors and contractors. He added current student parking trends indicated a drop in student parking now and in the future. Mr. Carney said while the Phase II project will reduce the total number of parking spaces, D125 is looking at plans and formulating ideas to reduce the number of student cars. One idea being considered is to introduce carpooling as an incentive. Those who carpool will be allowed additional grading periods to park and at a cheaper price. D125 is also evaluating bus and parent drop off/pick up, as well as possibly eliminating busses in certain lots to improve circulation. Mr. Carney stated the district is not considering above ground parking due to cost, safety, and aesthetics. He acknowledged the school is landlocked, and that D125 is always looking for opportunities to expand parking through property acquisition as they become available.

Mr. Carney discussed the need for additional emergency access on the east side of the campus, stating as part of the Phase II project the sidewalk connecting Stevenson Drive to Hotz Road will be widened to allow emergency vehicles into the site. Mr. Carney also discussed parking capacity during special events relative to required parking regulations, stating capacity during special events does not present problems as they are held after school, with D125 leadership planning ahead to use shuttles and off-site corporate parking. In closing, Mr. Carney said the schedule for Phase II will be for construction to begin in May 2020 with completion in August 2022.

Member Kelly commented on the variance requests relative to anticipated student growth. Member Kelly expressed concern regarding the increase in impervious surface and subsequent impact on drainage and flooding. Mr. Carney replied the campus has sufficient storm water detention in place, by way of recently added underground detention with the tennis court parking lot project in 2019.

George Dreger, Civil Engineer, Erickson Engineering Associates, was sworn in. Mr. Dreger stated two large storm traps and a detention pond were installed on site in 2019 with Phase II improvements in mind. AVM/CEDD Gilbertson stated the Lake County Stormwater Management Commission has final authority to approve stormwater detention plans. Member Kelly inquired about future staff growth and related parking needs. Mr. Carney stated with the reduction in student parking, staff growth will be accommodated, reiterating student parking is a privilege D125 provides. Member Kelly acknowledged a parking garage as a solution, and acknowledged cost implications of that solution, but so are the additions with marginal traditional classroom space being added. Mr. Carney replied the cost to construct a parking structure is \$30,000 per spot and said he does not feel the community would agree this was a good use of money. Member Kelly said argument on costs goes both ways. Mr. Carney noted this is the first year they have not sold out of parking spots for first and second grading periods. Member Kelly asserted a small sample of parking survey on one day may not be indicative of future trends. Mr. Dreger commented his and other Eriksson Engineering Associates' experience with parking was that spaces were available when they needed to be on campus. Member Kelly inquired about the parking stall variance request and what would happen to parking on campus if all stalls were code-compliant. Mr. Dreger said the campus would lose 10-15% of total parking stalls if they came into compliance with Village code.

Member Curtin inquired about staging of equipment and contractors during construction. Mr. Carney stated staging will take place in a temporary fenced parking lot across from field house. Member Curtin commented on the slow movement of traffic absent police control. Member Curtin asked if D125 had modeling on parking/circulation impact during construction. Mr. Carney stated the reduction in parking spaces will start in summer 2020. New bus lanes will immediately be constructed, and contractors will arrive and leave before students. Mr. Carney added the D125 school board will need to determine what to do with the temporary parking lot once Phase II project is complete.

Chair Bichkoff opened the floor to public comment.

Howard Jepsky, 23260 N. Hotz Road, was sworn in. Mr. Jepsky asked if the Prairie View Metra train station parking lot is part of the lots controlled by the school, and if only seniors permitted to park on campus. Mr. Carney said the Metra station lot is controlled by Vernon Township, and the Township is allowing student parking for a fee. Mr. Jepsky said there are numerous residences on his street permitting students to park in driveways and, as a result, he is concerned with traffic on Hotz Road. Mr. Jepsky also spoke of the number of cars parking on Indian Creek Road, and the Hotz Road / Indian Creek Road intersection is becoming a hazard. Mr. Jepsky also commented on lack of police presence enforcing parking restrictions.

Member Kalina acknowledged student growth in the district, but asked if more field house space was justified. Upon questioning from Member Kalina, Mr. Carney stated if the variances are not granted, there would be reductions in athletic and P.E. courses. Member Kalina asked if the school board has a mechanism to stop the growth in the district or possibly construct another school building off the current campus. Mr. Carney stated the district must educate students within their boundaries, and that he has concerns about residential growth in the surrounding communities and the impact on Stevenson. Member Curtin asked if redistricting is an option. Mr. Carney said neighboring towns and districts would have to be willing to accept students but added neighboring school districts are facing the same student population growth issues. Mr. Carney noted there are other school districts that have multiple school buildings, but that when a referendum was held in the early 1990's about building an additional school, voters indicated they did not want an additional school building.

Member Kelly inquired about parking pass costs. Mr. Carney said parking passes are \$60/term. Member Curtin stated D125 must develop a plan to deal with off campus parking and traffic issues if D125 continues to take away student spaces.

In response to resident Mr. Jepsky's comment about private parking in residential area, Mr. Carney stated Lake County code prohibits this, but D125 cannot enforce County parking regulations.

Chair Bichkoff asked if there are incentives to encourage students to take the bus. Mr. Carney stated they did try a program a few years ago but did not have an impact. D125 has considered ideas such as free Wi-Fi on busses to get students to ride and will continue to investigate incentives.

Member Josephson stated his concern with lack of coordination between municipalities and D125 in enforcing or restricting off-site student parking. Neighboring municipalities and Lake County need to enhance enforcement as Lincolnshire cannot deal with this alone. Member Curtin asked if the school has any regulation over students parking off-site and walking to the campus. Mr. Carney said no, students are allowed to walk to school. Mr. Carney said the district has worked with Buffalo Grove and Lake County to prohibit

parking in private driveways, D125 does not encourage the Metra to sell spaces.

Trustee Harms Muth noted the lack of options for Lincolnshire to enforce off-site parking. There was discussion regarding D125 coming up with a long-term solution for the parking limitations on campus. AVM/CEDD Gilbertson suggested a more formal report from the school district on different bussing options into and out of the site. There was discussion regarding D125 continuing to review opportunities for carpooling, shuttle services, and additional parking options. Member Josephson stated the projected student growth and parking shortage will continue to be a problem for Lincolnshire as students will park elsewhere. Member Josephson said he would like to see included in the motion to the Village Board a request for further study of both off-site and on-site parking.

AVM/CEDD Gilbertson discussed ways the Zoning Board could condition their motion for this item, including further analysis of parking and circulation being provided to the Village Board for further consideration.

Mr. Jepsky stated he does not see limiting students from driving or making them take the bus as a viable option. Better use of sidewalks or empty parking lots at neighboring business centers would be a more plausible option for students and their safety.

Chair Bichkoff asked if D125 is considering a green roof, and if this would alleviate the need for impervious surface requirements, Mr. Carney indicated it would not affect the request for the impervious surface variance request, but D125 intends to include solar panels on the new roof.

Joy Serauskas, 1 Fairfax Lane, was sworn in. Ms. Serauskas suggested the D125 consider a different surface to mitigate water and impervious surface. Ms. Serauskas suggested investigating parking regulations and enforcement in Buffalo Grove with respect to parking student vehicles on private property.

There was discussion regarding moving forward with a motion, and possibly continuing the hearing to address the parking/circulation issues, or requesting the Village Board to look further into the offsite parking issues.

Member Udoni stated physical education class selections are being impacted now, and there is a need for this expansion. Member Josephson asked if there was a study on the number of students parking off-site. Mr. Carney said estimated a couple of hundred students parking off-site.

There being no further testimony, Chair Bichkoff closed the public hearing at 9:09 p.m.

Chair Bichkoff reconvened the Zoning Board meeting.

Member Curtin moved, seconded by Member Kelly, 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, and also 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 additional study into alternative plans to address current parking issues on and off campus. The roll call vote was as follows:

AYES: Udoni, Hersh, Curtin, Kalina, Josephson, and Bichkoff

NAYS: None

ABSENT: None

ABSTAIN: None

Chair Bichkoff declared the motions passed.

Chair Bichkoff recessed the Zoning Board at 9:14 p.m.

Chair Bichkoff reconvened the Zoning Board meeting at 9:19 p.m.

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)

Chair Bichkoff recessed the Zoning Board meeting and convened the Public Hearings on item 3.3.

AVM/CEDD Gilbertson noted these items were presented to the Village Board during the Committee of the Whole meetings on January 27, 2020 and February 19, 2020. He added Village staff receives a few requests each year about keeping chickens. In October 2019, Village staff discovered a resident keeping chickens on their property, which provoked further consideration by the Village Board. AVM/CEDD Gilbertson stated the Marriott Lincolnshire Resort has been keeping 10-12 bee hives on their property for several years to use honey in their food products sold in their restaurants. AVM/CEDD Gilbertson said the Village expressed a desire to work with the Marriott to allow continuation of their beekeeping and further directed staff to investigate a pilot program to permit chicken coops in residential zoning districts.

In addition to the direction from the Village Board regarding a pilot chicken coop program, AVM/CEDD Director Gilbertson said the Village Board gave directions to proceed with regulations on hoop houses, high tunnels, and greenhouses to distinguish between seasonal structures and greenhouses while also tightening regulations regarding greenhouse structures in terms of structural maintenance. AVM/CEDD Gilbertson reviewed the regulations regarding temporary and accessory structures, adding that hoop houses or high tunnels can more easily fall into a state of disrepair, while green houses are a more permanent structure.

AVM/CEDD Gilbertson reviewed staff's recommendations on permitting bee hives in the B1 and B2 zoning districts to allow the Marriott to continue its beekeeping by way of its special use permit. There was discussion regarding safety issues with the public. AVM/CEDD Gilbertson stated Marriott staff indicated they have not had any complaints or incidents.

AVM/CEDD Gilbertson presented findings of chicken keeping surveys conducted by staff. He stated Lake Bluff and Highland Park are in a pilot program phrase which limits the number of total coops allowed in their respective towns as well as other regulations regarding location, size, and construction standards for coops. AVM/CEDD Gilbertson presented photos of a chicken coop located at a Deerfield residence. AVM/CEDD Gilbertson indicated if the Zoning Board and Village Board approve staff recommendations, this pilot program will be administered by CED staff for permit review, compliance, and code enforcement.

AVM/CEDD Gilbertson requested direction from the Zoning Board on the pilot program regulations presented by staff.

Member Kelly asked about enforcement. AVM/CEDD Gilbertson said it would be on a complaint basis for those not licensed and follow up by code enforcement on those that have obtained village licenses. Member Kelly asked if Village staff can legally enter property to check on licensed coops. AVM/CEDD Gilbertson indicated this would be written into the code.

Chair Bichkoff asked if there has been much interest or calls. AVM/CEDD Gilbertson stated one resident inquired about chicken keeping, and then advised staff of an existing coop.

Member Josephson inquired about fencing, and that requiring fences may be needed but that the Zoning Board would have to consider the open character of Lincolnshire. He noted his concern about children getting into the coop if not protected or properly fenced in.

Chair Bichkoff opened the floor to public comment.

Jodi Dirks, 35 Kings Cross, was sworn in. Ms. Dirks said she attended the Committee of the Whole meetings and did not recall discussions regarding setbacks. AVM/CEDD Gilbertson stated those requirements were not discussed as it was a conceptual discussion only. Ms. Dirks stated her property is on a corner lot and hill, and that relocating the coop to meet the proposed standards would be problematic. Member Kalina asked her about her coop. Ms. Dirks stated she had four hens and the coop is self-contained. This has provided both an educational experience and responsibilities for her children. She added they have had no complaints from neighbors. She noted she is more concerned about coyotes getting her dogs than into her coop.

Member Kelly asked if Ms. Dirks' coop would meet the requirements as proposed. AVM/CEDD Gilbertson said the height of six feet might be an issue depending on style, adding the Village Board indicating they did not want to go as high as 8 feet.

Joy Serauskas, 1 Fairfax Lane, was sworn in. She said one of the purposes of zoning is to protect property values. She believed allowing chickens and coops would not protect property values. She also asked who would ensure compliance, adding coops are an attractive nuisance with coyotes. While she understands a resident can be a responsible owner, not all residents may follow the rules. AVM/CEDD Gilbertson said CED staff would be responsible for enforcement, adding if one cannot meet the standards, the coop would not be permitted.

Chair Bichkoff read into the record an email from a resident who expressed concerns regarding diseases that poultry can cause. Member Kalina said while noteworthy, dogs can cause same problem. He also suggested staff further evaluate setbacks to prevent coops from being visible from the street. Member Josephson asked if staff has contacted a veterinarian, doctor, or realtor for their thoughts. AVM/CEDD Gilbertson indicated staff would look into this for further consideration.

Chair Bichkoff summarized the Zoning Board concurs with the recommendation for bee keeping in Business Districts as recommended by staff as well as prohibiting seasonal structures such as a hoop house or other temporary structure. Chair Bichkoff directed staff to get information or testimony from subject matter experts regarding public health implications and property values.

Member Josephson motioned, seconded by Member Udoni, to continue the public hearing to April 10, 2020.

AYES: Udoni, Hersh, Curtin, Kalina, Josephson, and Bichkoff

NAYS: None

ABSENT: None

ABSTAIN: None

Chair Bichkoff declared the motion passed

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)

The Zoning Board elected to not discuss this item and did not open the public hearing.

4.0 UNFINISHED BUSINESS

5.0 NEW BUSINESS

6.0 CITIZENS COMMENTS

Ms. Joy Serkauskas suggested staff perform research from communities that do not permit chicken coops.

7.0 ADJOURNMENT

Member Kalina moved and Member Udoni seconded the motion to adjourn the Zoning Board Meeting. The voice vote was unanimous and Chair Bichkoff declared the meeting adjourned at 10:25 p.m.

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

DRAFT