VILLAGE OF LAKE BLUFF
JOINT PLAN COMMISSION & ZONING BOARD OF APPEALS MEETING

Wednesday, June 15, 2016
Village Hall Board Room
40 East Center Avenue
7:00 P.M.

A G E N D A

1. **Call to Order and Roll Call**

2. **Non-Agenda Items and Visitors (Public Comment Time)**
   The Joint Plan Commission & Zoning Board of Appeals Chair and Board Members allocate fifteen (15) minutes during this item for those individuals who would like the opportunity to address the Board on any matter not listed on the agenda. Each person addressing the Joint Plan Commission & Zoning Board of Appeals is asked to limit their comments to a maximum of three (3) minutes.

3. **A Public Hearing to Consider the Following: (i) a Text Amendment to the Village's Zoning Regulations Establishing Regulations for Planned Mixed-Use Developments as a Special Use in the B Residence District (R-4), C Residence District (R-5) and Central Business District (CBD); (ii) a Special Use Permit for a Planned Mixed-Use Development to Permit the Construction and Maintenance of a 16 Unit Multi-Family Structure and Related Improvements (Development) at 120 E. Scranton Avenue (former PNC Bank Property); and (iii) Any Other Zoning Relief as Required to Construct and Maintain the Development at the Property**

4. **A Public Hearing to Consider: (i) a Variation From the E-1 Residence District Minimum Lot Width Requirements of Section 10-5B-4 of the Zoning Code; (ii) a Variation From the Lot Frontage Requirements of Section 10-5-1 of the Zoning Code; and (iii) Any Other Zoning Relief as Required to Build a New House on the Property Located at 515 Cambridge Lane**

5. **A Public Hearing to Consider the Following: (i) a Text Amendment to the Village's Zoning Regulations to Allow the Construction, Operation and Maintenance of Electric Incline Tram Lift Systems on Bluffs as a Permitted or Special Use in Residence Zoning Districts; (ii) a Special Use Permit to Allow the Construction, Operation and Maintenance of an Electric Incline Tram Lift System on the Bluff Located at 611 Lansdowne Lane; and (iii) Any Other Zoning Relief as Required**

6. **A Public Hearing (continued to July 20, 2016) to Consider the Following: (i) a Variation From the R-3 Residence District Minimum Front Yard Setback Regulations of Section 10-5-3 of the Zoning Code; (ii) a Variation From the Required Front Yard Setback Impervious Surface Limitation Regulations of Section 10-5-7 of the Zoning Code; and (iii) Any Other Zoning Relief as Required to Construct an Attached Garage by Enclosing the Existing Car Port Located at 225 W. Center Avenue**

7. **Commissioner's Report**
   - Regular PCZBA Meeting Scheduled for July 20, 2016

8. **Staff Report**

9. **Adjournment**

The Village of Lake Bluff is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact R. Drew Irvin, Village Administrator, at (847) 234-0774 or TDD number (847) 234-2153 promptly to allow the Village of Lake Bluff to make reasonable accommodations.

VILLAGE OF LAKE BLUFF

Memorandum

TO: Chair Kraus and Members of the Joint Plan Commission & Zoning Board of Appeals

FROM: Brandon Stanick, Asst. to the Village Administrator

DATE: June 10, 2016

SUBJECT: **Agenda Item #3:** Public Hearing to Consider a Text Amendment Establishing Planned Mixed-Use Development Regulations and a Proposal to Redevelop the Property Located at 120 E. Scranton Avenue (former PNC Bank property)

Summary and Background Information

In May 2016 the Village received a zoning petition from The Roanoke Group (Petitioner) seeking:

i. a text amendment to the Village's Zoning Code establishing regulations for Planned Mixed-Use Developments (PMD) as a special use in the B Residence District (R-4), C Residence District (R-5) and the Central Business District (CBD);
ii. a special use permit for a PMD to permit the construction and maintenance of a 16 unit multi-family structure and related improvements (Development) at 120 E. Scranton Avenue (former PNC Bank property); and
iii. any other zoning relief as required to construct and maintain the Development at the Property.

A public hearing for the PCZBA to consider the proposed draft PMD ordinance and the Development is scheduled for June 15, 2016 at 7:00 p.m. (Village Hall Board Room).

Conceptual Development Plan

The Petitioner's application seeks approval to construct a planned development on a 0.76 (33,000 sq. ft.) parcel in Block Three of the Central Business District commonly known as the former PNC Bank property. The application proposes a three story, 16 unit multi-family building with the third story set back from the second story building wall and fully-enclosed grade level parking for 32 spaces. The Development also proposes vehicular access off of Oak Avenue and Evanston Avenue with a permeable paver drive along the full length of the north side of the Property. According to the overall site plan, no existing trees will remain. Also, attached is a memorandum from Village Engineer Jeff Hansen dated June 8, 2016 responding to the results of the Petitioner's traffic study (by KLOA, Inc.) and stormwater requirements. A chart comparing the Development to the Village's zoning regulations for CBD and R-4 Residence District is attached.

Planned Mixed-Use Development Regulations

Attached to this memorandum is a proposed draft ordinance amending the Village's Zoning Code establishing a process and related regulations for the approval of PMDs prepared by Village legal counsel. Consistent with existing planned development regulations in the Village's Zoning Code, the draft PMD regulations include:

- General Provisions
- Procedure
- Standards and Conditions
- Authority to Modify Regulations
- Adjustments and Amendments to Approved Final Plans
- Application Requirements.

In summary, the draft PMD regulations include a two-phase review process with a required site plan review by the Architectural Board of Review following Final Plan approval considered by the PCZBA. As the PCZBA is aware, traditional use, bulk, space and yard regulations may be relaxed to achieve Village objectives including, but not limited to, creative approaches to mixed-use development of land through the planned development process.

Recommendation

Should the PCZBA want to further consider the Development, it is recommended they consider the Petitioner's responses to the Text Amendment Guiding Principles (to consider the draft PMD regulations), as well as the following Standards and Conditions (Section 10-15-3) outlined in the draft PMD regulations (to consider conceptual development plan approval):

1. Consistency with the Comprehensive Plan
2. Public Welfare
3. Land Uses
4. Impact on Other Property
5. Impact on Public Facilities and Resources
6. Archaeological, Historical or Cultural Impact
7. Parking and Traffic
8. Landscaping, Open Space and Buffering
9. Signage
10. Ownership/Control Area
11. Compliance with Subdivision Regulations and Plat Act
12. Covenants and Restrictions to be Enforced by the Village
13. Security and Site Control
14. Integrated Design
15. Beneficial Common Open Space
16. Functional and Mechanical Features
17. Vehicle Drives, Parking and Circulation
18. Pedestrian and Bicycle Access and Circulation
19. Lighting
20. Surface Water Drainage
21. Compliance with Tree Regulations
22. Compliance with Watershed Development Ordinance
23. Water and Sewer Service

Attachments

- Petitioner's Application Materials;
- Draft PMD Regulations;
- Memorandum Dated June 8, 2016 from Village Engineer Jeff Hansen Concerning Traffic and Stormwater;

- Zoning Analysis of the Proposed Block Three Redevelopment; and
- Public Comment Regarding the Proposed Block Three Redevelopment and Future Downtown Redevelopment.

If you should have any questions concerning the information provided in this memorandum please feel free to contact me at 847-283-6889.

120 Scranton Ave | Submittal Package

THE ROANOKE GROUP

THEROANOKEGROUP

120 Scranton Ave: Table of Contents

"New"

Tab	Item	Description	Status	Date
1	**Application for Zoning Variation, Special Use Permit, Rezoning, or PRD**			
	Subject Property		Filed	5/16/2016
	Applicant		Filed	5/16/2016
	Owner		Filed	5/16/2016
	Action Requested		Filed	5/16/2016
	Applicable Section (s) of Zoning Ord.		Filed	5/16/2016
	Narrative description of request		Filed	5/16/2016
2	**Standards for Special Use Permit**			
	1. General Standard	Describe how the proposed use will not adversely impact adjacent properties	Filed	5/16/2016
	2. No Interference with Surrounding Development	Describe how the proposed use will not hinder or interfere with the development or use of surrounding properties	Filed	5/16/2016
	3. Adequate Public Facilities	Describe how the proposed use will be served by streets, public utilities, police and fire, drainage, refuse disposal, parks, libraries and other public services.	Filed	5/16/2016
	4. No Traffic Congestion	Describe how the proposed use will not cause undue traffic and traffic congestion.	Filed	5/16/2016
	5. No Destruction of Significant Features	Describe how the proposed use will not destroy or damage natural, scenic or historic features	Filed	5/16/2016
3	**Text Amendment Guiding Principles**			
	1. The consistency of the proposed amendment with the purposes of this title		Filed	5/16/2016
	2. The community need for the proposed amendment and any uses or development it would allow		Filed	5/16/2016
	3. The conformity of the proposed amendment with the village's comprehensive plan and zoning map, or the reasons justifying its lack of conformity		Filed	5/16/2016
4	**Application Materials**			
4.01	Legal Description		Filed	5/16/2016
4.02	Plat of Survey, Existing Conditions & Tentative Plat		Filed	5/16/2016
4.03	Evidence of Title to Property		Filed	5/16/2016
4.04	Scale site plan showing building locations and dimensions		Filed	5/16/2016
4.05	Scaled Elevations		Filed	6/3/2016
	Other:			5/16/2016
4.06	Traffic Study		Filed	5/16/2016
4.07	Preliminary Engineering & Stormwater Report		Filed	5/16/2016
4.08	Construction Sequence & Information		Filed	5/16/2016
4.09	Governance Structure		Filed	5/16/2016
5	**Supplemental Materials: Staff Requests, PCZBA Requests, Village Board Requests, Response to Public Comments & Developer Material**			
5.01	Landscape Plan	Staff Request	In Progress	
5.02	Fiscal Impact Analysis	Staff Request	Filed	6/8/2016
5.03	Characteristics Narrative	Staff Request	In Progress	
5.04	Height Exhibit	Staff Request	In Progress	
	TBD			

FEE PAID:
RECEIPT NUMBER:

DATE RECEIVED
BY VILLAGE:

VILLAGE OF LAKE BLUFF

APPLICATION FOR ZONING VARIATION, SPECIAL USE PERMIT, REZONING, OR PRD

SUBJECT PROPERTY

Address: 120 E. Scranton Avenue
(Property address for which application is submitted)

Zoning District: CBD; R-4

Current Use: Vacant bank building; unused parking lots
(Residential, Commercial, Industrial, Vacant, Etc.)

PIN Number: 12-21-111-006, 007, 008, 009, 010

APPLICANT

Applicant: The Roanoke Group, LLC

Address: 22 E. Scranton Ave., Lake Bluff, IL 60044
(Address if different than subject property)

Relationship of Applicant to Property: Contract purchaser
(Owner, Contract Purchaser, Etc.)

Home Telephone: _____

Business Telephone: 847-457-1297

OWNER

Owner - Title Holder

Name: Pendulum Lake Bluff II, LLC

Address: 705 Rockland Road
Lake Bluff, IL 60044

Daytime Phone: 847-910-1225

If Joint Ownership

Joint Owner: _____

Address: _____

Daytime Phone: _____

If ownership is other than individual and/or joint ownership, please check appropriate category and provide all additional ownership information as an attachment.

- ☐ Corporation
- ☐ Land Trust
- ☐ Partnership
- ☐ Trust
- ☒ Other: Limited liability company

Are all real estate taxes, special assessments and other obligations on the subject property paid in full?

☒ Yes ☐ No If No, Explain: _____

ACTION REQUESTED

To provide time for legal notification requirements, any application requiring a Public Hearing before the Zoning Board of Appeals must be received at least 25 days prior to the next meeting date.

- ☐ Zoning Variation
- ☒ Special Use Permit
- ☒ Text Amendment
- ☐ Rezoning
- ☐ Planned Residential Development
- ☒ Other: Plat of Consolidation

Applicable Section(s) of Zoning Ordinance, if known: (See Attachment)

Narrative description of request: (See Attachment)

STANDARDS FOR VARIATIONS AND SPECIAL USE PERMITS

The Zoning Board is required by the Illinois State Statutes to apply the following standards in reviewing requests for Variations and Special Use Permits. The Board may only grant a variation or recommend that the Village Board grant a variation in cases where there are practical difficulties and particular hardships brought about by the strict application of the Zoning Ordinance and not by any persons, presently or formerly, having an interest in the property. The applicant has the burden of establishing each of these standards both in writing and at the Public Hearing. Please attach additional materials if necessary.

STANDARDS FOR VARIATIONS:

1. **Practical Difficulty or Hardship:** Describe the practical difficulty or particular hardship that would result from the strict application of the Zoning Ordinance.

   N/A

2. **Unique Physical Condition:** Describe the unique characteristics of the lot or structures on the subject property which are exceptional, such as: a) existing unique structures or uses, b) irregular lot shape, size, or location, c) exceptional topographical features, or d) other extraordinary physical conditions.

   N/A

3. **Special Privilege:** Describe how the request will not simply provide the applicant with a special privilege that other property owners do not enjoy. The request must be for relief from the regulations due to hardship, and not simply to reduce inconvenience or to provide for financial gain.

N/A

4. **Code Purposes:** Describe how the request does not violate the intentions of the regulations. The applicant must show that the request does not adversely impact surrounding properties or the general welfare.

N/A

5. **Public Health and Safety:** Describe how the request will not: a) adversely impact the supply of light and air to adjacent properties, b) increase traffic congestion, c) increase the hazard of fire, d) endanger public safety, e) diminish the value of property within the surrounding area, or f) impair the public health, safety, comfort, morals, and welfare of the people.

N/A

STANDARDS FOR SPECIAL USE PERMITS:

1. **General Standard:** Describe how the proposed use will not adversely impact adjacent properties.

(See Attachment)

2. **No Interference with Surrounding Development:** Describe how the proposed use will not hinder or interfere with the development or use of surrounding properties.

(See Attachment)

3. **Adequate Public Facilities:** Describe how the proposed use will be served by streets, public utilities, police and fire service, drainage, refuse disposal, parks, libraries and other public services.

(See Attachment)

4. **No Traffic Congestion:** Describe how the proposed use will not cause undue traffic and traffic congestion.

(See Attachment)

5. **No Destruction of Significant Features:** Describe how the proposed use will not destroy or damage natural, scenic or historic features.

(See Attachment)

STANDARDS FOR TEXT AMENDMENTS

The wisdom of amending the Village Zoning Map or the text of the Zoning Code is a matter committed to the sound legislative discretion of the Village Board of Trustees and is not dictated by any set standard. In determining whether a proposed amendment will be granted or denied the Board of Trustees may be guided by the principle that its power to amend this title should be exercised in the public good.

TEXT AMENDMENT GUIDING PRINCIPLES:

In considering whether the principle is satisfied in amending the text of the Zoning Code, the Board of trustees may weigh, among other factors, the following:

1. The consistency of the proposed amendment with the purposes of this title:

(See Attachment)

2. The community need for the proposed amendment and any uses or development it would allow:

(See Attachment)

3. The conformity of the proposed amendment with the village's comprehensive plan and zoning map, or the reasons justifying its lack of conformity:

(See Attachment)

APPLICATION MATERIALS

LEGAL DESCRIPTION - MUST BE PROVIDED

(See Attachment)

Required*

- ☒ Plat of survey including legal description.
- ☒ Evidence of title to property for which relief is sought or written documentation of contractual lease.
- ☒ Scale site plan showing building locations and dimensions.
- ☒ Scale site plan showing addition, new construction, modification, etc.
- ☒ Schematic drawings showing floor plan, elevations, and exterior mechanical equipment.
- ☐ Floor Area Calculation Table (if applicable)
- ☐ Other: SEE SUBMITTAL

Optional

- ☐ Landscape Plan
- ☐ Photographs of subject property and surrounding properties.
- ☐ Testimony from neighbors is strongly encouraged.

*15 copies, no larger than 11x17, must be submitted

SIGNATURES

The undersigned hereby represent, upon all of the penalties of the law, for the purpose of inducing the Village of Lake Bluff to take the action herein requested, that all statements herein and on all related attachments are true and that all work here mentioned will be done in accordance with the ordinances of the Village of Lake Bluff and the laws of the State of Illinois. The owner must sign the application.

Owner Signature: _____ Date: 05-16-16

Print Name: JASON SMITH

Applicant Signature: _____ Date: 5-16-16
(If other than owner)

Print Name: Peter Kyle

GENERAL INFORMATION

The information that follows is for the petitioner's reference and is not to be submitted with the application.

The Zoning Board of Appeals

The Zoning Board of Appeals is a seven member volunteer board of Village residents appointed by the Village President and Board of Trustees. The Zoning Board hears all requests for variations, special use permits, planned residential developments, and all appeals of administrative decisions relative to interpretation of the Village's Zoning Ordinance. The Zoning Board meets in the Village Hall Board Room (40 East Center Avenue) on the 3rd Wednesday of each month at 7:00 p.m., unless otherwise noticed. *The petitioner must provide 15 copies of the application and the supporting documentation 25 days prior to the Zoning Board meeting.*

Public Hearing Process

At the public hearing, the owner(s) of the property, or the owner's designated representative, must be present. Any person wishing to speak before the Zoning Board will be sworn in by the Chairperson. The applicant will then be requested to make a brief presentation to the Board regarding their request. Any supplemental information, such as photographs, should be presented at this time. Please bring 10 copies of anything you wish to pass out to the Board. Also, additional correspondence will be delivered to the Zoning Board, by Village Staff, if it is received in a timely manner.

After the applicant has completed their presentation, the Chairman generally asks if there is anyone who wishes to speak for or against the petition. Following any comments, the Board will then discuss the matter, ask questions of the petitioner and/or Staff, and then render a decision by a roll call vote. The steps following the decision by the Zoning Board will vary depending upon the nature of the request. Staff will inform the petitioner on how to proceed.

Prior to the issuance of a building permit, approval by any or all of the following may be required: Village Board of Trustees, Plan Commission, Architectural Board of Review, Lake Bluff Community Development, Public Works and Fire Departments; State Fire Marshall, State or County Health Department, North Shore Sanitary District, IL Department of Transportation, or other governmental agencies.

Successive Applications

Pursuant to Section 10-2-7 of the Zoning Code, before a petitioner is granted a second hearing on the same petition, they must show; 1) that the application (project) has been significantly altered, 2) that there is substantial new evidence or testimony which needs to be presented, or 3) that there was a mistake of law or fact which significantly affected the prior denial. An applicant may apply for a new hearing on the same petition after one year. The Zoning Code provides the Village Administrator with the authority to deny a successive application if the aforementioned grounds are not shown.

Limitations on Variations

Pursuant to Section 10-2-4F of the Zoning Code, any variation or special use permit which is approved by the Zoning Board of Appeals or the Village Board of Trustees must be acted upon, i.e. a building permit issued, within 1 year of approval or it will become null and void. Extensions are available.

Escrow Account

Any petition filed and processed in the Village that requires the Village to incur third party costs or expenses, an escrow account will be established through a legal agreement between the petitioner and the Village of Lake Bluff. The amount is determined by the Village Administrator and any amount remaining in the escrow account will be refunded to the petitioner once the actual costs incurred by the Village have been paid. These costs generally include, but are not limited to: legal fees, copying fees, legal notice publication costs, etc. *Checks should be made payable to the Village of Lake Bluff and attached to the application.*

Tab 1

Applicable Section(s) of the Zoning Ordinance:

The Applicant has requested a text amendment to provide for a Planned Mixed Development (PMD) as a special use in the CBD District and the R-4 District. If the text amendment is approved, the PMD text amendment will be the applicable section of the Zoning Ordinance.

Narrative description of request:

The 0.759-acre subject property consists of five lots, bounded by Scranton Avenue on the south, Oak Avenue on the west, Evanston Avenue on the east and four single family homes on the north. The westerly three lots are located in the CBD District, and the easterly two lots are located in the R-4 District. The southwest portion of the property is currently improved with a one-story vacant bank building with an area of 3,910 square feet. The remainder of the property was used for parking. The existing building will be razed if the Applicant's development proposal is approved.

Under current zoning, the R-4 portion of the property could be improved with a large single-family residence of almost 5,000 square feet. The portion of the property in the CBD District could be improved with a two-story 22,500 square foot building with retail and service uses on the first floor and 10 apartments on the second floor.

The Applicant proposes to develop a three-story condominium building with 16 units, ranging in size from 1,880 to 3,050 square feet. Each unit will have two indoor parking spaces.

Tab 2

Standards for Special Use Permits:

1. General Standard: Describe how the proposed use will not adversely impact adjacent properties.

The project will be constructed with the high quality materials recommended by Teska Associates Inc. in the 1998 CBD Planning Study. The architecture of the proposed building was inspired by Stanley Anderson, who designed many historic homes in Lake Forest and Lake Bluff. The influence of Anderson's style on the architecture of the proposed building will provide a tasteful transition between the single-family homes to the north and east of the subject property and the retail and institutional uses to the south and west.

2. No Interference with Surrounding Development: Describe how the proposed use will not hinder or interfere with the development or use of surrounding properties.

The subject property is located in one of the two underdeveloped lots in the CBD. The proposed development will provide a redevelopment of a vacant site with a use that will add vitality to the Village's downtown. In addition, the third floor of the proposed building will be set back on all sides to minimize its visual impact on surrounding properties. Finally, the short construction schedule for the project will minimize inconvenience of neighboring residents. (See the Construction Schedule)

3. Adequate Public Facilities: Describe how the proposed use will be served by streets, public utilities, police and fire service, drainage, refuse disposal, parks, libraries and other public services.

There are adequate public utilities in proximity to the subject property to provide necessary service. Access to the site will be over a private alley that will be maintained by the owners' association; each unit will have two indoor parking spaces. Trash receptacles will be stored inside the garage. There will be minimal impact on schools as the development will generate only 3.6 elementary school students and one high school student, based on the formula in the Village Code. The formula also projects there will be 29.4 adults generated by the development, which means there will be minimal impact on the park district. Because of the development will have only 16 dwelling units, there will be minimal impact on other public services.

4. No Traffic Congestion: Describe how the proposed use will not cause undue traffic and congestion.

The proposed development will generate 70% less traffic than the previous bank use. The traffic study estimates that the development will generate 12 trips in the morning peak hour and 13 trips in the evening peak hour. After the project is fully occupied, the nearest intersection will continue to operate at the highest level of service (A) during peak hours. The project is expected to attract transitional buyers who want to live on a

single floor with walkable access to restaurants and retail. All parking for residents of the building will be accessed over a private alley that will be maintained by the owners' association.

5. No Destruction of Significant Features: Describe how the proposed use will not destroy or damage natural, scenic or historic features.

There are no significant features on the subject property. The existing, vacant bank building is not architecturally significant. The shuttered bank building and the related drive through facility and unsightly parking lot will be replaced with a high quality, brick building inspired by the architecture of Stanley Anderson. The third story of the building will set back on all four sides to minimize the visual appearance from adjoining streets and properties. Finally, the landscaping proposed for the project will enhance adjoining sidewalks and parkways. The landscaping at the northwest corner of Scranton and Evanston will be enhanced to provide a buffer, which will include the planting of a "specimen" tree.

Tab 3

Text Amendment Guiding Principles:

1. The consistency of the proposed amendment with the purposes of this title:

The purpose of Title 10 of the Village Code (Zoning Regulations) is the promotion of the public safety, health, convenience, comfort, morals, prosperity and general welfare. The text amendment will allow the Applicant to construct a condominium development that is not permitted under the current Zoning Ordinance. The proposed development will satisfy the purpose of the Zoning Ordinance in that it will provide a housing option that is not otherwise available in this part of the downtown area. The condominium units will have pedestrian access to the restaurants and other downtown businesses as well as the Metra station. The quality of the architecture and building materials will be in keeping with the Village's upscale character. The proposed use will provide a transition from single-family residential uses north and east of the subject property to the business and civic uses located south and west within the downtown area.

2. The community need for the proposed amendment and any uses it would allow:

There are limited options for condominium living in the Village's Central Business District. The proposed development will provide 16 units for new residents looking for this type of housing as well as for existing residents who would like to downsize and be close to restaurants, shopping and public transportation.

3. The conformity of the proposed amendment with the village's comprehensive plan and zoning map, or the reasons justifying its lack of conformity.

More than one-half of the subject property is located in the CBD District, which is where housing density should be located in order to support local businesses. In fact, one of the policies (H3-2) of the 1997 Comprehensive Plan is to "Encourage the development of multi-family housing options within the Central Business District." As recommended in the Comprehensive Plan, the Village commissioned a study of the Central Business District. The Study identified "Apartments/Condos free standing" as one of the "most appropriate" uses in the CBD.

Tab 4

4.01 Legal Description

Legal Description:

Lots 1, 2, 3, 4 and 5 in Block 44 in North Addition to Lake Bluff in the North Fractional Section 21, Township 44 North, Range 12, East of the Third Principal Meridian, according to the plat thereof recorded May 6, 1886, as Document 33760 in Book "A" of Plats, page 57, in Lake County, Illinois.

Permanent Index Nos.:

12-21-111-006-0000
12-21-111-007-0000
12-21-111-008-0000
12-21-111-009-0000
12-21-111-010-0000

Property Address: 120 E. Scranton Road, Lake Bluff, Illinois 60044

Vesting Deed: Special Warranty Deed from The Northern Trust Company to PNC Bank, National Association dated October 27, 2009, and recorded October 29, 2009 in the Lake County, Illinois Recorder's Office as Imagine #045431740004, File #6536708.

4.02 Plat of Survey, Existing Conditions and Tentative Plat

ALTA/ACSM Land Title Survey

Legend

Power Pole	—□— Stockade Fence	N.	North
Light Pole	—x— Chain Link Fence	S.	South
Transformer	Guard Rail	E.	East
Utility Pedestal	Auto Sprinkler	W.	West
Gas Valve	Flared End Section	°	Degrees
Water Valve	Found Iron Rod	'	Feet or Minutes
B-Box	Found Iron Pipe	"	Inches or Seconds
Manhole	Monitoring Well	Sq.	Square
Catch Basin	Parking Stop	Ft.	Feet
Fire Hydrant	Bollard	Vol.	Volume
Electric Meter	Soil Boring Location	Pg.	Page
Gas Meter	Concrete	Calc.	Calculated
Ground Light	Buried Utilities	Rec.	Record
Air Condition	—T—Telephone	Meas.	Measured
Traffic Signal	—G—Gas	ROW	Right of Way
Sign	—E—Electric	CL	Centerline
Flag Pole	OHW Overhead Wires	P.U.E	Public Utility Easement
—ST—Storm Sewer	—SAN—Sanitary Sewer	(S)	Survey Bearing

Zoning Information

PER THE VILLAGE OF LAKE BLUFF ZONING MAP,
LOTS 1-3 ARE ZONED CENTRAL BUSINESS DISTRICT.
LOTS 4-5 ARE ZONED R-4.

EXISTING PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
REGULAR	37
HANDICAP	1
TOTAL	38

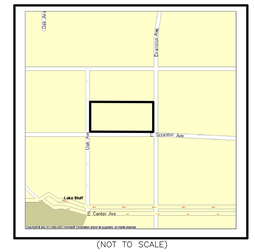
Utility Notes

UN1 The location of Utilities shown hereon are from observed evidence of above ground appurtenances only. The surveyor was not provided with underground plans to determine the location of any subterranean uses.

Significant Observations

NO SIGNIFICANT OBSERVATIONS TO REPORT.

Vicinity Map



(NOT TO SCALE)

Record Description

LOTS 1, 2, 3, 4 AND 5 IN BLOCK 44 IN NORTH ADDITION TO LAKE BLUFF IN THE NORTH FRACTIONAL SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 6, 1888, AS DOCUMENT 33780 IN BOOK "A" OF PLATS, PAGE 57, IN LAKE COUNTY, ILLINOIS.

ABOVE LEGAL DESCRIPTION IS THE PROPERTY DESCRIPTION IN CHICAGO TITLE INSURANCE COMPANY COMMITMENT NUMBER 15012984WF, BEARING AN EFFECTIVE DATE OF NOVEMBER 23, 2015.

Schedule B

THERE ARE NO SURVEY RELATED ITEMS TO REFERENCE.

Miscellaneous Notes

MN1 ALL FIELD MEASUREMENTS MATCH RECORD DIMENSIONS WITHIN THE PRECISION REQUIREMENTS OF ALTA/ACSM SPECIFICATIONS.

MN2 ALL STREETS SHOWN ARE PUBLIC RIGHT OF WAY, UNLESS OTHERWISE NOTED.

MN3 ASSUMED BEARING: THE NORTH RIGHT OF WAY LINE OF SCRANTON AVENUE TO BE NORTH 89 DEGREES 44 MINUTES 57 SECONDS WEST.

MN4 AT THE TIME OF THIS SURVEY THERE IS NO VISIBLE EVIDENCE OF A CEMETERY.

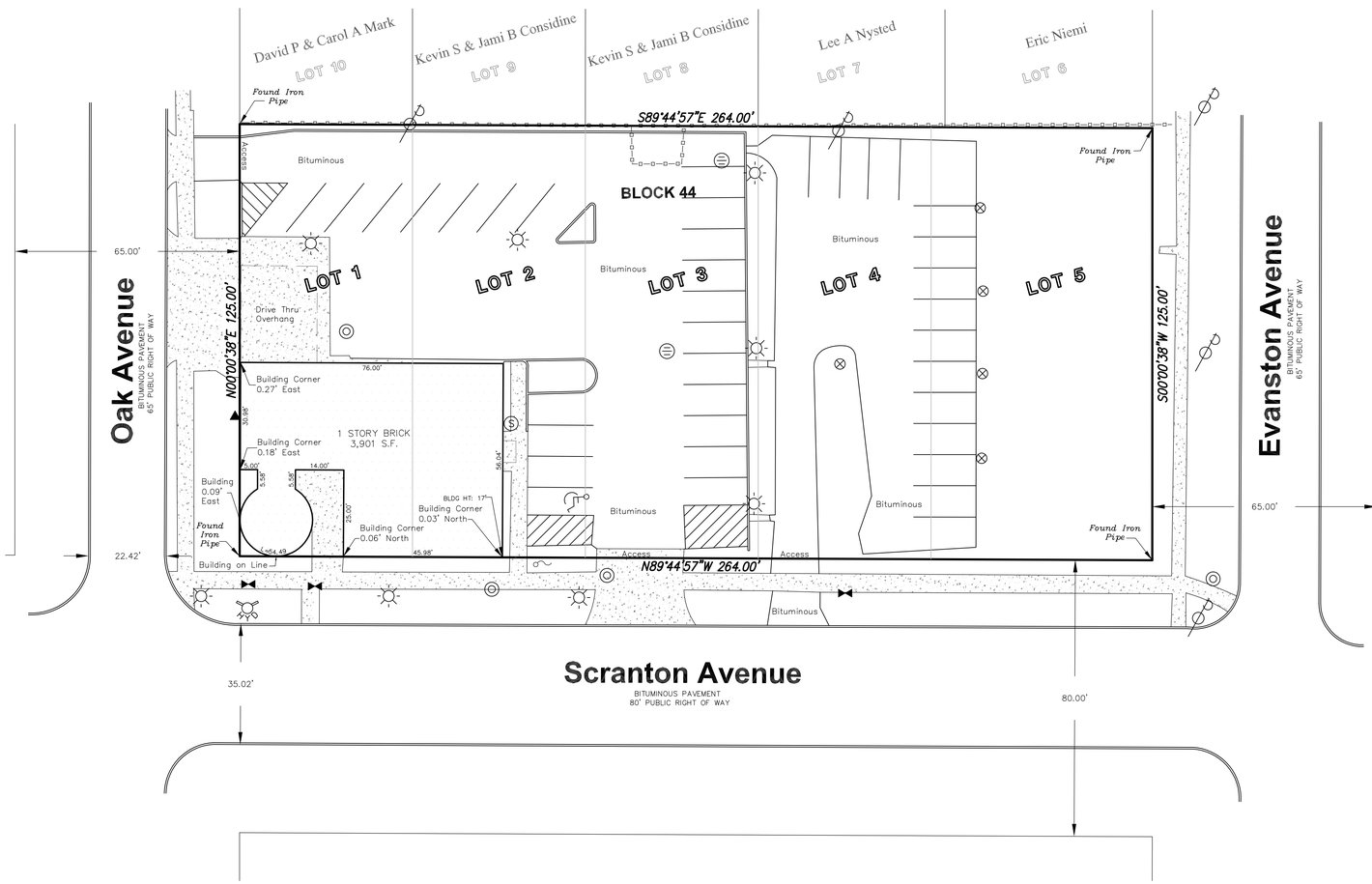
MN5 AT THE TIME OF THIS SURVEY, THE ADDRESS WAS POSTED AS 120 SCRANTON AVENUE.

MN6 THE SUBJECT PROPERTY HAS ACCESS TO AND FROM SCRANTON AVENUE AND OAK AVENUE WHICH ARE GOVERNED BY THE VILLAGE OF LAKE BLUFF.

MN7 IN REGARDS TO TABLE "A" ITEM 16, AT THE TIME OF THIS SURVEY, THERE WAS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

MN8 IN REGARDS TO TABLE "A" ITEM 17, AT THE TIME OF THIS SURVEY, THERE WAS NO EVIDENCE OF CHANGES IN STREET RIGHT OF WAY(S) EITHER COMPLETED OR PROPOSED.

MN9 IN REGARDS TO TABLE "A" ITEM 18, AT THE TIME OF THE SURVEY, THERE WERE NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.



GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.
BEARINGS ARE FOR ANGULAR REFERENCE ONLY AND ARE NOT RELATED TO TRUE OR MAGNETIC NORTH

AREA: 33,000.29 SF± OR 0.76 ACRES±

FLOOD NOTE:
BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE(S) X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL No. 17097C0190K, WHICH BEARS AN EFFECTIVE DATE OF 9/18/2013 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, BY CONTACT DATED 12/11/2015 TO THE NATIONAL FLOOD INSURANCE PROGRAM http://www.fema.gov/ WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

Surveyor's Certificate

To: Pendulum Lake Bluff II, LLC; Lake Forest Bank & Trust Co., and its successors and/or assigns and Chicago Title Insurance Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 7a, 7b1, 7c, 8, 9, 11a, 13, 16, 17 and 18 of Table A thereof. The field work was completed on December 12, 2015.

James L. Harpole
Illinois Professional Land Surveyor No. 3190
In the State of Illinois, Expires 11-30-2015

JLH Land Surveying Inc.
Land Surveying
Construction Services
Illinois Professional Design Firm No. 184-007120
7222 Courtwright Drive, Plainfield, Illinois 60586
(815) 729-4000 www.jlhsurvey.com

DATE	REVISIONS	BY

120 E. SCRANTON AVENUE
LAKE BLUFF, ILLINOIS
PENDULUM

PROJ. MGR: JLH
DRAWN BY:
CHECKED BY: JLH
DATE: 12/11/15
SCALE: 1"=20'

SHEET 1 OF 1

15-531-105

Dec 11, 2015 – 17:26:55 DWG Name: T:\SDSK\PROJ\15-531-105\dwg\15-531-105.dwg Updated By: Jim

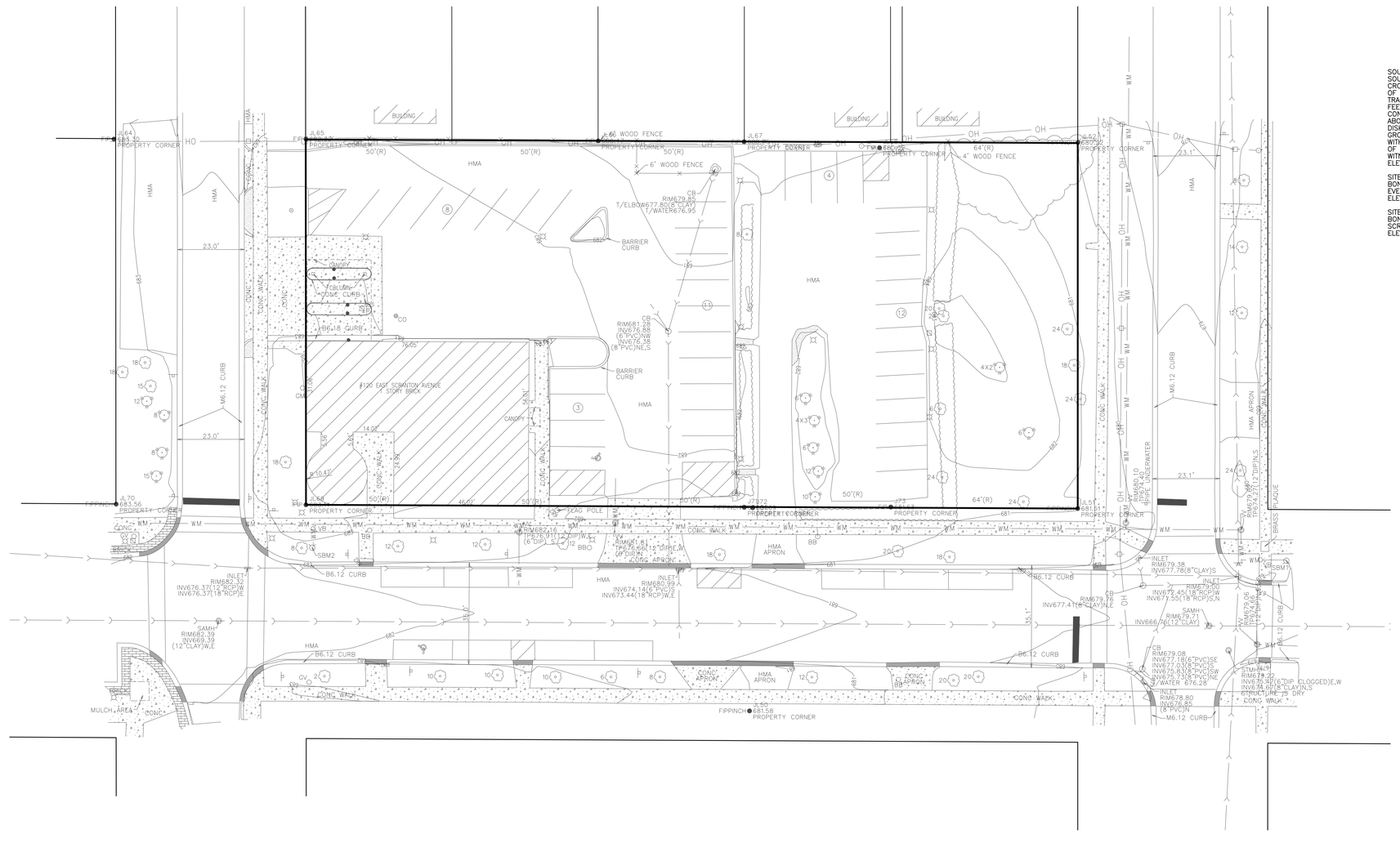
LEGEND:

- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE (BSL)
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- UNDERLYING LOT LINE
- SECTION LINE
- SANITARY SEWER
- STORM SEWER
- COMBINED SEWER
- WM — WATER MAIN
- FM — FORCE MAIN
- CATV — CABLE TV LINE
- E — ELECTRIC LINE
- FO — FIBER OPTIC LINE
- G — GAS LINE
- T — TELEPHONE LINE
- OH — OVERHEAD WIRE
- FENCE
- GUARDRAIL
- BUSH LINE
- TREE LINE
- RAILROAD
- EDGE OF WATER
- WETLANDS
- MANHOLE (STMH/SAMH)
- CATCH BASIN (CB)
- INLET (INL)
- FLARED END SECTION (FES)
- VALVE VAULT (VV)
- VALVE BOX (VB)
- BUFFALO BOX (BB)
- FIRE HYDRANT (FH)
- AUXILIARY VALVE (AV)
- CLEANOUT (CO)
- BOLLARD (BOL)
- GAS VALVE (GV)
- ELECTRIC MANHOLE (EMH)
- TELEPHONE MANHOLE (TMH)
- HANDHOLE (HH)
- TRAFFIC SIGNAL BOX (TSB)
- TRAFFIC SIGNAL (TS)
- LIGHT (LHT)
- GROUND LIGHT (GLHT)
- POWER POLE (PP)
- GUY WIRE (GW)
- CABLE PEDESTAL (PEDC)
- ELECTRIC PEDESTAL (PEDE)
- TELEPHONE PEDESTAL (PEDT)
- TRANSFORMER
- SIGN
- SOIL BORING
- MAILBOX (MB)
- 20 — DECIDUOUS TREE (SIZE IN INCHES)
- 12 — CONIFEROUS TREE (SIZE IN INCHES)
- BUSH
- XXX — CONTOUR LINE
- XXX.XX — SPOT ELEVATION
- PXXX.XX — PAVEMENT ELEVATION
- TCXXX.XX — TOP OF CURB ELEVATION
- TDCXXX.XX — TOP OF DEPRESSED CURB ELEVATION
- WXXX.XX — WALK ELEVATION
- ACU — AIR CONDITIONER UNIT
- B/WALL — BOTTOM OF WALL
- CB= — CHORD BEARING
- CH= — CHORD LENGTH
- CLF — CHAIN LINK FENCE
- (D) — DEED
- DIP — DUCTILE IRON PIPE
- EM — ELECTRIC METER
- FF — FINISHED FLOOR
- FIR — FOUND IRON ROD
- FIP — FOUND IRON PIPE
- GAR/F — GARAGE FLOOR
- GF — GRADE AT FOUNDATION
- GM — GAS METER
- INV — INVERT
- L= — ARC LENGTH
- (M) — MEASURED
- PVC — POLYVINYL CHLORIDE PIPE
- R= — RADIUS
- (R) — RECORD
- RCP — REINFORCED CONCRETE PIPE
- RW — RETAINING WALL
- SAN — SANITARY
- SBM — SITE BENCHMARK
- SIP — SET IRON PIPE
- SIR — SET IRON ROD
- SMN — SET MAG NAIL
- ST — STORM
- STR — STRUCTURE
- T/F — TOP OF FOUNDATION
- T/P — TOP OF PIPE
- T/WALL — TOP OF WALL
- TRANS — TRANSFORMER
- CONCRETE (CONC)
- GRAVEL
- HOT MIX ASPHALT (HMA)
- BUILDING
- DEPRESSED CURB

N

SCALE 1" = 20'

0 20 40



SOURCE BENCHMARK: NGS MONUMENT NG0172, ABOUT 0.85 MILES SOUTH ALONG THE CHICAGO AND NORTH WESTERN RAILWAY FROM THE CROSSING OF DEERPATH AVENUE AT LAKE FOREST, AT THE CROSSING OF RYAN PLACE, 25 FEET EAST OF THE EAST RAIL OF THE EAST TRACK, 81 FEET SOUTH OF THE CENTERLINE OF RYAN PLACE, 24.6 FEET SOUTH OF THE SOUTHWEST CORNER OF A 4 FOOT SQUARE CONCRETE BATTERY BOX, 2 FEET SOUTH OF A TELEPHONE POLE, ABOUT HALF A FOOT BELOW THE LEVEL OF THE TRASK AND IS A DISK ON TOP OF A COPPER COATED STEEL ROD FLUSH WITH THE GROUND AND PROTECTED BY A 6 INCH IRON PIPE WHICH IS FLUSH WITH THE GROUND. THE ROD WAS DRIVEN TO REFUSAL AT A SEPTH OF 47.5 FEET. ALSO ABOUT HALF A FOOT NORTH OF A METAL WITNESS POST.
ELEVATION = 701.33 (NAVD 88)

SITE BENCHMARK #1: SET "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF EVENSTON AVENUE AND SCTRANTON AVENUE.
ELEVATION = 680.77

SITE BENCHMARK #2: FOUND "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF SCRANTON AVENUE AND OAK AVENUE.
ELEVATION = 684.73

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com
MACKIE CONSULTANTS

CLIENT:

THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/13/2016
SCALE	1" = 20'

EXISTING CONDITIONS
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 2981

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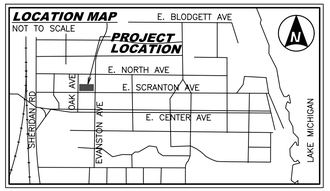
ILLINOIS FIRM LICENSE 184-002694

5/13/2016 1:20:46 PM
N:\2981\Engineering\Plot\2981-Existing Conditions.plt



TENTATIVE PLAT OF
120 SCRANTON AVENUE

OF LOTS 1, 2, 3, 4, AND 5 IN BLOCK 44 IN NORTH ADDITION TO LAKE BLUFF IN THE NORTH FRACTIONAL SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 6TH, 1886 AS DOCUMENT 33760 IN BOOK "A" OF PLATS, PAGE 57, IN LAKE COUNTY, ILLINOIS.

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

LEGEND:

- BOUNDARY LINE
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- UNDERLYING LOT LINE
- SANITARY SEWER
- STORM SEWER
- WM — WATER MAIN
- E — ELECTRIC LINE
- G — GAS LINE
- OH — OVERHEAD WIRE
- FENCE
- BUSH LINE
- TREE LINE
- MANHOLE (STMH/SAMH)
- CATCH BASIN (CB)
- INLET (INL)
- VALVE VAULT (VV)
- VALVE BOX (VB)
- BUFFALO BOX (BB)
- FIRE HYDRANT (FH)
- CLEANOUT (CO)
- BOLLARD (BOL)
- GAS VALVE (GV)
- HANDHOLE (HH)
- LIGHT (LHT)
- POWER POLE (PP)
- GUY WIRE (GW)
- SIGN
- 20 DECIDUOUS TREE (SIZE IN INCHES)
- 12 CONIFEROUS TREE (SIZE IN INCHES)
- BUSH
- 683 CONTOUR LINE
- DIP DUCTILE IRON PIPE
- EM ELECTRIC METER
- FIR FOUND IRON ROD
- FPP FOUND PINCH PIPE
- FIP FOUND IRON PIPE
- GM GAS METER
- INV INVERT
- PVC POLYVINYL CHLORIDE PIPE
- R= RADIUS
- (R) RECORD
- RCP REINFORCED CONCRETE PIPE
- SBM SITE BENCHMARK
- T/P TOP OF PIPE
- CONCRETE (CONC)
- GRAVEL
- HOT MIX ASPHALT (HMA)
- BUILDING
- DEPRESSED CURB

PLAN COMMISSION CERTIFICATE:

STATE OF ILLINOIS)
S.S.
COUNTY OF LAKE)

TENTATIVE APPROVAL BY THE PLAN COMMISSION OF THE VILLAGE OF LAKE BLUFF IN LAKE COUNTY, ILLINOIS, THIS _____ DAY OF _____ 20____.

_____
CHAIRMAN

VILLAGE BOARD CERTIFICATE:

STATE OF ILLINOIS)
S.S.
COUNTY OF LAKE)

APPROVED AND ACCEPTED BY THE VILLAGE OF LAKE BLUFF, IN LAKE COUNTY, ILLINOIS, THIS _____ DAY OF _____ 20____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

ENGINEER:

MACKIE CONSULTANTS, LLC
9575 WEST HIGGINS ROAD
SUITE 500
ROSEMONT, ILLINOIS 60018
PHONE: (847) 696-1400
FAX: (847) 696-1410

SURVEYOR:

MACKIE CONSULTANTS, LLC
9575 WEST HIGGINS ROAD
SUITE 500
ROSEMONT, ILLINOIS 60018
PHONE: (847) 696-1400
FAX: (847) 696-1410

OWNER:

PENDULUM LAKE BLUFF II, LLC
705 ROCKLAND ROAD
LAKE BLUFF, ILLINOIS 60044

DEVELOPER:

THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: (847) 457-1363
FAX: (847) 457-4948

BENCHMARKS:

SOURCE BENCHMARK: NGS MONUMENT NG0172. ABOUT 0.85 MILES SOUTH ALONG THE CHICAGO AND NORTH WESTERN RAILWAY FROM THE CROSSING OF DEERPATH AVENUE AT LAKE FOREST, AT THE CROSSING OF RYAN PLACE, 25 FEET EAST OF THE EAST RAIL OF THE EAST TRACK, 81 FEET SOUTH OF THE CENTERLINE OF RYAN PLACE, 24.6 FEET SOUTH OF THE SOUTHWEST CORNER OF A 4 FOOT SQUARE CONCRETE BATTERY BOX, 2 FEET SOUTH OF A TELEPHONE POLE, ABOUT HALF A FOOT BELOW THE LEVEL OF THE TRACKS AND IS A DISK ON TOP OF A COPPER COATED STEEL ROD FLUSH WITH THE GROUND AND PROTECTED BY A 6 INCH IRON PIPE WHICH IS FLUSH WITH THE GROUND. THE ROD WAS DRIVEN TO REFUSAL AT A DEPTH OF 47.5 FEET. ALSO ABOUT HALF A FOOT NORTH OF A METAL WITNESS POST.
ELEVATION = 701.33 (NAVD 88)

SITE BENCHMARK #1: SET "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF EVANSTON AVENUE AND SCRANTON AVENUE.
ELEVATION = 680.77

SITE BENCHMARK #2: FOUND "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF SCRANTON AVENUE AND OAK AVENUE.
ELEVATION = 684.73

NOTES:

1. THIS PLAT IS BASED IN PART ON INFORMATION CONTAINED IN COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY ORDER NO. 15012984WF WITH AN EFFECTIVE DATE OF MAY 26, 2015, AND HAS BEEN USED FOR LEGAL DESCRIPTIONS AND APPLICABLE EXCEPTIONS TO TITLE.

2. BEARINGS BASED ON ILLINOIS EAST STATE PLANE COORDINATE SYSTEM.

3. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.

5. UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY, LOT CORNERS AND CRITICAL POINTS ALONG THE RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.

6. ALL EASEMENTS SHOWN HEREON ARE HEREBY GRANTED UNLESS SHOWN OTHERWISE.

7. ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE "X", AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17097C0190K WITH A MAP REVISED DATE OF SEPTEMBER 18, 2013. SUBJECT TO MAP INTERPRETATION AND SCALING.

8. FOR ADDITIONAL INFORMATION PERTAINING TO DEFINITIONS/USES OF EASEMENTS, SETBACKS AND OTHER MATTERS, SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED BY SEPARATE DOCUMENT.

9. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.

10. CONTACT JULIE AT 1-800-892-0123 FOR EXACT LOCATION OF BURIED UTILITIES PRIOR TO DIGGING.

11. UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY THAT WERE OBSERVED DURING THE PROCESS OF CONDUCTING THE FIELD WORK ARE SHOWN HEREON. NOTE TO THE CLIENT, INSURER, AND LENDER, SOURCE INFORMATION FROM PLANS AND MARKINGS HAVE BEEN COMBINED WITH OBSERVED EVIDENCE OF UTILITIES PURSUANT TO SECTION 5.E.iv. TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE, IN WHICH CASE THE SURVEYOR SHALL NOTE ON THE PLAT OR MAP HOW THIS AFFECTED THE SURVEYOR'S ASSESSMENT OF THE LOCATION OF THE UTILITIES. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION AND/OR A PRIVATE UTILITY LOCATE REQUEST MAY BE NECESSARY.

12. PLAT IS BASED ON FIELD WORK COMPLETED ON 05-13-16.

13. THE LAND IS LOCATED IS WITHIN THE TERRITORIAL BOUNDARIES OF THE NORTH SHORE SANITARY DISTRICT, WHICH HAS ENACTED AN ORDINANCE EFFECTIVE JANUARY 1, 1987, RECORDED NOVEMBER 5, 1986, AS DOCUMENT NUMBER 2501179, AS AMENDED BY INSTRUMENT RECORD FEBRUARY 14, 1991, AS DOCUMENT NUMBER 2989924. SAID ORDINANCE PROVIDES THAT NO TRANSFER OF REAL PROPERTY WITHIN THE CORPORATE LIMITS OF THE DISTRICT MAY BE COMPLETED UNLESS THE DISTRICT HAS BEEN NOTIFIED OF THE IMPENDING TRANSFER AND HAS GIVEN ITS STATEMENT OF FINAL FEES AND CHARGES FOR SANITARY SEWAGE TREATMENT SERVICE TO THE PROPERTY TO BE PAID AT THE TIME OF CLOSING, OR HAS GIVEN ITS WRITTEN STATEMENT THAT THERE ARE NO OUTSTANDING CHARGES RELATIVE TO THE SAID PROPERTY. NORTH SHORE SANITARY DISTRICT PHONE (847) 623-6060, FAX (847) 623-3205.

14. NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS ARE SHOWN HEREON.

ZONING:

ACCORDING TO THE VILLAGE OF LAKE BLUFF ZONING MAP DATED MAY 2012, LOTS 1, 2 AND 3 OF THE PROPERTY ARE ZONED CENTRAL BUSINESS DISTRICT (CBD); LOTS 4 AND 5 OF THE PROPERTY ARE ZONED B RESIDENCE DISTRICT (R4).

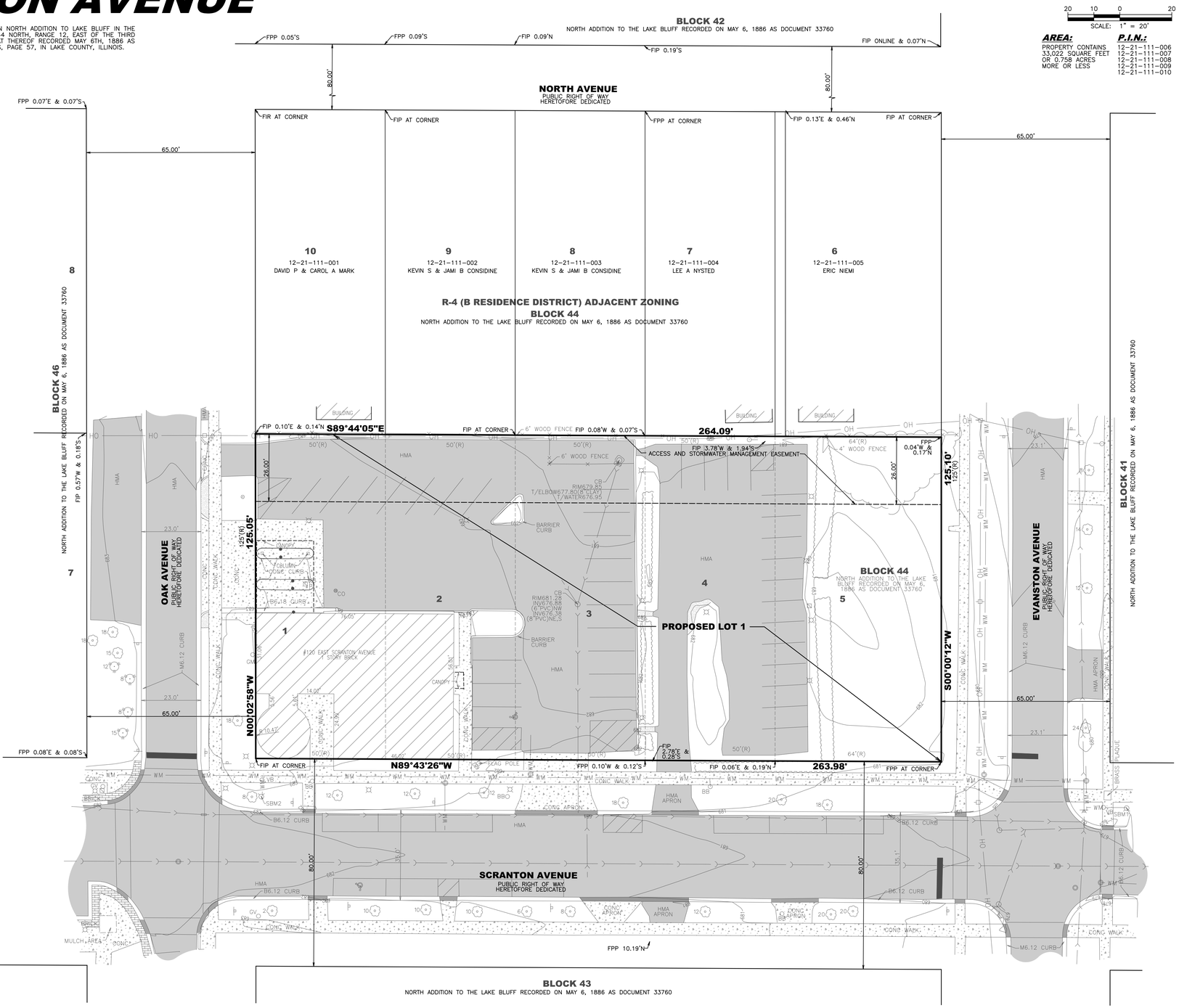
SCALE: 1" = 20'

AREA:

PROPERTY CONTAINS 33,022 SQUARE FEET OR 0.758 ACRES MORE OR LESS

P.I.N.:

12-21-111-006
12-21-111-007
12-21-111-008
12-21-111-009
12-21-111-010



Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com
MACKIE CONSULTANTS

CLIENT:
THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PH: 847-457-1297 FAX: 847-457-4948

DATE	DESCRIPTION OF REVISION	BY

DESIGNED	TKB
DRAWN	SMP
APPROVED	RPO
DATE	05-15-16
SCALE	1" = 20'

TENTATIVE PLAT OF
120 SCRANTON AVENUE
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 2981

© MACKIE CONSULTANTS LLC, 2016

ILLINOIS FIRM LICENSE 184-002694

5/12/2016 6:04:43 PM
N:\2981\Survey\Proposed Preliminary\2981-Tentative Plat.plt

4.03 Evidence of Title to Property

(Special Warranty Deed)

1

15012784 WF LD Neely

SPECIAL WARRANTY DEED

THIS INSTRUMENT WAS PREPARED BY:

Charles A. Semmelhack
Howard & Howard Attorneys PLLC
200 South Michigan Avenue
Suite 1100
Chicago, IL 60604

THE GRANTOR(s), PNC BANK, NATIONAL ASSOCIATION, having an address of c/o PNC Realty Services Co., Two PNC Plaza, 19th Floor, 620 Liberty Avenue, Pittsburgh, PA 15222, for the consideration of TEN and no/100 ($10.00) DOLLARS, and other good and valuable consideration in hand paid, GRANTS and CONVEYS to **PENDULUM LAKE BLUFF II, LLC**, an Illinois limited liability company, **GRANTEE(s)**, having an address of 705 Rockland Road, Lake Bluff, IL 60044, its successors and assigns, all interest in the real estate situated in the Village of Lake Bluff, County of Lake, in the State of Illinois, legally described on Exhibit A (the "Premises") attached hereto and made a part hereof subject to those matters set forth on Exhibit B attached hereto and made a part hereof.

TO HAVE AND TO HOLD SAID PREMISES FOREVER; and Grantor hereby binds itself and its successors and assigns to WARRANT AND FOREVER DEFEND the Premises unto Grantee, its successors and assigns, against every person lawfully claiming by, through, or under Grantor, but not otherwise; provided that this conveyance and the covenants and warranties of Grantor herein contained are subject to the items on Exhibit B attached hereto.

Grantee acknowledges and agrees with Grantor that from and after the date hereof and continuing thereafter for a period of five (5) years (the "Deed Restriction Period"), the Premises (including, but not limited to, any improvements thereon and thereto) shall not be used for the purpose of conducting or in connection with the business of a commercial bank, savings bank, savings and loan association, credit union or mortgage bank, or other financial services organization, including, without limitation, the installation and operation of an automated teller machine or machines (except that one (1) automated teller machine shall be permitted on the Premises so long as it (i) only dispenses cash and does not accept deposits or issue statements; (ii) is installed entirely inside a building on the Premises (i.e. is not a through-the-wall or kiosk type automated teller machine); (iii) is used in connection with a national retailer, convenience store or drug store use; and (iv) is operated solely for the convenience of such user's customers), and/or a night depository or safe deposit boxes (collectively, the "Deed Restriction"). Grantee also acknowledges and agrees with Grantor that the Deed Restriction: (i) is for the benefit of Grantor and Grantor's successors and assigns; (ii) shall run with the land, and shall be binding on all persons and parties subsequently acquiring any interest in and/or to the Premises but shall automatically expire at the end of Deed Restriction Period without further action on the part of either party; (iii) shall (in addition to any other rights and remedies available to Grantor at law or in equity) be enforceable by an action for specific performance and/or an injunction to enjoin any continuing breach or violation of the Deed Restriction; and (iv) shall be included in any future deeds or other documents conveying an interest in and/or to the Premises but only in those deeds or other documents issued during the Deed Restriction Period. Notwithstanding the foregoing, the Deed Restriction shall not be applicable to Grantor or its successors or assigns.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the Grantor(s) has/have executed this Special Warranty Deed as of this 17th day of December, 2015.

PNC BANK, NATIONAL ASSOCIATION

By: Kathleen A. Taylor

Kathleen A. Taylor, Vice President

COMMONWEALTH OF PENNSYLVANIA)
) SS
COUNTY OF ALLEGHENY)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY THAT Kathleen A. Taylor, Vice President of PNC Bank, National Association, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that she signed, sealed, and delivered the said instrument as her free and voluntary act, and as the free and voluntary act of such Bank for the uses and purposes therein set forth.

Given under my hand and official seal this 17th day of December, 2015.

Commission expires May 3rd, 2016

Notary Public

Return to After Recording:

~~Pendulum Lake Bluff II, LLC~~
~~705 Rockland Road~~
~~Lake Bluff, IL 60044~~

First Rees LLC
Christine Bolger
2801 Lakeside Dr
Suite 207
Bannockburn IL
60015

NOTARIAL SEAL
HELEN KUNDMAN
Notary Public
PITTSBURGH CITY, ALLEGHENY COUNTY
My Commission Expires May 3, 2016

Send Subsequent Tax Bills To:

Pendulum Lake Bluff II, LLC
705 Rockland Road
Lake Bluff, IL 60044

EXHIBIT A
Legal Description

ALL THOSE CERTAIN parcels of land, together with the improvements thereon, in the County of Lake, State of Illinois, and being more particularly described as follows:

Lots 1, 2, 3, 4 and 5 in Block 44 in North Addition to Lake Bluff in the North Fractional Section 21, Township 44 North, Range 12, East of the Third Principal Meridian, according to the plat thereof recorded May 6, 1886, as Document 33760 in Book "A" of Plats, page 57, in Lake County, Illinois.

Permanent Index Nos.:	12-21-111-006-0000
	12-21-111-007-0000
	12-21-111-008-0000
	12-21-111-009-0000
	12-21-111-010-0000
Property Address:	120 E. Scranton Road, Lake Bluff, Illinois 60044

EXHIBIT B
Title Exceptions

1. General real estate taxes and assessments not yet due and payable.

2. Zoning and building laws, ordinances, and regulations.

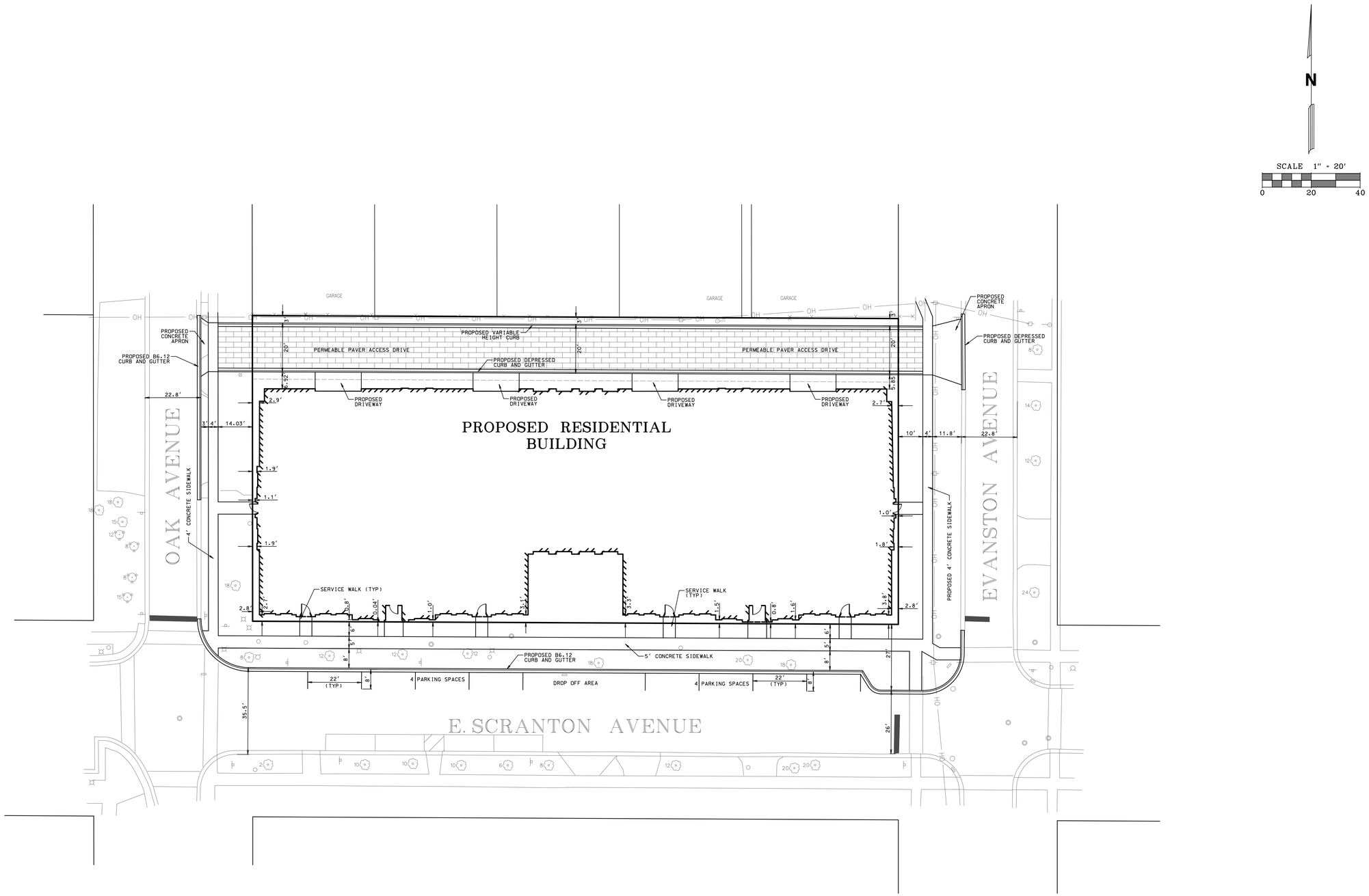
3. Applicant's Unconditional Agreement and Consent recorded April 13, 2010 as document 6592818, to Village of Lake Bluff by PNC - National City Bank (Applicant) relating to Ordinance No. 2010-4 and the terms, provisions and conditions contained therein.

4. Applicant's Unconditional Agreement and Consent recorded October 4, 2010 as document 6652541 to Village of Lake Bluff from PNC Bank (Applicant) relating to Ordinance 2010-04 and Resolution No. 2010-32, and the terms, provisions and conditions therein contained.

4825-7875-5369, v. 1

4.04 Site Plan

(Showing building location and dimensions)



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Rosemont, IL 60018
(847)696-1400
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CLIENT:
THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY
6-06-16	REVISED PER CLIENT COMMENTS	TKB
5-20-16	REVISED PER CLIENT COMMENTS	TKB

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/16/2016
SCALE	1" = 20'

OVERALL SITE PLAN
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 2981

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ILLINOIS FIRM LICENSE 184-002694

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4.05 Scaled Elevations

RHA

ROBERT HIDEY ARCHITECTS

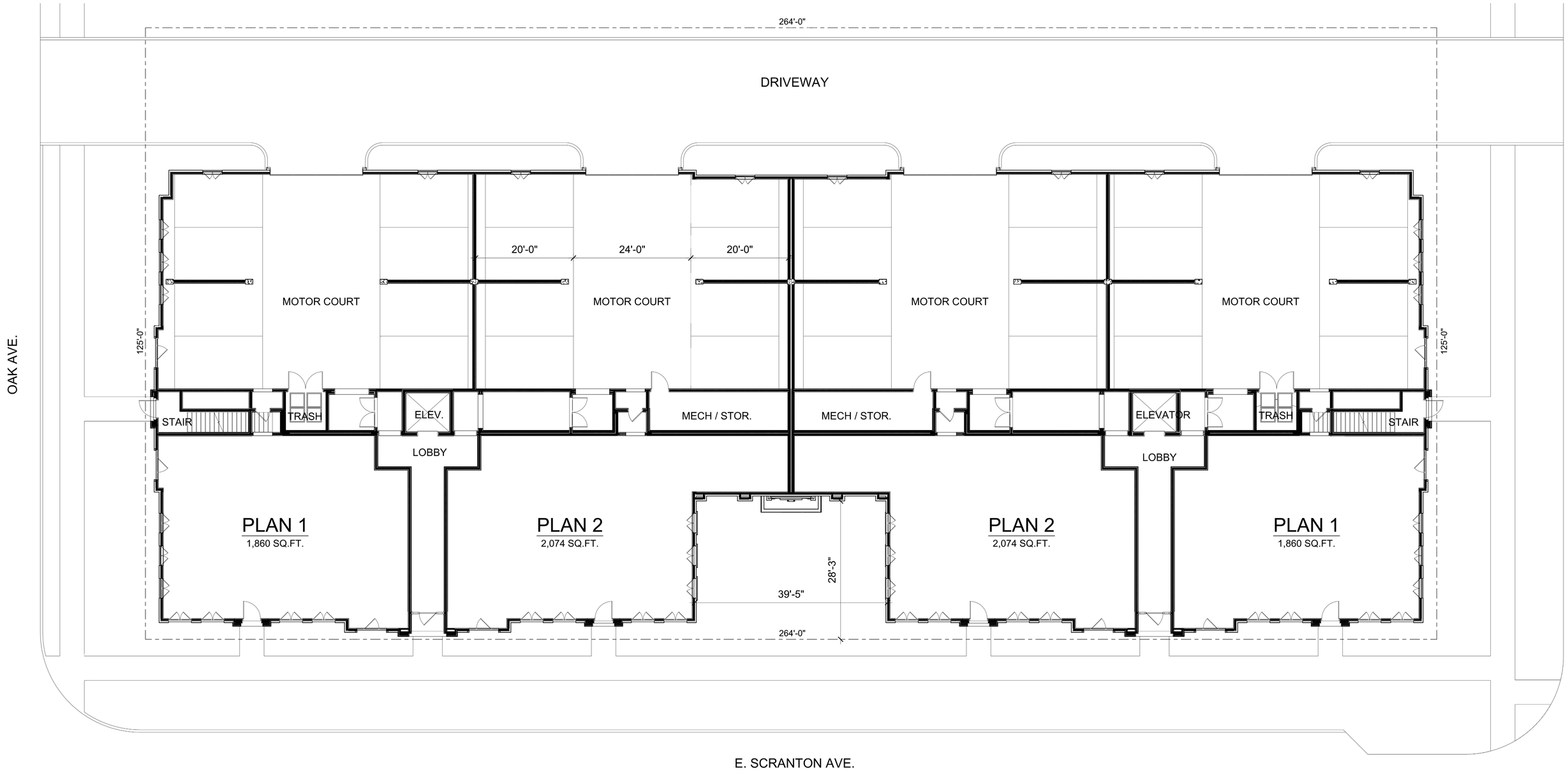
E. SCRANTON AVE

LAKE BLUFF, ILLINOIS

DESIGN SUBMITTAL PACKAGE

THE ROANOKE GROUP

PROJECT NUMBER: 16024 06/09/2016



FIRST FLOOR SITE PLAN / BUILDING PLAN

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

THE ROANOKE GROUP

E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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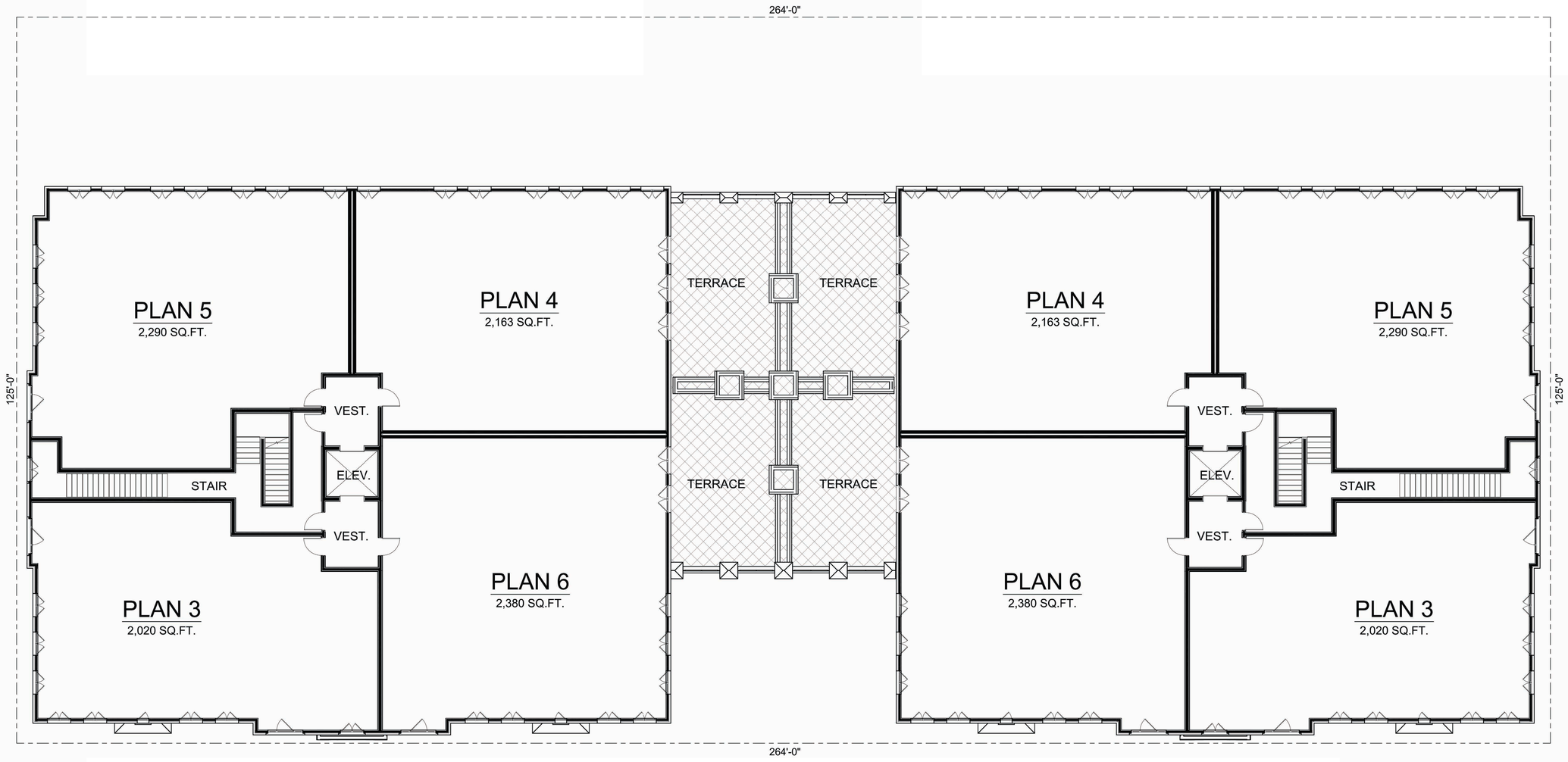

SECOND FLOOR BUILDING PLAN

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

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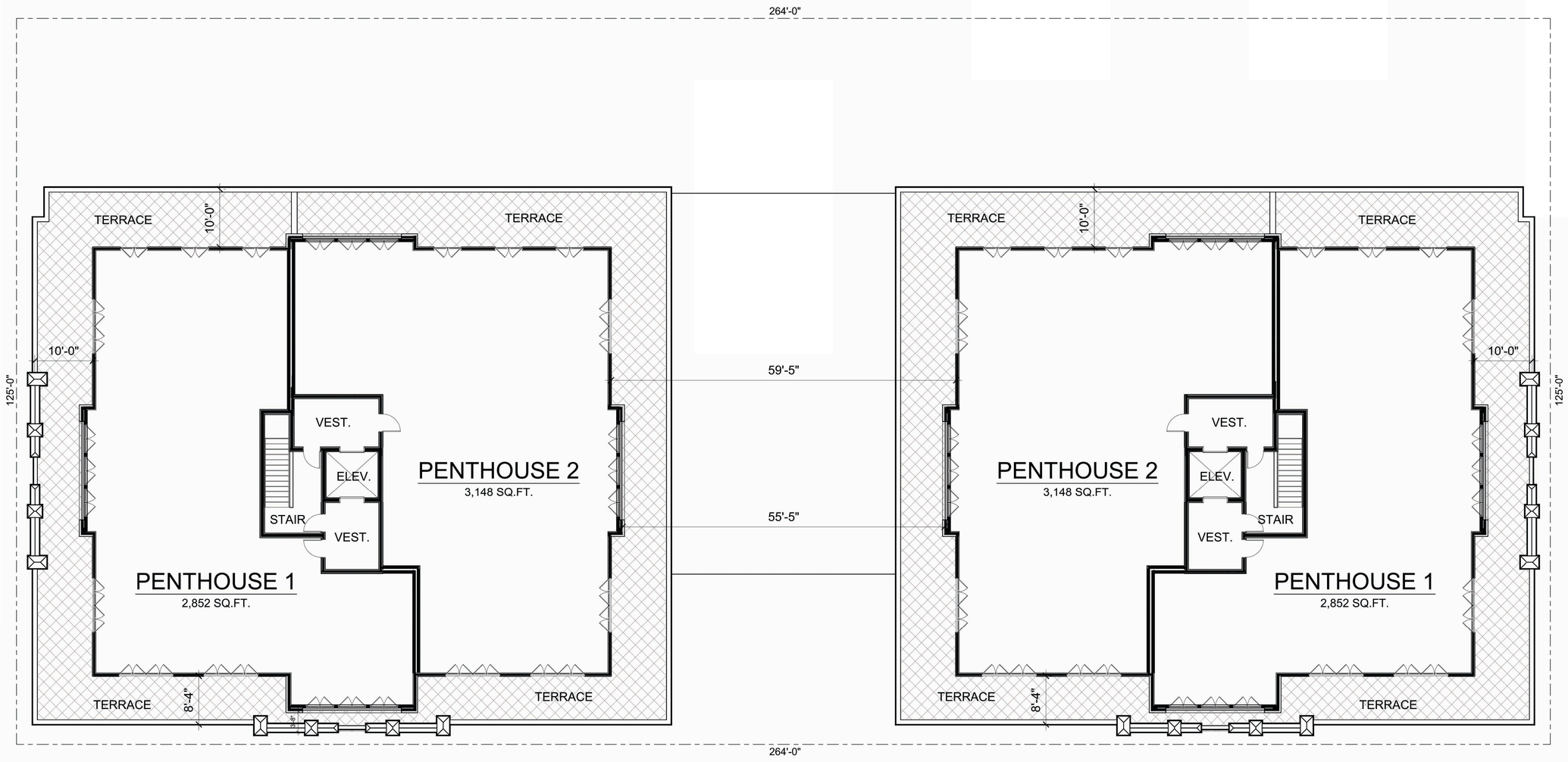

THIRD FLOOR BUILDING PLAN

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

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E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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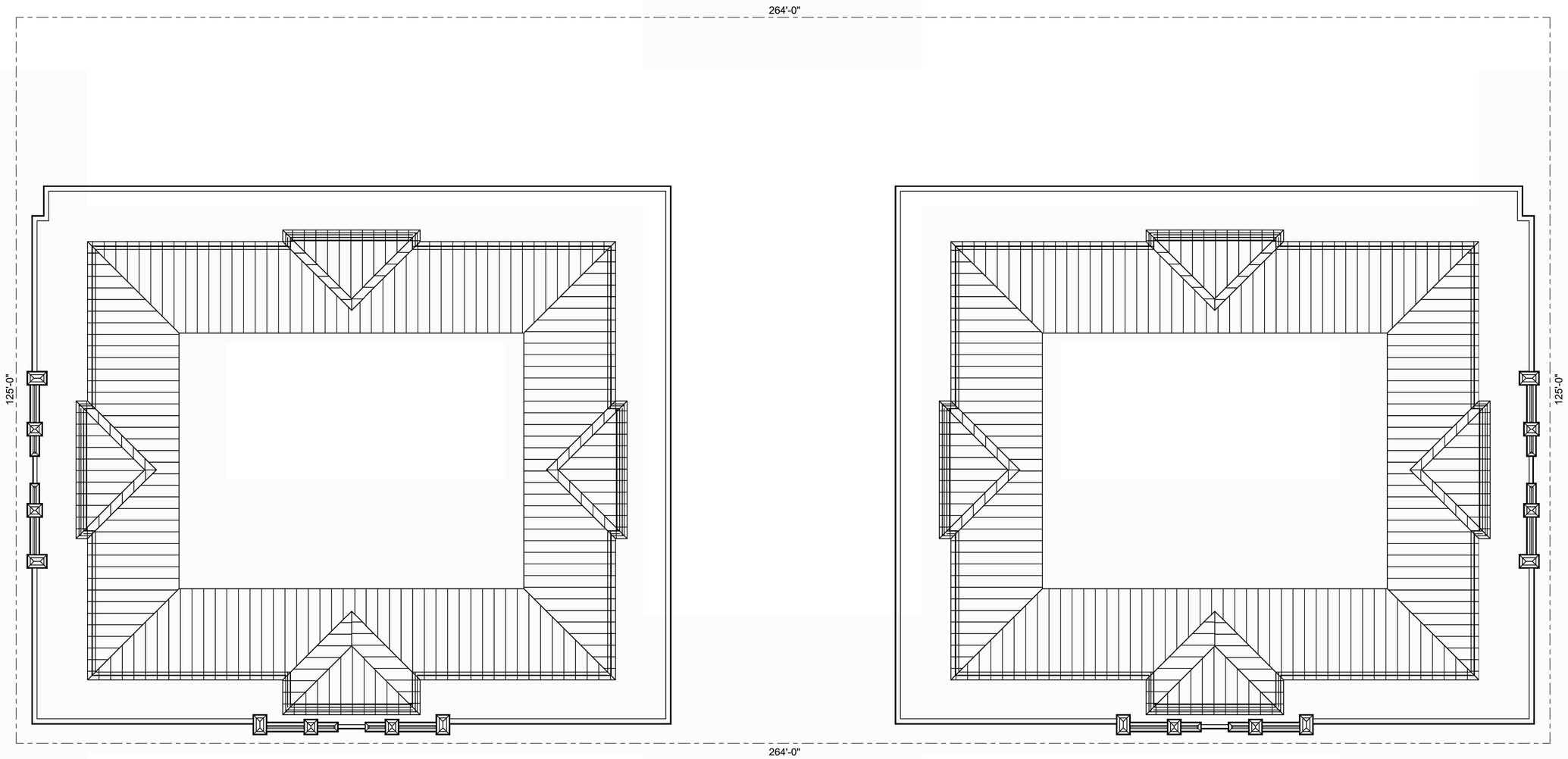

ROOF PLAN

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

THE ROANOKE GROUP

E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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PROJECT NUMBER: 16024
06/09/2016

FRONT ELEVATION

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

THE ROANOKE GROUP

E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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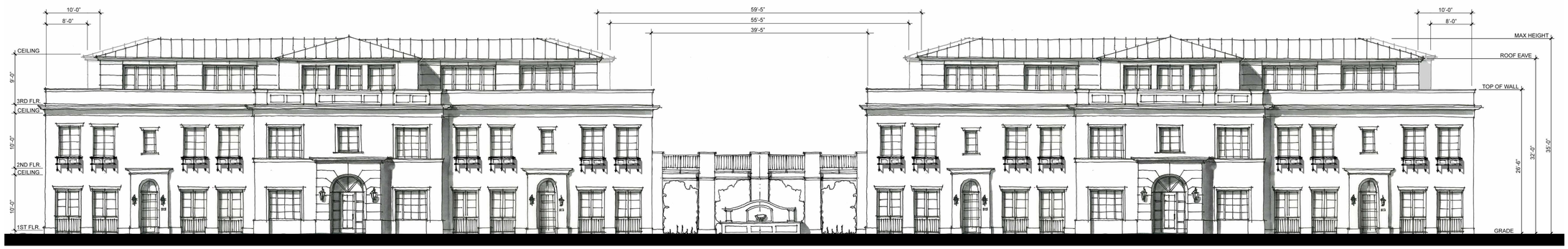

FRONT ELEVATION

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

THE ROANOKE GROUP

E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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OAK AVE. ELEVATION

0 2' 4' 8' 12'
SCALE: 3/16 "=1'-0"

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OAK AVE. ELEVATION

0 2' 4' 8' 12'

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

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E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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06/09/2016

REAR ELEVATION

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

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E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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PROJECT NUMBER: 16024
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REAR ELEVATION

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

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E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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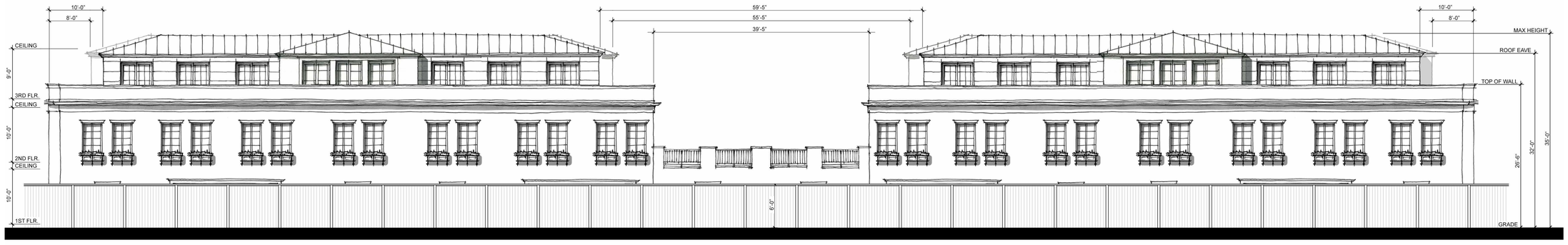

REAR ELEVATION

0 2' 4' 8' 16'
SCALE: 1/8"=1'-0"

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E. SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

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PROJECT NUMBER: 16024
06/09/2016

4.06 Traffic Study

Key Findings from Traffic Impact Study

120 E. Scranton Avenue Condominiums

Lake Bluff, IL

- Project Traffic Generation Estimate from 16 Units
  - Morning Peak Hour – 2 In, 10 Out
  - Evening Peak Hour – 9 In, 4 Out
  - Daily (24-Hour) – 65 In, 65 Out
  - Represents a conservative traffic estimate based on buyer profile and assumption that all residents drive and do not utilize Metra
- Traffic Generation Estimate for Existing Use per Zoning (Bank & Single-Family Home)
  - Morning Peak Hour – 17 In, 12 Out
  - Evening Peak Hour – 21 In, 22 Out
  - Daily (24-Hour) – 214 In, 214 Out
- Proposed project would generate 50% less peak hour traffic than existing use
- Proposed project would generate 70% less daily (24-hour) traffic than existing use
- Traffic counts completed Thursday, May 5, 2016
- Intersection at four corners of project block all currently operate at highest Level of Service (A) during peak hours
- With project, all intersection at four corners of project block will continue to operate at highest Level of Service (A) during peak hours under current traffic controls
- Resulting traffic impact from project is minimal
- Project will provide 2 off-street parking spaces per unit per Village Code (32 total spaces)
- Guest parking will be on the street where ample parking is available
- Site access will be provided from a driveway on Oak Ave. and a driveway on Evanston Ave., both at the north corners of the property
- Existing bank drive-up exit drive on Oak Ave will be closed
- Two existing site access driveways on E. Scranton Ave. will be closed and replaced with 2 new parking spaces on the street, thereby eliminating mid-block conflicts
- Potential two-way reorientation of Oak Ave will improve local circulation and site access with negligible impacts on traffic operations

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

Traffic Impact Study

for the proposed

120 E. Scranton Avenue Condominiums

Lake Bluff, Illinois

Prepared For:

THE ROANOKE GROUP

Prepared By:

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

May 13, 2016

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1. Introduction

This report presents the methodologies, findings, and recommendations of a Traffic Impact Study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development at 120 E. Scranton Avenue in Lake Bluff, Illinois. The 0.76-acre site currently consists of five lots. The westerly three lots are within the Central Business District (CBD) zoning district and presently contain a vacant bank building with three drive-in lanes and adjoining 23-space parking lot. The easterly two lots are in the B Residence District (R-4) zoning district and presently contain a 15-space parking lot that supported the former bank.

The five-lot site is proposed to be redeveloped with 16 condominium units located within two three-story buildings, each supported by eight two-space ground-level parking garages (16 total parking spaces). Vehicular access to the parking garages will be provided from an east-west driveway that will extend across the north side of the site from Oak Avenue to Evanston Avenue. The site plan for the development is contained in the Appendix of this report.

Figure 1 shows the site location with respect to the area street system. **Figure 2** shows an aerial view of the site area.

The purpose of this study was to (1) examine existing traffic conditions in the vicinity of the site, (2) assess the impact that the proposed development would have on traffic and parking conditions in the area, (3) review site circulation, (4) evaluate site parking supply and demand, and (5) determine any street or access improvements necessary to accommodate the project.

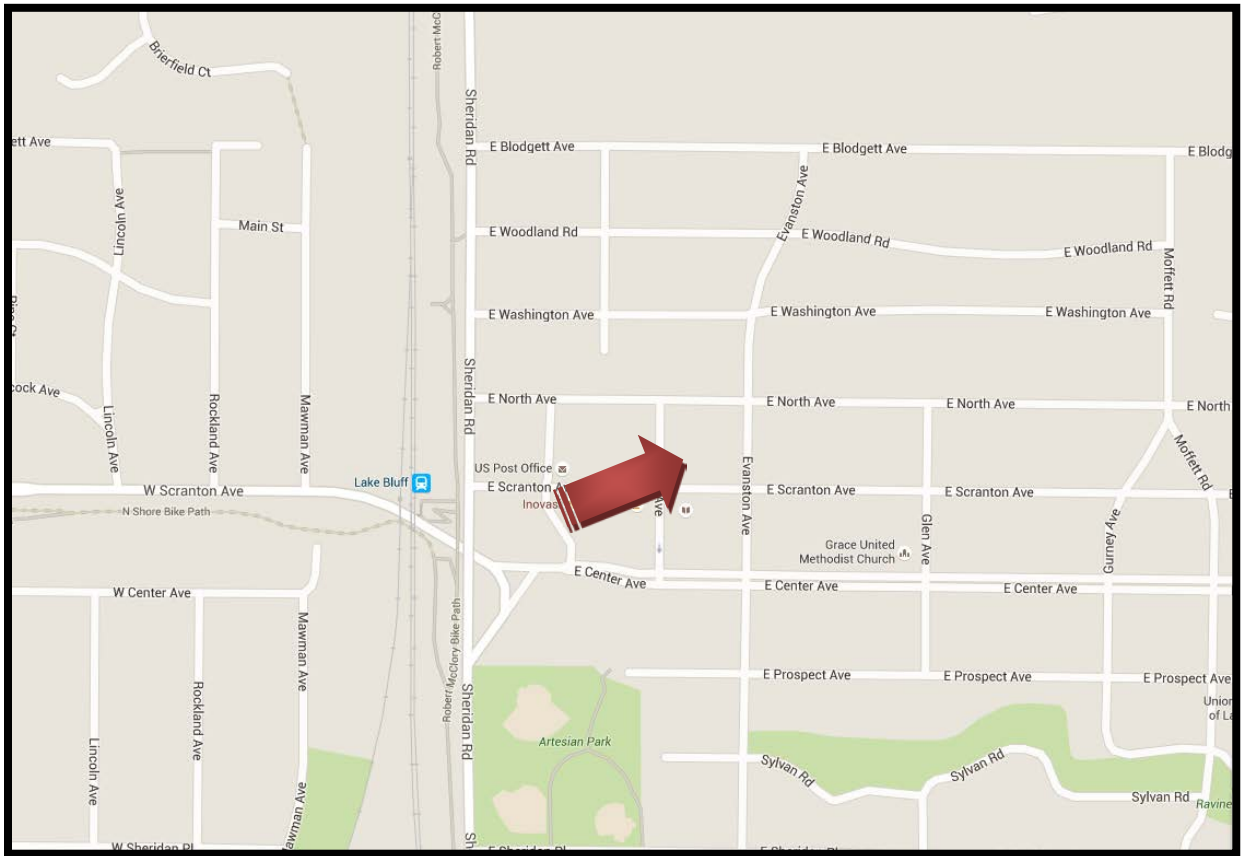


Figure 1
Site Location

Figure 2
Aerial View of Site Area

2.
Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a database for projecting future conditions. Four general components of existing conditions were considered: (1) the geographical location of the site, (2) the characteristics of the area street system, (3) existing traffic, pedestrian and bicycle volumes, and (4) public transportation.

Site Location

The proposed development is located on a 0.76-acre site at 120 E. Scranton Avenue, which is on the north side of E. Scranton Avenue between Oak Avenue and Evanston Avenue. The site presently contains a vacant, one-story, approximately 3,900-square foot building most recently occupied by PNC Bank. Land uses surrounding the site include single- and multi-family residential buildings, commercial businesses, and the Lake Bluff Public Library.

Street System Characteristics

The principal streets serving the site are E. Scranton Avenue, Oak Avenue, Evanston Avenue, and E. North Avenue, all of which are under the jurisdiction of the Village of Lake Bluff. A description of these streets follows.

E. Scranton Avenue is an east-west street that extends from Sheridan Road east to Sunrise Avenue. It is classified by the Village as a local street to the east of E. Center Avenue. Adjacent to the site, E. Scranton Avenue is 35 feet wide with a two-lane cross-section and an 80-foot right-of-way. There is a parallel parking lane on both sides of the street with two-hour parking regulations in effect from 7:00 A.M. to 7:00 P.M. The posted speed limit on E. Scranton Avenue is 20 miles per hour (mph) and there are sidewalks along both sides of the street.

Oak Avenue is a local, north-south street that extends from E. North Avenue south to E. Center Avenue and is oriented in a one-way southbound direction. Oak Avenue is 23 feet wide with a 65-foot right-of-way. There is a sidewalk along the east side of the street. Parallel parking is permitted on the west side of the street but prohibited on the east side. The intersection of Oak Avenue and E. Scranton Avenue is under stop sign control on Oak Avenue and there are parallel-

line crosswalks on all approaches of the intersection. Oak Avenue has a posted speed limit of 25 mph.

Evanston Avenue is a north-south street that extends from E. Blodgett Avenue south to E. Sheridan Place and is classified by the Village as a collector street. Adjacent to the site, Evanston Avenue is 23 feet wide with a two-lane cross-section and a 65-foot right-of-way. Parking is prohibited at all times on both sides of the street. The intersection of Evanston Avenue and E. Scranton Avenue is under all-way stop sign control and there are parallel-line crosswalks on all approaches of the intersection. Evanston Avenue has a posted speed limit of 25 mph.

E. North Avenue is an east-west, two-lane local street that extends from Sheridan Road east to Maple Avenue. E. North Avenue is 23 feet wide within an 80-foot right-of-way, and there are sidewalks along both sides of the street. Two-hour parallel parking is permitted along the south side of E. North Avenue. Parking is prohibited on the north side of the street. The intersection of E. North Avenue with Evanston Avenue is under all-way stop sign control and there is a parallel-line crosswalk on the south approach of Evanston Avenue. The intersection of E. North Avenue with Oak Avenue is uncontrolled and there are no crosswalks at the intersection. The posted speed limit on E. North Avenue is 25 mph.

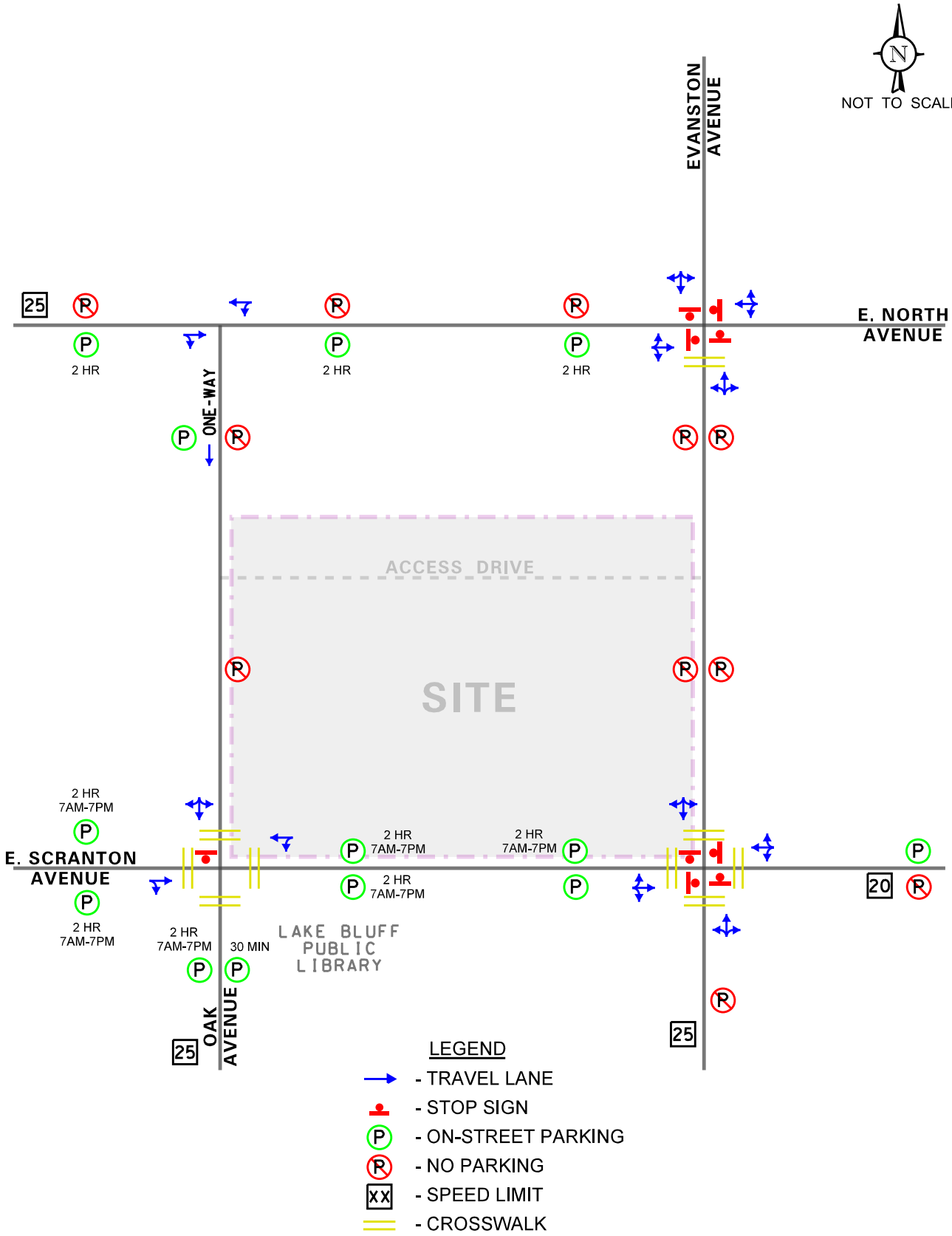
The existing street system characteristics are shown in **Figure 3**, including lane configurations, traffic controls and parking regulations.

Existing Traffic, Pedestrian and Bicycle Volumes

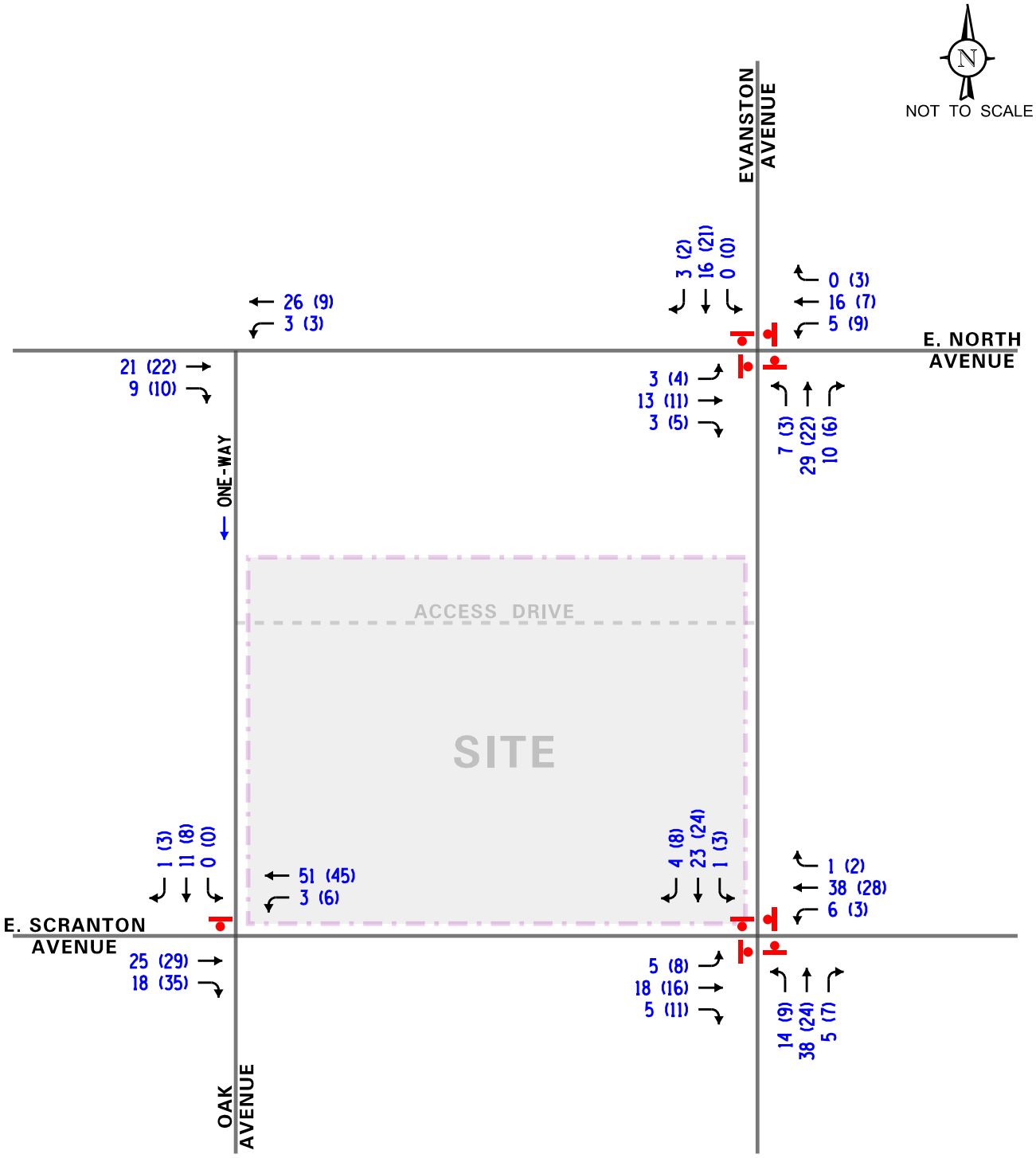
Traffic, pedestrian and bicycle counts were conducted by KLOA, Inc. at the intersections listed below on Thursday, May 5, 2016 during the morning (7:00 to 9:00 A.M.) and afternoon (4:00 to 6:00 P.M.) periods that coincide with the typical commuter rush hours.

- E. Scranton Avenue / Oak Avenue
- E. Scranton Avenue / Evanston Avenue
- E. North Avenue / Oak Avenue
- E. North Avenue / Evanston Avenue

The traffic count data indicates that the weekday morning peak hour occurs from 7:30 to 8:30 A.M. and the weekday afternoon peak hour occurs from 4:15 to 5:15 P.M. The existing weekday morning and afternoon peak-hour traffic volumes are shown in **Figure 4**. The morning and afternoon peak hour pedestrian and bicycle volumes are shown in **Figure 5**. Summaries of the traffic, pedestrian and bicycle count data are contained in the Appendix of this report.



PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Existing Street Characteristics	KLOA Job No: 16-125 Figure: 3

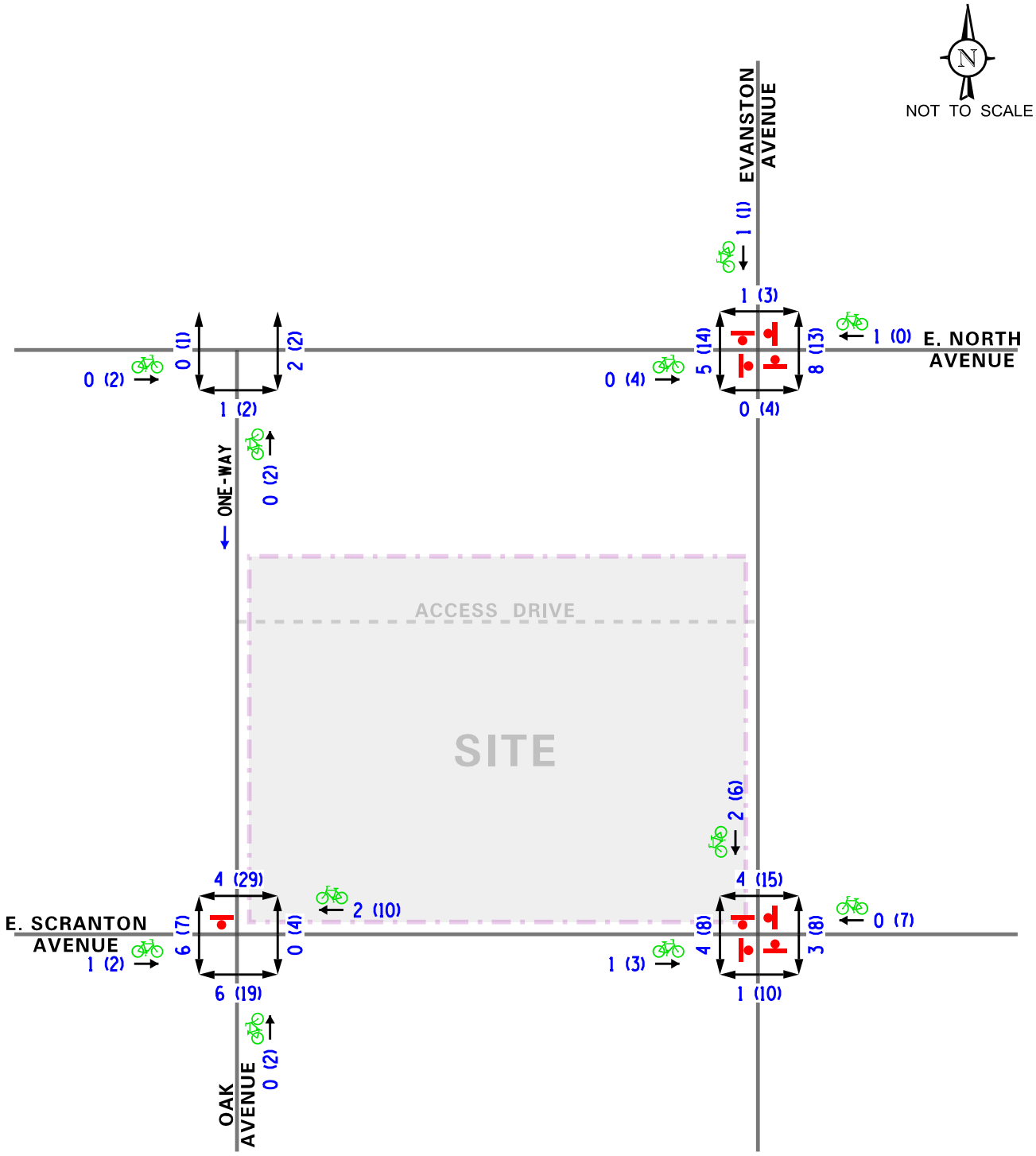


LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Existing Traffic Volumes	KLOA Job No: 16-125 Figure: 4



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

00 (00) - PEDESTRIAN VOLUME

00 (00) - BICYCLE VOLUME

PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Existing Pedestrian and Bicycle Traffic Volumes	KLOA Job No: 16-125 Figure: 5

Public Transportation and Bicycle Paths

Accessibility to and from the site is greatly enhanced by its proximity to the Lake Bluff Metra commuter rail station and the Robert McClory Bike Path.

Metra commuter rail service is provided at the Lake Bluff Metra Station two blocks west of the site. The station is served by the Union Pacific North Line, which offers daily service between Kenosha and Chicago. Metra service at the Lake Bluff station generally operates between 4:28 A.M. and 1:36 A.M. on weekdays, between 5:10 A.M. and 1:36 A.M. on Saturdays, and between 7:21 A.M. and 1:36 A.M. on Sundays.

The Robert McClory Bike Path is located between Sheridan Road and the Union Pacific Railroad approximately two blocks west of the site. The bike path extends south to Highland Park where it continues to Wilmette as the Green Bay Bike Trail, and extends north into Wisconsin where it continues another 18.6 miles as the Kenosha County Bike Trail. Just south of W. Scranton Avenue, the bike trail connects with the North Shore Bike Path, which parallels IL 176 and connects with the Skokie Valley Trail and the 56-mile Des Plaines River Trail.

3.
Traffic Characteristics of 120 E. Scranton Ave Condos

To determine the traffic impact of the proposed residential development on the area street system, it was necessary to understand the site access system, determine the directions from which traffic would approach and depart the site, and estimate the number of peak-hour vehicle trips that would be generated by the development.

Site Access

The site is currently accessed from four driveways, two on E. Scranton Avenue and two on Oak Avenue. The proposed development plan for the 120 E. Scranton Avenue Condominium project includes the closing of the two driveways on E. Scranton Avenue and the southern driveway on Oak Avenue that formerly served as the exit for the bank drive-in lanes. The development plan envisions vehicular access to the condominium's ground-level parking garages being provided from a 22-foot wide two-way private driveway that will extend across the north side of the site from Oak Avenue to Evanston Avenue, allowing site traffic to enter and exit the development from either street. The location of the driveway on Oak Avenue will be in the approximately location of the existing northern driveway that served the bank.

With the street system in its current configuration, site traffic would be able to turn left or right to enter and exit the site on Evanston Avenue, but could only turn left to enter and exit the site on Oak Avenue due to the one-way southbound orientation of the street. To eliminate these site access limitations and improve traffic circulation in the area, The Roanoke Group would like the Village to consider converting the one-way segment of Oak Avenue between E. North Avenue and E. Scranton Avenue to two-way travel. The subsequent traffic analysis in this report evaluates traffic conditions with and without the two-way conversion of Oak Avenue.

Directional Distribution of Site Traffic

The directions from which traffic will approach and depart the site are a function of several variables, including the location of the regional highways and arterial streets (i.e., I-94, US 41, IL 176, Sheridan Road), the orientation of the local street system (i.e., one-way streets), and the ease with which motorists can travel over various sections of the street system without

encountering congestion. Based on the above as well as current traffic patterns in the area, the directional distribution of site-generated traffic was estimated and is shown in **Figure 6**. Once motorists arrive into the downtown area of Lake Bluff from these regional roadways, they have multiple options for reaching the site, including W. Scranton Avenue, Sheridan Road, E. Scranton Avenue, E. Center Avenue, Evanston Avenue, E. North Avenue, and Oak Avenue.

Site Traffic Generation

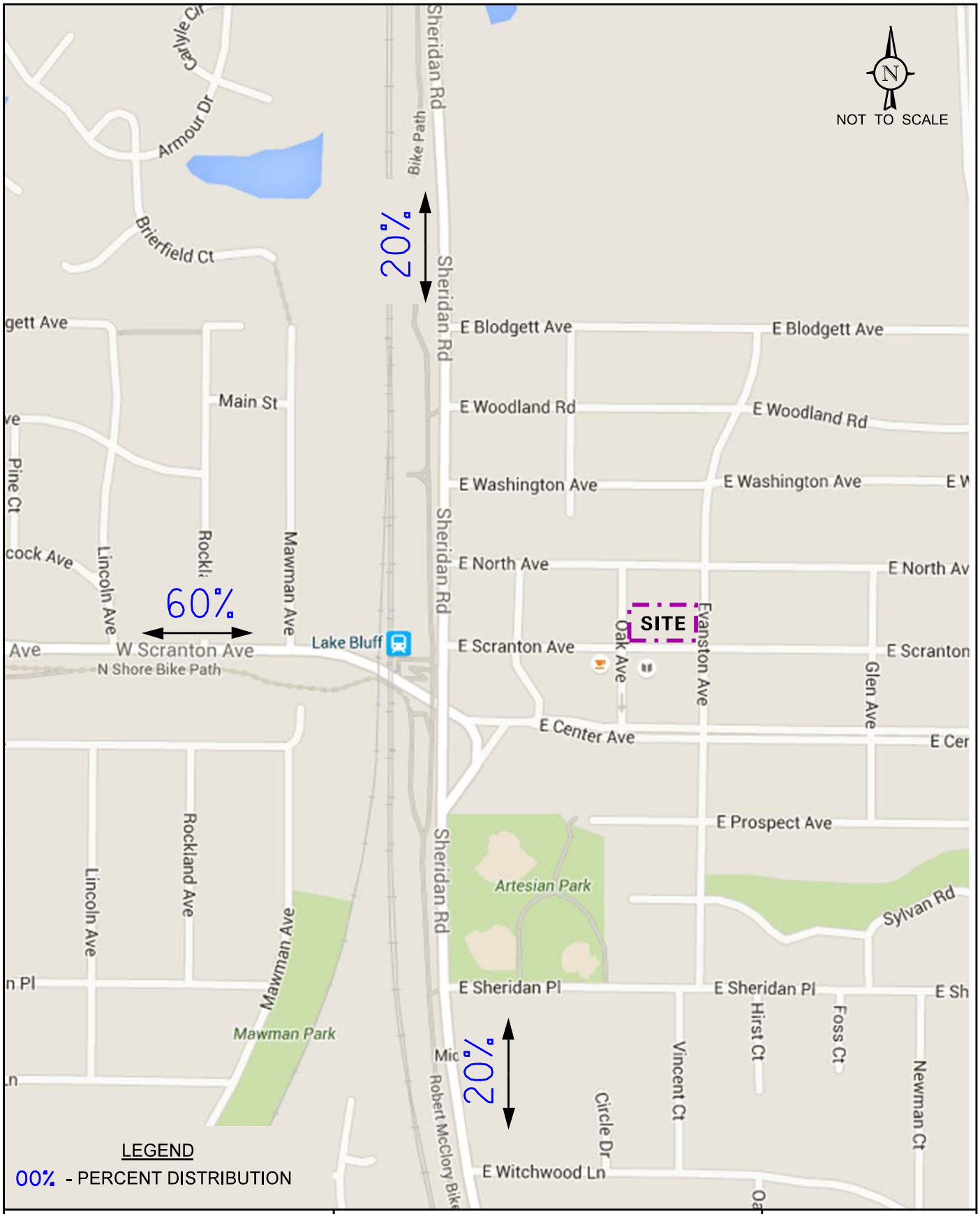
The volume of traffic generated by a development is based on the type of land use and the size of the development, with consideration given to the availability of public transportation. The United States Census Bureau conducts surveys of numerous demographic, social, economic and housing characteristics including commuting modes. **Table 1** shows travel mode data for workers aged 16 and older that reside within the Census Tract Block Group bounded by E. Blodgett Avenue on the north, Moffett Road on the east, E. Center Avenue on the south, and Sheridan Road on the west, which falls within a ½-mile transit shed of the Lake Bluff Metra Station. As shown, 24 percent of working Lake Bluff residents residing within this transit shed travel to work by means other than by private vehicle, and another four percent work at home.

Table 1
PUBLIC TRANSPORTATION USAGE IN VICINITY OF SITE[1]

Area	Workers Aged 16 & Older	Travel by Car, Truck, Van, Motorcycle[2]	Travel by Public Transportation[3]	Travel by Walking or Biking	Work at Home
Census Tract 8633, Block Group 1	432	311 (72%)	94 (22%)	11 (2%)	16 (4%)

[1] Source: U.S. Census Bureau 2010-2014 American Community Survey 5-Year Estimates - Census Tract 8633 Block Group 1
[2] Includes travel by other non-defined modes
[3] All modes of public transportation including Metra, CTA rapid transit, CTA bus and Pace bus.

The number of vehicle trips estimated to be generated by the proposed 120 E. Scranton Avenue development is shown in **Table 2** and was based on trip generation rates published in the Institute of Transportation Engineers' *Trip Generation Manual*, 9th Edition, 2012. Approximately 12 to 13 new vehicle trips are estimated to be added to the street system during the weekday morning and afternoon peak hours, respectively. Over a 24-hour period, approximately 130 vehicle trips are estimated to be added to the street system on a typical weekday. In order to provide the most conservative analysis, it was assumed that all residents of the proposed development will drive. As such, the trip generation estimate for the development was <u>not</u> reduced to reflect travel by public transit or non-motorized means.



PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Estimated Directional Distribution	KLOA Job No: 16-125 Figure: 6

Table 2
SITE GENERATED TRAFFIC VOLUMES

		Number of Vehicle Trips[1]								
		A.M. Peak Hour			P.M. Peak Hour			Daily Two-Way		
Land Use	Density	In	Out	Total	In	Out	Total	In	Out	Total
Condominiums	16 units	2	10	12	9	4	13	65	65	130

[1] Based on *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012 for Land Use Code 230 – Condominiums/Townhouses

Trip Generation Comparison

Under current zoning, the five lot site could be redeveloped with a commercial use on the westerly three lots that contain the vacant bank building and a single family home on the easterly two lots. The commercial use could be a bank that makes use of the existing vacant bank building or potentially could be a different commercial use(s) in a new building that would replace the existing bank building.

Table 3 shows a comparison of the projected weekday peak hour and daily (24-hour) trip generation between the proposed 16-unit condominium development and the potential redevelopment of the site under current zoning, which was assumed to include the re-use of the existing 3,901-square foot bank building (with three drive-in lanes) as a bank and a single family home on the eastern end of the site. Since the existing bank building is currently vacant, the comparison is based on ITE trip generation rates and on local area bank traffic surveys performed in the past by KLOA, Inc.

As shown in Table 3, during the weekday peak hours, the proposed condominium development is projected to generate less than one-half of the volume of traffic that would be generated by re-use of the current bank building as a bank together with a single-family home. Over a 24-hour period, on a typical weekday, the proposed condominium development is projected to generate approximately one-third of the combined traffic volume of the bank and single-family home.

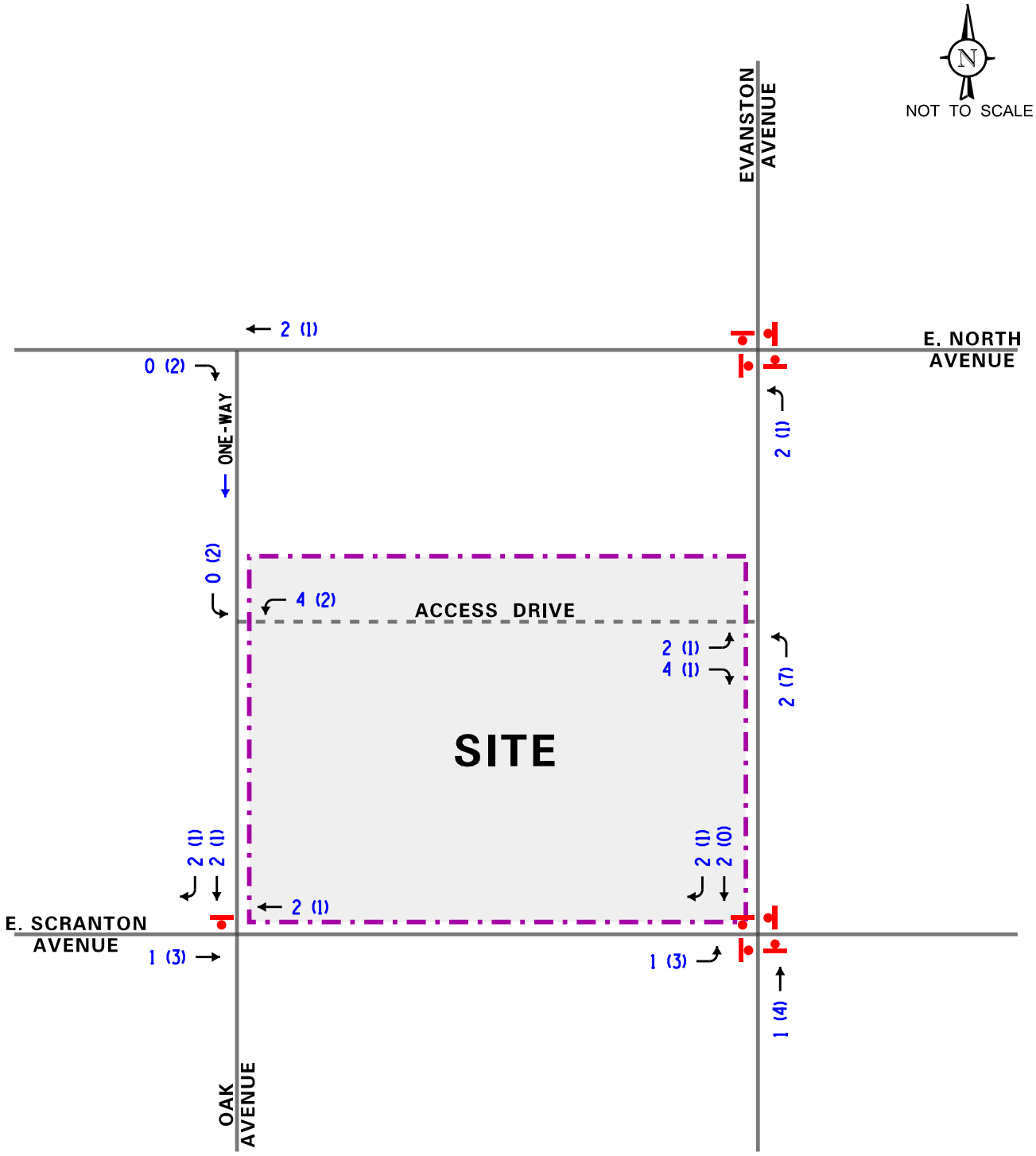
Site Traffic Assignment

The peak-hour traffic volumes projected to be generated by the proposed 120 E. Scranton Avenue condominium development were assigned to the area street system based on the directional distribution shown in Figure 6. Two site traffic assignments were performed. **Figure 7** shows the assignment of the site-generated peak hour traffic volumes with the street system in its current configuration. **Figure 8** shows the assignment of the site-generated peak hour traffic volumes with the conversion of Oak Avenue to two-way flow between E. North Avenue and E. Scranton Avenue.

Table 3
TRIP GENERATION COMPARISON

		Number of Vehicle Trips								
		A.M. Peak Hour			P.M. Peak Hour			Daily Two-Way		
Land Use	Density	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Use										
Proposed Condominiums[1]	16 units	2	10	12	9	4	13	65	65	130
Potential Uses under Current Zoning										
Existing Bank[2,3]	3,901 sf / 3 drive-in lanes	17	11	28	20	22	42	209	209	418
Single-Family Home[4]	1 unit	0	1	1	1	0	1	5	5	10
	Total	17	12	29	21	22	43	214	214	428
	Difference	**(15)**	**(2)**	**(17)**	**(12)**	**(18)**	**(30)**	**(149)**	**(149)**	**(298)**

[1] Based on *Trip Generation Manual*, 9th Edition, ITE, 2012 for Land Use Code 230 – Condominiums/Townhouses
[2] A.M. Peak Hour and Daily trip generation based on *Trip Generation Manual*, 9th Edition, ITE, 2012 for Land Use Code 912 – Drive-In Bank
[3] P.M. Peak Hour trip generation based on KLOA, Inc. surveys local area banks
[4] Based on *Trip Generation Manual*, 9th Edition, ITE, 2012 for Land Use Code 210 – Single-Family Detached Housing



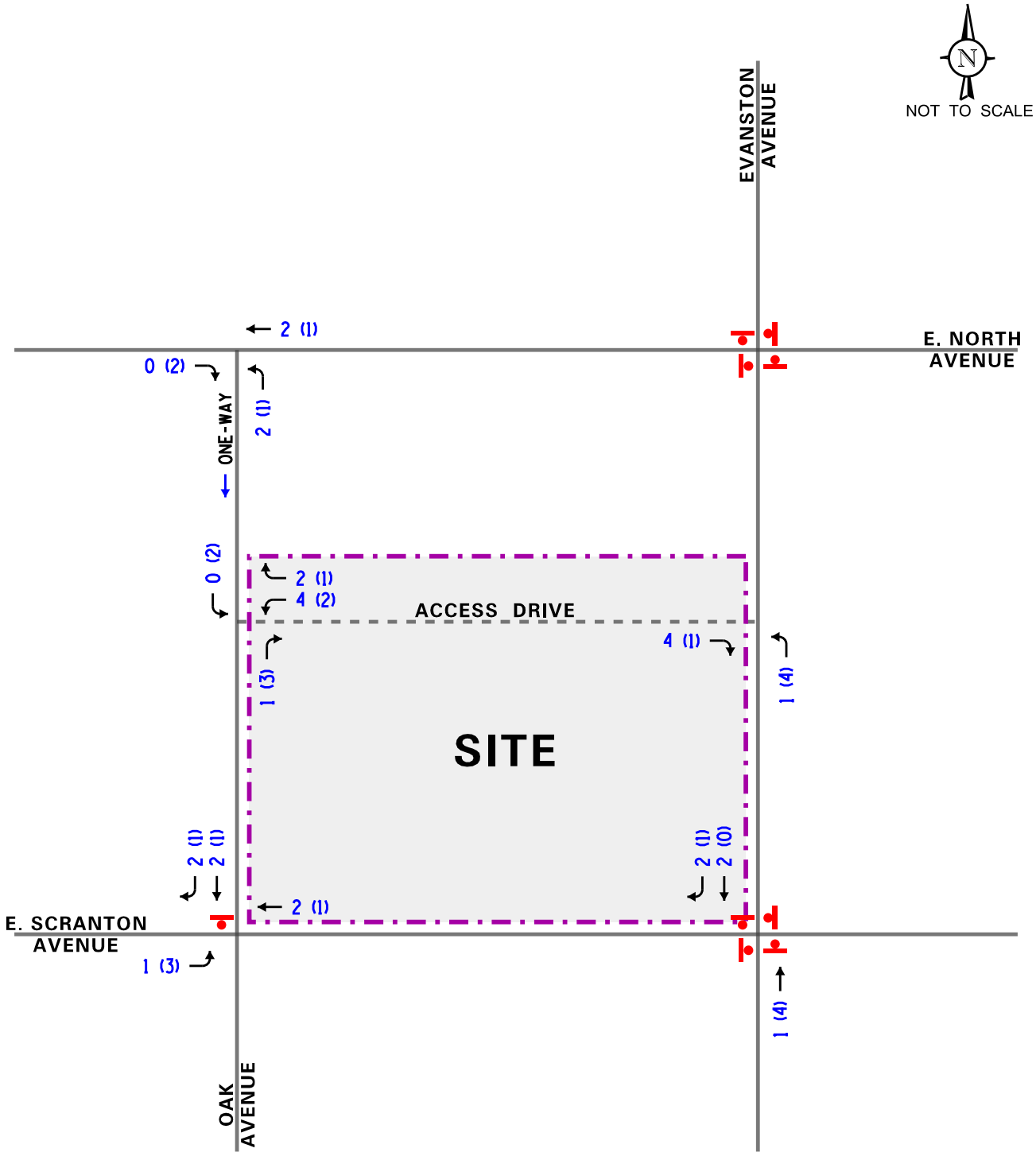
LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

- - - - PROPOSED ACCESS DRIVE

PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Site-Generated Traffic Volumes with Existing Street System	KLOA Job No: 16-125 Figure: 7



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

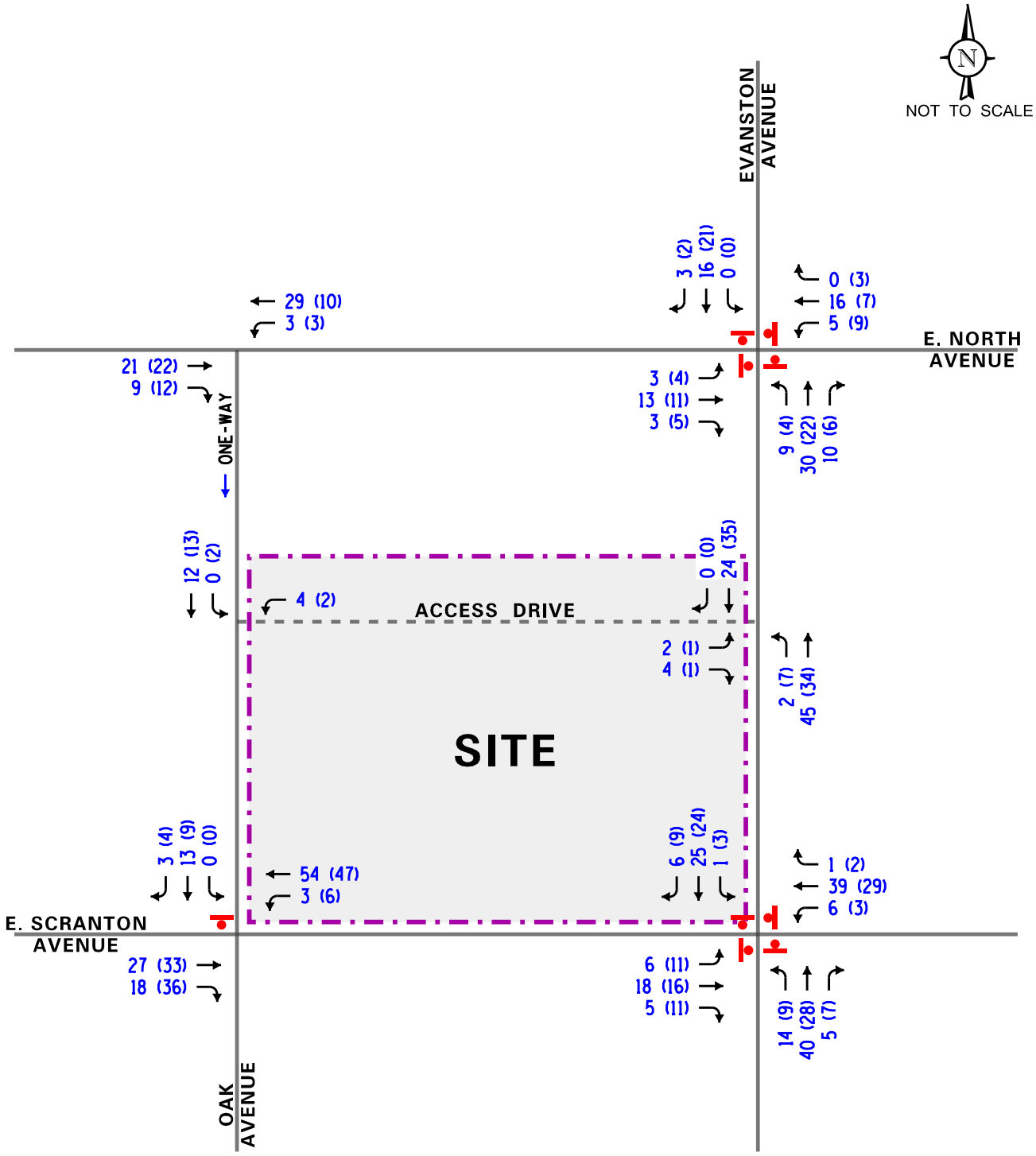
- - - - PROPOSED ACCESS DRIVE

PROJECT:	TITLE:	KLOA
120 E. Scranton Avenue Lake Bluff, Illinois	Site-Generated Traffic Volumes with Oak Avenue Two-Way Conversion	Job No: 16-125 Figure: 8

4.
Total Projected Traffic Conditions

The peak hour traffic volumes generated by the proposed 120 E. Scranton Avenue Condominiums (Figures 7 and 8) were combined with the existing traffic volumes (Figure 4) to determine the total projected peak-hour traffic volumes upon completion of the development. **Figure 9** shows the total projected traffic volumes with the street system in its current configuration. **Figure 10** shows the total projected traffic volumes with the conversion of Oak Avenue to two-way flow between E. North Avenue and E. Scranton Avenue.

The total projected traffic volumes reflect a traffic growth factor of one percent per year in consideration of potential ambient growth in through traffic along E. Scranton Avenue to the year 2018, which is the anticipated buildout year of the 120 E. Scranton Avenue Condominium project.



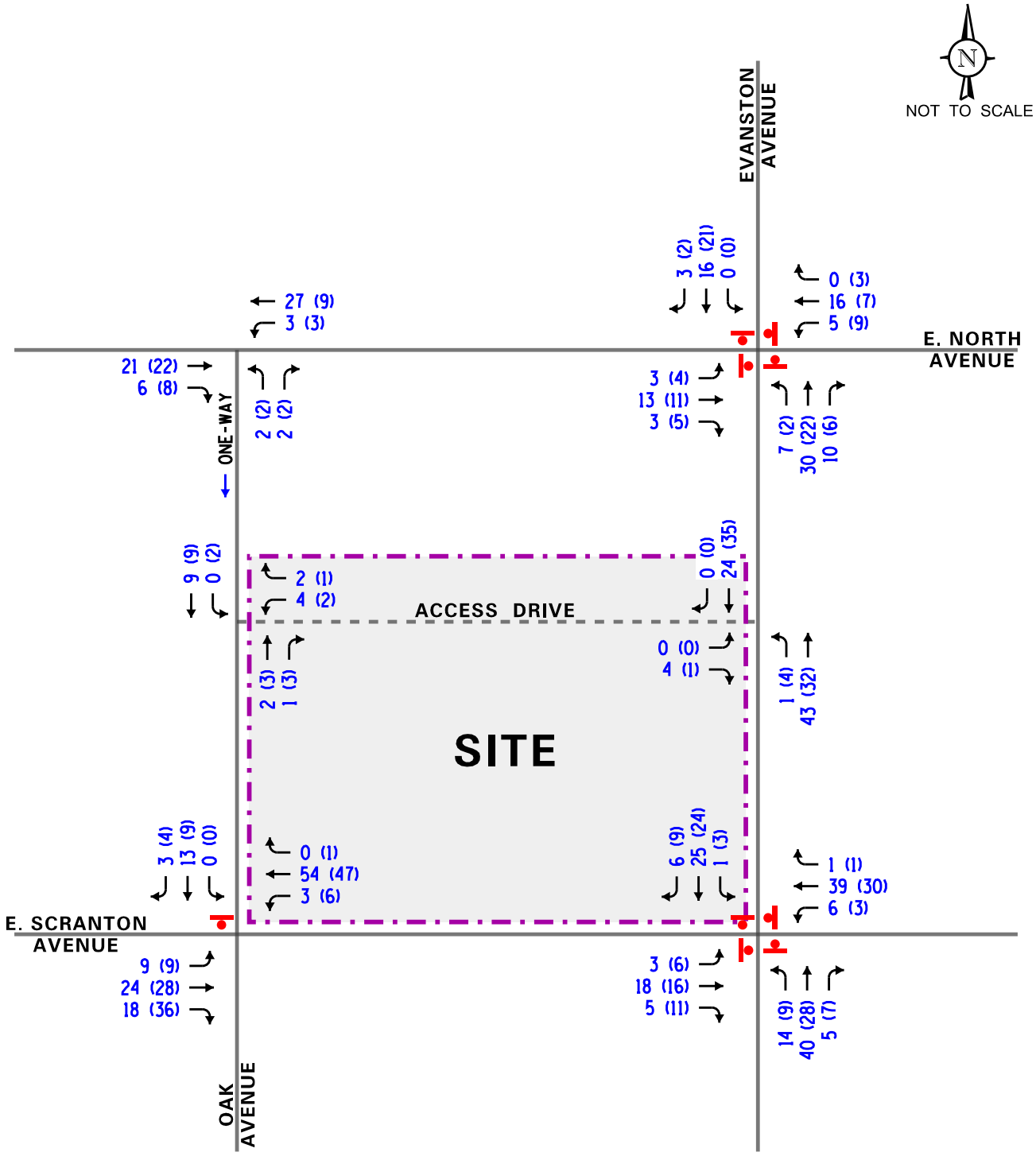
LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

- - - - PROPOSED ACCESS DRIVE

PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Total Projected Traffic Volumes with Existing Street System	KLOA Job No: 16-125 Figure: 9



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

- - - - PROPOSED ACCESS DRIVE

PROJECT:	TITLE:	
120 E. Scranton Avenue Lake Bluff, Illinois	Total Projected Traffic Volumes with Oak Avenue Two-Way Conversion	KLOA Job No: 16-125 Figure: 10

5.
Traffic Analysis

Capacity analyses were performed for the intersections of E. Scranton Avenue and E. North Avenue with Oak Avenue and Evanston Avenue to determine the operation of the existing street system, evaluate the incremental impact of the proposed condominium development, and determine the ability of street system to accommodate future traffic demands. Analyses were performed for the following weekday morning and afternoon peak hour traffic conditions:

1. Existing traffic conditions
2. Total projected traffic conditions with existing street system configuration
3. Total projected traffic conditions with two-way conversion of Oak Avenue

The capacity analyses were accomplished using HCS2010 computer software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual 2010*. The methodologies utilize traffic controls, traffic volumes, and other characteristics to determine the average control delay, levels of service, and vehicle queuing at an intersection.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is a qualitative term developed to express intersection operating conditions. Alpha designations from A to F are assigned based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay until resumption of free flow speed. Level of Service A is the highest grade (best traffic flow, least delays), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays). Typically, Level of Service D is the lowest acceptable grade for peak-hour conditions in a suburban environment such as Lake Bluff.

For all-way stop controlled (AWSC) intersections, an intersection level of service is calculated based on the weighted average of the delay on each of the approaches to the intersection. For two-way stop controlled (TWSC) intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole). Level of service F at

TWSC intersections occurs when there are not enough suitable gaps in the flow of traffic on the major (uncontrolled) street to allow minor-street traffic to safely enter the major street flow or cross the major street.

The *Highway Capacity Manual* criteria for levels of service and the corresponding control delay for unsignalized intersections are shown in **Table 4**. **Table 5** summarizes the results of the traffic analyses for the existing and total projected weekday morning and afternoon peak hour conditions. The capacity analysis worksheets are included in the Appendix of this report.

The capacity analysis results shown in **Table 5** indicate that the traffic impact of the 120 E. Scranton Avenue Condominiums development is minimal. All of the study area intersection presently operate at the very good level of service (LOS) of A in the morning and afternoon peak hours, and will continue to operate at the same level of service upon occupancy of the 120 E. Scranton Avenue Condominium project with minimal increases in average vehicle delay.

In addition, the intersections of the site access driveways with Evanston Avenue and Oak Avenue with also operate at level of service A under total projected conditions.

Table 4
LEVEL OF SERVICE CRITERIA – UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds per vehicle)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Source: *Highway Capacity Manual*, 2010.

Table 5
SUMMARY OF INTERSECTION CAPACITY ANALYSIS

	Existing Conditions				Total Projected Conditions (w/ Existing Street System)				Total Projected Conditions (w/ Oak Ave Two-Way Conversion)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Unsignalized Intersections / Critical Movements												
E. Scranton Ave / Evanston Ave[1]	A	7.3	A	7.2	A	7.3	A	7.2	A	7.3	A	7.2
E. North Ave / Evanston Ave[1]	A	7.1	A	7.1	A	7.1	A	7.1	A	7.1	A	7.1
E. Scranton Ave / Oak Ave[2]												
• Eastbound Left-Turn	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	7.3	A	7.3
• Westbound Left-Turn	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3
• Southbound Approach	A	9.6	A	9.4	A	9.6	A	9.4	A	9.6	A	9.5
E. North Ave / Oak Ave[2]												
• Westbound Left-Turn	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3	A	7.3
• Northbound Approach	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	8.6	A	8.6
Evanston Ave / Site Access Dr[2]												
• Eastbound Approach	n/a	n/a	n/a	n/a	A	8.6	A	8.7	A	8.4	A	8.5
• Northbound Left-Turn	n/a	n/a	n/a	n/a	A	7.2	A	7.3	A	7.2	A	7.3
Oak Ave / Site Access Dr[2]												
• Westbound Approach	n/a	n/a	n/a	n/a	A	5.8	A	6.4	A	8.5	A	8.5
• Southbound Approach	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	7.2	A	7.2

Note: LOS=Level of Service; Delay is measured in seconds. n/a – not applicable.
[1] All-way Stop Control
[2] Two-way Stop Control

6.
Parking Supply

The 120 E. Scranton Avenue Condominiums development will provide a total of 32 off-street parking spaces in ground-level parking garages. These parking spaces will be enclosed and accessible to residents only. The resulting parking ratio for the project is 2.0 spaces per unit. The parking garages will be accessed from the proposed east-west driveway that will extend across the north side of the site from Oak Avenue to Evanston Avenue.

By comparison, the former PNC Bank on the property provided 38 off-street parking spaces in a surface lot accessed from E. Scranton Avenue and Oak Avenue.

The site is located within both the CBD and R-4 zoning districts. The Village of Lake Bluff Zoning Ordinance specifies that multi-family residential developments provide two off-street parking spaces per unit, as shown in **Table 6**. Thus, the proposed 32-space off-street parking supply satisfies the Zoning Ordinance parking requirement.

Table 6
ZONING ORDINANCE PARKING REQUIREMENTS

Multiple-Family Dwelling Unit Density	Parking Ratio	Parking Spaces Required
16 Units	2.0 spaces/unit	32

Guest parking will occur on the street along E. Scranton Avenue. On the block between Oak Avenue and Evanston Avenue there are currently six parallel parking spaces along both the north and south sides of the street. The parking spaces on the north side of the street, and the four parking spaces in front of the Lake Bluff Public Library on the south side of the street, all have two-hour parking regulations from 7:00 A.M. to 7:00 P.M. The remaining two spaces in front of the single-family residences on the south side of the street are unregulated. The closure of the existing two site access driveways on E. Scranton Avenue will allow for the addition of two parking spaces on the north side of the street and an approximately 40-foot long loading zone at the center of the block between the two proposed condominium buildings.

7.
Conclusions and Recommendations

Based on the 120 E. Scranton Avenue Condominiums development plan and the preceding Traffic Impact Study, the following conclusions and recommendations are made:

1. The site is ideally situated within a short two- block walking distance of the Village of Lake Bluff's downtown commercial district and Metra Station, which will effectively lower the traffic generation from the proposed development.

2. Approximately 12 to 13 new vehicle trips are estimated to be added to the street system during the weekday morning and afternoon peak hours, respectively. This estimate conservatively assumes that all residents of the development drive and do not take advantage of the alternative travel modes available nearby (i.e., Metra commuter rail, Robert McClory Bike Path).

3. A trip generation comparison between the proposed 16-unit condominium development and the potential redevelopment of the site under current zoning, which assumes a single-family home and the re-use of the existing bank building as a bank, indicates that the condominium development would generate less than one-half of the volume of traffic of the bank/single-family home during the weekday peak hours and approximately one-third of the traffic volume of the bank/single-family home over a 24-hour period.

4. All study area intersections presently operate at the very good level of service (LOS) of A in the morning and afternoon peak hours, and will continue to operate at the same level of service upon occupancy of the 120 E. Scranton Avenue Condominium project with minimal increases in average vehicle delay.

5. As such, the traffic impact from the proposed development will be minimal and the adjoining street system has adequate capacity to accommodate site-generated traffic safely and efficiently under the current traffic controls.

6. Vehicular access to the site and the condominium parking garages will being provided from a new 22-foot wide two-way private driveway that will extend across the north side of the site from Oak Avenue to Evanston Avenue, allowing site traffic to enter and exit the development from either street.

7. The two current access driveways to the site on E. Scranton Avenue will be closed, as will the southern access driveway on Oak Avenue that formerly served as the exit drive for the bank drive-in lanes.

8. The closure of the existing two site access driveways on E. Scranton Avenue will eliminate mid-block pedestrian conflicts along the site frontage and allow for the addition of two parking spaces on the north side of the street and an approximately 40-foot long loading zone at the center of the block between the two proposed condominium buildings. This would increase the parking capacity on the north side of the street by 25% (from 6 spaces to 8 spaces).

9. The proposed development will provide 32 enclosed parking spaces for residents (2.0 spaces/unit), which satisfies the off-street parking requirement from the Village of Lake Bluff's Zoning Ordinance.

10. Guest parking will occur on the street along E. Scranton Avenue where there is ample parking available on both sides of the street.

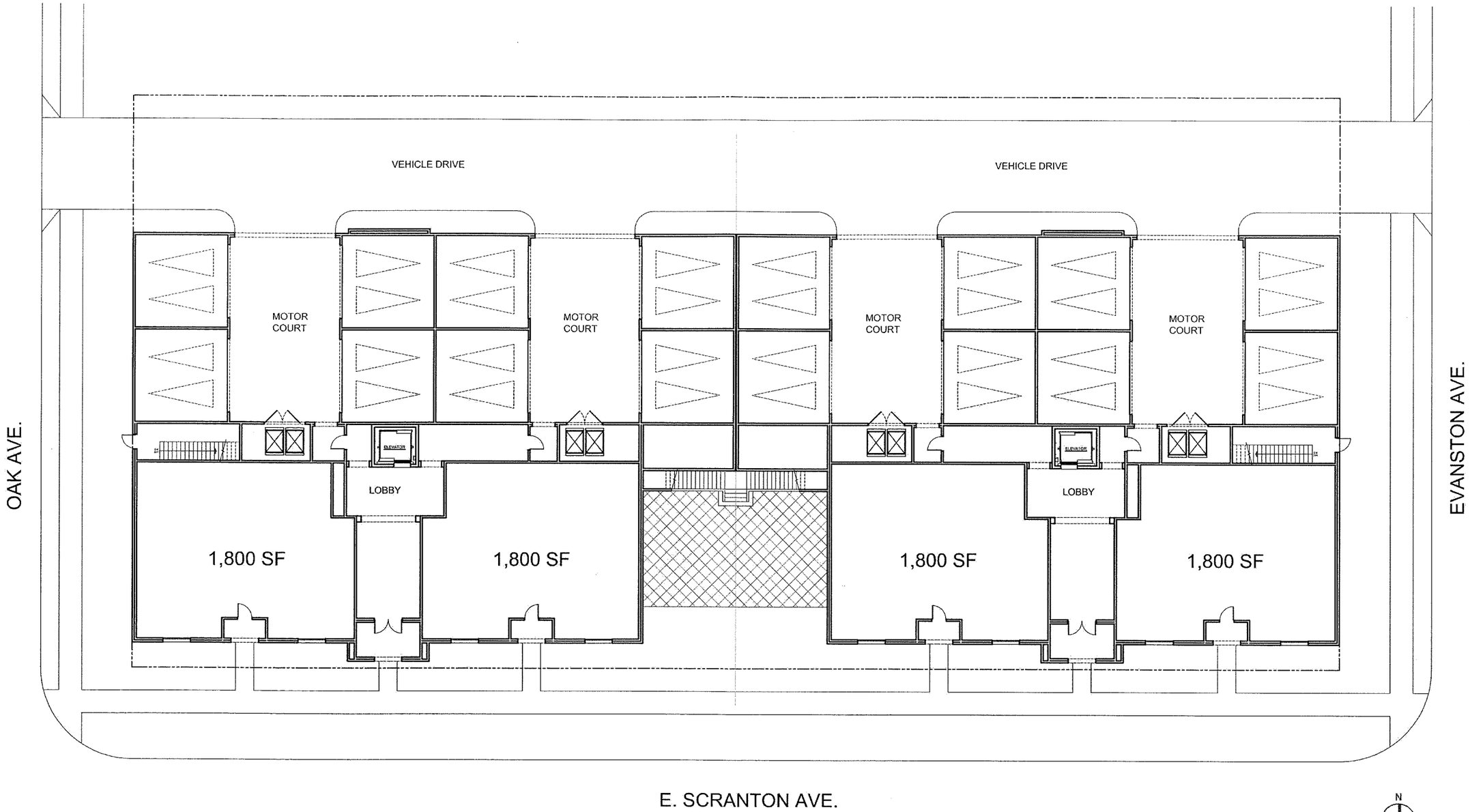
11. The one-way southbound orientation of Oak Avenue hampers traffic circulation in the area and limits site ingress and egress. Consideration should be given to converting the one-way segment of Oak Avenue between E. North Avenue and E. Scranton Avenue to two-way travel.

12. The traffic analysis indicates that the proposed reorientation of Oak Avenue to two-way travel would have a negligible impact on traffic operations at the Oak Avenue intersections with E. Scranton Avenue and E. North Avenue.

13. If this one block segment of Oak Avenue is converted to two-way travel, a stop sign should be installed on Oak Avenue at E. North Avenue and parallel parking should be prohibited on both sides of the street, similar to the parking regulations on Evanston Avenue.

Appendix

Site Plan



PROJECT SITE PLAN
FIRST FLOOR BUILDING PLAN

THE ROANOKE GROUPW

SCRANTON AVENUE

LAKE BLUFF, ILLINOIS

R H A
ROBERT HIDEY ARCHITECTS

PROJECT : 160XX
04/22/2016

Traffic Counts

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
Scranston Ave and Oak Ave 10:08:21
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 4 scranton/oak

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	2	0	0	7	0	0	0	0	5	4	0	18
715	2	1	0	0	13	1	0	0	0	10	4	0	31
730	1	5	0	0	18	1	0	0	0	5	12	0	42
745	0	1	0	0	7	2	0	0	0	4	6	0	20
800	0	4	0	0	9	0	0	0	0	5	5	0	23
815	0	1	0	0	17	0	0	0	0	4	2	0	24
830	0	2	0	0	7	2	0	0	0	3	5	0	19
845	1	2	0	0	8	0	0	0	0	7	2	0	20
1600	1	0	0	0	2	0	0	0	0	1	6	0	10
1615	0	2	0	0	7	1	0	0	0	9	9	0	28
1630	2	2	0	0	15	1	0	0	0	4	7	0	31
1645	0	2	0	0	11	1	0	0	0	12	8	0	34
1700	1	2	0	0	12	3	0	0	0	10	5	0	33
1715	2	0	0	0	5	0	0	0	0	3	10	0	20
1730	1	1	0	0	8	2	0	0	0	9	6	0	27
1745	0	1	0	0	6	1	0	0	0	14	15	0	37
Total	11	28	0	0	152	15	0	0	0	105	106	0	417

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 4 scranton/oak

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	2	7	0	9	0	4	7	7	18
715	3	14	0	14	0	4	12	15	31
730	6	19	0	17	0	12	11	19	42
745	1	9	0	10	0	6	7	7	20
800	4	9	0	10	0	5	9	9	23
815	1	17	0	6	0	2	5	17	24
830	2	9	0	8	0	5	7	7	19
845	3	8	0	9	0	2	9	9	20
1600	1	2	0	7	0	6	1	3	10
1615	2	8	0	18	0	9	12	7	28
1630	4	16	0	11	0	7	7	17	31
1645	2	12	0	20	0	8	15	11	34
1700	3	15	0	15	0	5	15	13	33
1715	2	5	0	13	0	10	3	7	20
1730	2	10	0	15	0	6	12	9	27
1745	1	7	0	29	0	15	16	6	37
Total	39	167	0	211	0	106	148	163	417

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
Scranston Ave and Oak Ave 10:08:21
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 4 scranton/oak

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	3	9	0	0	45	4	0	0	0	24	26	0	111
715	3	11	0	0	47	4	0	0	0	24	27	0	116
730	1	11	0	0	51	3	0	0	0	18	25	0	109
745	0	8	0	0	40	4	0	0	0	16	18	0	86
800	1	9	0	0	41	2	0	0	0	19	14	0	86
815	1	5	0	0	32	2	0	0	0	14	9	0	63*
830	1	4	0	0	15	2	0	0	0	10	7	0	39*
845	1	2	0	0	8	0	0	0	0	7	2	0	20*
1600	3	6	0	0	35	3	0	0	0	26	30	0	103
1615	3	8	0	0	45	6	0	0	0	35	29	0	126
1630	5	6	0	0	43	5	0	0	0	29	30	0	118
1645	4	5	0	0	36	6	0	0	0	34	29	0	114
1700	4	4	0	0	31	6	0	0	0	36	36	0	117
1715	3	2	0	0	19	3	0	0	0	26	31	0	84*
1730	1	2	0	0	14	3	0	0	0	23	21	0	64*
1745	0	1	0	0	6	1	0	0	0	14	15	0	37*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 4 scranton/oak

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	12	49	0	50	0	26	37	48	111
715	14	51	0	51	0	27	39	50	116
730	12	54	0	43	0	25	32	52	109
745	8	44	0	34	0	18	28	40	86
800	10	43	0	33	0	14	30	42	86
815	6	34	0	23	0	9	21	33	63*
830	5	17	0	17	0	7	16	16	39*
845	3	8	0	9	0	2	9	9	20*
1600	9	38	0	56	0	30	35	38	103
1615	11	51	0	64	0	29	49	48	126
1630	11	48	0	59	0	30	40	48	118
1645	9	42	0	63	0	29	45	40	114
1700	8	37	0	72	0	36	46	35	117
1715	5	22	0	57	0	31	31	22	84*
1730	3	17	0	44	0	21	28	15	64*
1745	1	7	0	29	0	15	16	6	37*

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
Scranston Ave and Evanston Ave 10:04:46
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 3 scranton/evanston

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	2	4	0	0	5	0	0	4	2	2	2	0	21
715	0	3	0	0	7	1	0	0	3	0	3	1	18
730	0	2	0	0	16	1	2	9	3	1	10	2	46
745	0	11	0	1	6	1	1	5	3	2	4	1	35
800	1	5	0	0	8	3	1	7	1	1	2	2	31
815	3	5	1	0	8	1	1	17	7	1	2	0	46
830	1	2	0	0	6	1	1	2	4	3	3	0	23
845	0	4	1	0	7	0	0	4	0	2	1	0	19
1600	3	9	0	0	2	2	2	5	3	1	6	1	34
1615	5	8	3	1	5	0	1	8	1	4	7	3	46
1630	3	3	0	1	2	0	3	9	5	2	1	2	31
1645	0	8	0	0	13	2	1	3	1	3	4	2	37
1700	0	5	0	0	8	1	2	4	2	2	4	1	29
1715	0	8	0	0	2	1	0	7	3	2	3	2	28
1730	1	5	0	1	4	0	4	11	4	3	2	2	37
1745	1	5	0	0	4	2	1	9	2	4	7	4	39
Total	20	87	5	4	103	16	20	104	44	33	61	23	520

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 3 scranton/evanston

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	6	5	6	4	4	2	6	9	21
715	3	8	3	4	1	3	4	10	18
730	2	17	14	13	11	12	4	19	46
745	11	8	9	7	7	5	14	9	35
800	6	11	9	5	9	3	9	10	31
815	9	9	25	3	17	4	7	18	46
830	3	7	7	6	2	4	6	11	23
845	5	7	4	3	4	2	6	7	19
1600	12	4	10	8	6	8	12	8	34
1615	16	6	10	14	12	11	12	11	46
1630	6	3	17	5	12	4	5	10	31
1645	8	15	5	9	5	5	13	14	37
1700	5	9	8	7	5	6	8	10	29
1715	8	3	10	7	9	3	11	5	28
1730	6	5	19	7	14	6	8	9	37
1745	6	6	12	15	13	8	11	7	39
Total	112	123	168	117	131	86	136	167	520

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
Scranston Ave and Evanston Ave 10:04:47
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 3 scranton/evanston

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	2	20	0	1	34	3	3	18	11	5	19	4	120
715	1	21	0	1	37	6	4	21	10	4	19	6	130
730	4	23	1	1	38	6	5	38	14	5	18	5	158
745	5	23	1	1	28	6	4	31	15	7	11	3	135
800	5	16	2	0	29	5	3	30	12	7	8	2	119
815	4	11	2	0	21	2	2	23	11	6	6	0	88*
830	1	6	1	0	13	1	1	6	4	5	4	0	42*
845	0	4	1	0	7	0	0	4	0	2	1	0	19*
1600	11	28	3	2	22	4	7	25	10	10	18	8	148
1615	8	24	3	2	28	3	7	24	9	11	16	8	143
1630	3	24	0	1	25	4	6	23	11	9	12	7	125
1645	1	26	0	1	27	4	7	25	10	10	13	7	131
1700	2	23	0	1	18	4	7	31	11	11	16	9	133
1715	2	18	0	1	10	3	5	27	9	9	12	8	104*
1730	2	10	0	1	8	2	5	20	6	7	9	6	76*
1745	1	5	0	0	4	2	1	9	2	4	7	4	39*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 3 scranton/evanston

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	22	38	32	28	23	22	28	47	120
715	22	44	35	29	28	23	31	48	130
730	28	45	57	28	44	24	34	56	158
745	29	35	50	21	35	16	36	48	135
800	23	34	45	17	32	13	28	46	119
815	17	23	36	12	23	10	19	36	88*
830	8	14	11	9	6	6	12	18	42*
845	5	7	4	3	4	2	6	7	19*
1600	42	28	42	36	35	28	42	43	148
1615	35	33	40	35	34	26	38	45	143
1630	27	30	40	28	31	18	37	39	125
1645	27	32	42	30	33	20	40	38	131
1700	25	23	49	36	41	23	38	31	133
1715	20	14	41	29	36	17	30	21	104*
1730	12	11	31	22	27	14	19	16	76*
1745	6	6	12	15	13	8	11	7	39*

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
North Ave and Oak Ave 10:00:20
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 2 north/oak

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	2	1	0	3
715	0	0	0	0	6	0	0	0	0	2	3	0	11
730	0	0	0	0	10	3	0	0	0	5	9	0	27
745	0	0	0	0	6	0	0	0	0	1	5	0	12
800	0	0	0	0	5	0	0	0	0	2	3	0	10
815	0	0	0	0	5	0	0	0	0	1	4	0	10
830	0	0	0	0	3	0	0	0	0	2	3	0	8
845	0	0	0	0	4	2	0	0	0	1	6	0	13
1600	0	0	0	0	3	1	0	0	0	1	4	0	9
1615	0	0	0	0	2	1	0	0	0	1	5	0	9
1630	0	0	0	0	4	0	0	0	0	4	8	0	16
1645	0	0	0	0	2	0	0	0	0	4	5	0	11
1700	0	0	0	0	1	2	0	0	0	1	4	0	8
1715	0	0	0	0	2	1	0	0	0	3	7	0	13
1730	0	0	0	0	3	0	0	0	0	1	5	0	9
1745	0	0	0	0	5	0	0	0	0	0	7	0	12
Total	0	0	0	0	61	10	0	0	0	31	79	0	181

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 2 north/oak

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	3	0	1	2	0	3
715	0	6	0	5	0	3	2	6	11
730	0	13	0	14	0	9	8	10	27
745	0	6	0	6	0	5	1	6	12
800	0	5	0	5	0	3	2	5	10
815	0	5	0	5	0	4	1	5	10
830	0	3	0	5	0	3	2	3	8
845	0	6	0	7	0	6	3	4	13
1600	0	4	0	5	0	4	2	3	9
1615	0	3	0	6	0	5	2	2	9
1630	0	4	0	12	0	8	4	4	16
1645	0	2	0	9	0	5	4	2	11
1700	0	3	0	5	0	4	3	1	8
1715	0	3	0	10	0	7	4	2	13
1730	0	3	0	6	0	5	1	3	9
1745	0	5	0	7	0	7	0	5	12
Total	0	71	0	110	0	79	41	61	181

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
North Ave and Oak Ave 10:00:20
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 north/oak

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	0	0	0	22	3	0	0	0	10	18	0	53
715	0	0	0	0	27	3	0	0	0	10	20	0	60
730	0	0	0	0	26	3	0	0	0	9	21	0	59
745	0	0	0	0	19	0	0	0	0	6	15	0	40
800	0	0	0	0	17	2	0	0	0	6	16	0	41
815	0	0	0	0	12	2	0	0	0	4	13	0	31*
830	0	0	0	0	7	2	0	0	0	3	9	0	21*
845	0	0	0	0	4	2	0	0	0	1	6	0	13*
1600	0	0	0	0	11	2	0	0	0	10	22	0	45
1615	0	0	0	0	9	3	0	0	0	10	22	0	44
1630	0	0	0	0	9	3	0	0	0	12	24	0	48
1645	0	0	0	0	8	3	0	0	0	9	21	0	41
1700	0	0	0	0	11	3	0	0	0	5	23	0	42
1715	0	0	0	0	10	1	0	0	0	4	19	0	34*
1730	0	0	0	0	8	0	0	0	0	1	12	0	21*
1745	0	0	0	0	5	0	0	0	0	0	7	0	12*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 north/oak

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	0	25	0	28	0	18	13	22	53
715	0	30	0	30	0	20	13	27	60
730	0	29	0	30	0	21	12	26	59
745	0	19	0	21	0	15	6	19	40
800	0	19	0	22	0	16	8	17	41
815	0	14	0	17	0	13	6	12	31*
830	0	9	0	12	0	9	5	7	21*
845	0	6	0	7	0	6	3	4	13*
1600	0	13	0	32	0	22	12	11	45
1615	0	12	0	32	0	22	13	9	44
1630	0	12	0	36	0	24	15	9	48
1645	0	11	0	30	0	21	12	8	41
1700	0	14	0	28	0	23	8	11	42
1715	0	11	0	23	0	19	5	10	34*
1730	0	8	0	13	0	12	1	8	21*
1745	0	5	0	7	0	7	0	5	12*

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
North Ave and Evanston Ave 09:56:08
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 1 north/evanston

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	4	0	0	0	0	0	2	0	1	0	0	7
715	1	3	0	0	4	1	1	1	0	0	3	0	14
730	2	1	0	0	8	0	4	6	1	1	6	1	30
745	0	4	0	0	3	4	0	5	3	0	2	2	23
800	0	6	0	0	2	0	1	6	2	0	3	0	20
815	1	5	0	0	3	1	5	12	1	2	2	0	32
830	1	4	0	1	1	0	0	1	1	0	0	3	12
845	0	1	0	0	3	4	0	2	1	0	4	1	16
1600	0	8	1	0	2	3	2	6	1	0	2	2	27
1615	1	7	0	1	1	3	2	7	2	2	3	0	29
1630	1	5	0	1	3	2	3	6	1	3	3	2	30
1645	0	5	0	0	1	2	0	5	0	0	2	2	17
1700	0	4	0	1	2	2	1	4	0	0	3	0	17
1715	0	4	0	0	0	2	4	5	1	3	3	1	23
1730	0	6	0	0	2	0	2	11	0	0	3	1	25
1745	0	2	0	0	1	1	0	6	4	2	5	0	21
Total	7	69	1	4	36	25	25	85	18	14	44	15	343

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 1 north/evanston

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	4	0	2	1	2	0	5	0	7
715	4	5	2	3	1	4	4	5	14
730	3	8	11	8	7	10	2	11	30
745	4	7	8	4	7	2	8	6	23
800	6	2	9	3	6	4	6	4	20
815	6	4	18	4	12	7	8	5	32
830	5	2	2	3	5	0	4	3	12
845	1	7	3	5	3	4	5	4	16
1600	9	5	9	4	8	5	11	3	27
1615	8	5	11	5	8	5	12	4	29
1630	6	6	10	8	9	6	10	5	30
1645	5	3	5	4	7	2	7	1	17
1700	4	5	5	3	5	4	6	2	17
1715	4	2	10	7	6	7	9	1	23
1730	6	2	13	4	12	5	6	2	25
1745	2	2	10	7	6	5	5	5	21
Total	77	65	128	73	104	70	108	61	343

Lake Bluff, IL Weather: Sunny and Cool 05/06/16
North Ave and Evanston Ave 09:56:08
Thursday May 5, 2016

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 north/evanston

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	3	12	0	0	15	5	5	14	4	2	11	3	74
715	3	14	0	0	17	5	6	18	6	1	14	3	87
730	3	16	0	0	16	5	10	29	7	3	13	3	105
745	2	19	0	1	9	5	6	24	7	2	7	5	87
800	2	16	0	1	9	5	6	21	5	2	9	4	80
815	2	10	0	1	7	5	5	15	3	2	6	4	60*
830	1	5	0	1	4	4	0	3	2	0	4	4	28*
845	0	1	0	0	3	4	0	2	1	0	4	1	16*
1600	2	25	1	2	7	10	7	24	4	5	10	6	103
1615	2	21	0	3	7	9	6	22	3	5	11	4	93
1630	1	18	0	2	6	8	8	20	2	6	11	5	87
1645	0	19	0	1	5	6	7	25	1	3	11	4	82
1700	0	16	0	1	5	5	7	26	5	5	14	2	86
1715	0	12	0	0	3	3	6	22	5	5	11	2	69*
1730	0	8	0	0	3	1	2	17	4	2	8	1	46*
1745	0	2	0	0	1	1	0	6	4	2	5	0	21*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 north/evanston

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	15	20	23	16	17	16	19	22	74
715	17	22	30	18	21	20	20	26	87
730	19	21	46	19	32	23	24	26	105
745	21	15	37	14	30	13	26	18	87
800	18	15	32	15	26	15	23	16	80
815	12	13	23	12	20	11	17	12	60*
830	6	9	5	8	8	4	9	7	28*
845	1	7	3	5	3	4	5	4	16*
1600	28	19	35	21	32	18	40	13	103
1615	23	19	31	20	29	17	35	12	93
1630	19	16	30	22	27	19	32	9	87
1645	19	12	33	18	30	18	28	6	82
1700	16	11	38	21	29	21	26	10	86
1715	12	6	33	18	24	17	20	8	69*
1730	8	4	23	11	18	10	11	7	46*
1745	2	2	10	7	6	5	5	5	21*

Capacity Analysis Worksheets

Existing Traffic Volumes

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Time Period	AM

Site Information

Intersection	Scranton and Evanston
Jurisdiction	Lake Bluff
Analysis Year	2016

Project ID

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	18	5	6	38	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	14	38	5	1	23	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	28		47		59		29	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.2		0.0	
Prop. Right-Turns	0.2		0.0		0.1		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.05		0.03	
hd, final value (s)	4.07		4.13		4.09		4.05	
x, final value	0.032		0.054		0.067		0.033	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.1		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	933		940		843		967	
Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.3							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Time Period	PM

Site Information

Intersection	Scranton and Evanston
Jurisdiction	Lake Bluff
Analysis Year	2016

Project ID

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	16	11	3	28	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	24	7	3	24	8
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	35		34		41		36	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.2		0.1	
Prop. Right-Turns	0.3		0.1		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.04		0.03	
hd, final value (s)	3.95		4.08		4.02		3.97	
x, final value	0.038		0.039		0.046		0.040	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.0		2.1		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	875		850		820		900	
Delay (s/veh)	7.1		7.2		7.2		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.1		7.2		7.2		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*AM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2016*

Project ID

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	13	3	5	16	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	29	10	0	16	3
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	19		21		47		19	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.1		0.0	
Prop. Right-Turns	0.2		0.0		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.04		0.02	
hd, final value (s)	4.00		4.10		3.91		3.94	
x, final value	0.021		0.024		0.051		0.021	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.0		2.1		1.9		1.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	950		1050		940		950	
Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*PM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2016*

Project ID

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	11	5	9	7	3
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	22	6	0	21	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	20		19		32		24	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.5		0.1		0.0	
Prop. Right-Turns	0.3		0.2		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.03		0.02	
hd, final value (s)	3.93		4.04		3.91		3.96	
x, final value	0.022		0.021		0.035		0.026	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	1.9		2.0		1.9		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1000		950		1067		800	
Delay (s/veh)	7.0		7.1		7.1		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.0		7.1		7.1		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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HCS 2010 Two-Way Stop Control Summary Report

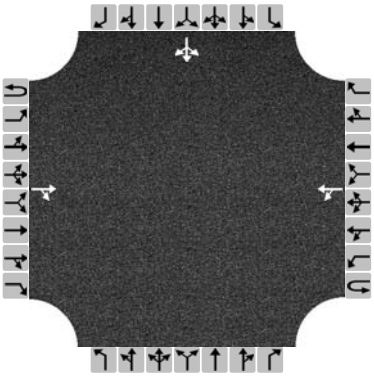
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2016
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Existing AM Peak

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration				TR		LT									LTR	
Volume (veh/h)			25	18		3	51							0	11	1
Percent Heavy Vehicles						0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						57									13	
Capacity						1576									801	
v/c Ratio						0.04									0.02	
95% Queue Length						0.0									0.0	
Control Delay (s/veh)						7.3									9.6	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					0.4								9.6			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

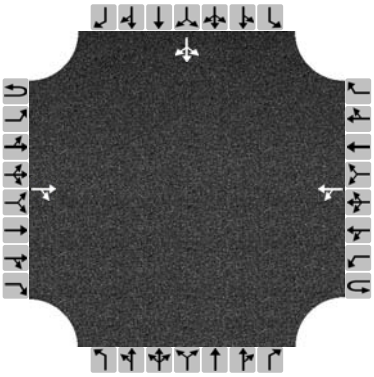
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2016
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Existing PM Peak

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration				TR		LT									LTR	
Volume (veh/h)			29	35		6	45							0	8	3
Percent Heavy Vehicles						0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						53									11	
Capacity						1546									822	
v/c Ratio						0.03									0.01	
95% Queue Length						0.0									0.0	
Control Delay (s/veh)						7.3									9.4	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					0.9								9.4			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

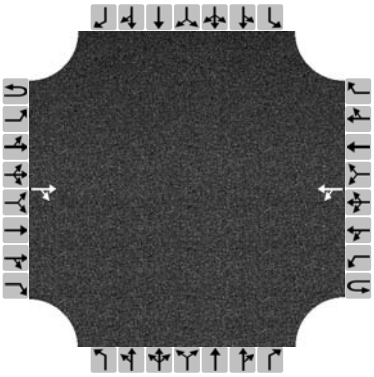
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2016
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Existing AM Peak

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			21	9		3	26									
Percent Heavy Vehicles						0										
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						30										
Capacity						1595										
v/c Ratio						0.02										
95% Queue Length						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					0.7											
Approach LOS																

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HCS 2010 Two-Way Stop Control Summary Report

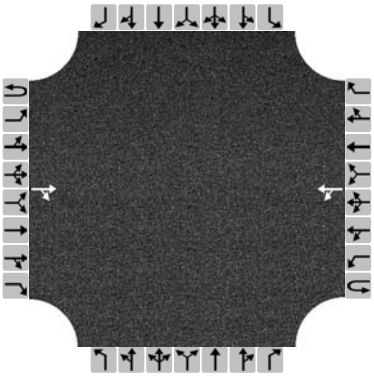
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2016
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Existing PM Peak

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			22	10		3	9									
Percent Heavy Vehicles						0										
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						12										
Capacity						1591										
v/c Ratio						0.01										
95% Queue Length						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					1.8											
Approach LOS																

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Capacity Analysis Worksheets

Total Projected Traffic Volumes
with Existing Street System

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Time Period	AM

Site Information

Intersection	Scranton and Evanston
Jurisdiction	Lake Bluff
Analysis Year	2018

Project ID

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	18	5	6	39	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	14	40	5	1	25	6
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	29		48		61		33	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.2		0.0	
Prop. Right-Turns	0.2		0.0		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.04		0.05		0.03	
hd, final value (s)	4.09		4.15		4.10		4.03	
x, final value	0.033		0.055		0.069		0.037	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.1		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	967		800		871		825	
Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.3							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Time Period	PM

Site Information

Intersection	Scranton and Evanston
Jurisdiction	Lake Bluff
Analysis Year	2018

Project ID

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	16	11	3	29	2
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	28	7	3	24	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	38		35		45		37	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.1		0.2		0.1	
Prop. Right-Turns	0.3		0.1		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.04		0.03	
hd, final value (s)	3.99		4.09		4.04		3.97	
x, final value	0.042		0.040		0.050		0.041	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.0		2.1		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	950		875		900		925	
Delay (s/veh)	7.2		7.3		7.3		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.2		7.3		7.3		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*AM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	13	3	5	16	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	30	10	0	16	3
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	19		21		50		19	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.2		0.0	
Prop. Right-Turns	0.2		0.0		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.04		0.02	
hd, final value (s)	4.00		4.11		3.92		3.94	
x, final value	0.021		0.024		0.054		0.021	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.0		2.1		1.9		1.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	950		1050		1000		950	
Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*PM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	11	5	9	7	3
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	22	6	0	21	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	20		19		33		24	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.5		0.1		0.0	
Prop. Right-Turns	0.3		0.2		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.03		0.02	
hd, final value (s)	3.93		4.04		3.92		3.96	
x, final value	0.022		0.021		0.036		0.026	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	1.9		2.0		1.9		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1000		950		825		800	
Delay (s/veh)	7.0		7.1		7.1		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.0		7.1		7.1		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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HCS 2010 Two-Way Stop Control Summary Report

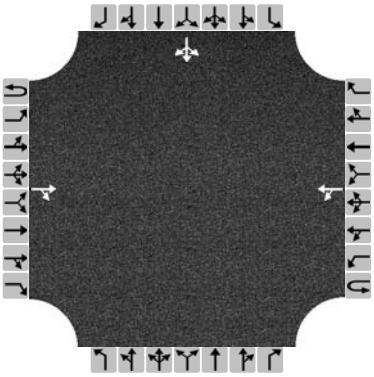
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Projected AM Peak

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration				TR		LT									LTR	
Volume (veh/h)			27	18		3	54							0	13	3
Percent Heavy Vehicles						0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						60									17	
Capacity						1574									815	
v/c Ratio						0.04									0.02	
95% Queue Length						0.0									0.1	
Control Delay (s/veh)						7.3									9.5	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					0.4								9.5			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

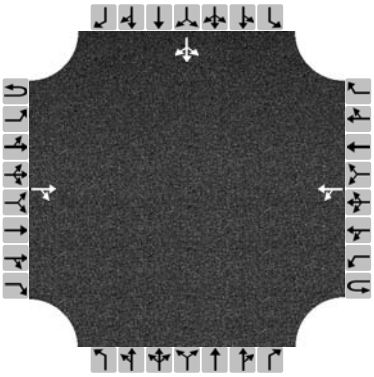
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Projected PM Peak

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration				TR		LT									LTR	
Volume (veh/h)			33	36		6	47							0	9	4
Percent Heavy Vehicles						0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						55									13	
Capacity						1540									824	
v/c Ratio						0.04									0.02	
95% Queue Length						0.0									0.0	
Control Delay (s/veh)						7.3									9.4	
Level of Service (LOS)						A									A	
Approach Delay (s/veh)					0.8								9.4			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

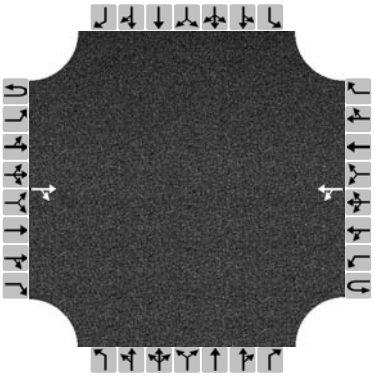
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Projected AM Peak

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			21	9		3	29									
Percent Heavy Vehicles						0										
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						34										
Capacity						1595										
v/c Ratio						0.02										
95% Queue Length						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					0.7											
Approach LOS																

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HCS 2010 Two-Way Stop Control Summary Report

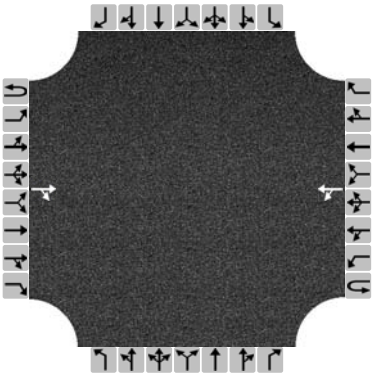
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Projected PM Peak

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			22	12		3	10									
Percent Heavy Vehicles						0										
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						14										
Capacity						1588										
v/c Ratio						0.01										
95% Queue Length						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					1.6											
Approach LOS																

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HCS 2010 Two-Way Stop Control Summary Report

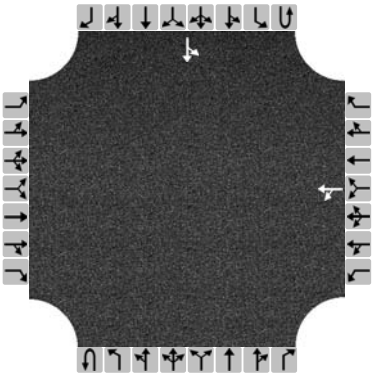
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Projected AM Peak

Site Information

Intersection	Oak and West Access
Jurisdiction	Lake Bluff
East/West Street	West Access Drive
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

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

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						5								13		
Capacity						4428										
v/c Ratio						0.00										
95% Queue Length						0.0										
Control Delay (s/veh)						5.8										
Level of Service (LOS)						A										
Approach Delay (s/veh)																
Approach LOS																

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HCS 2010 Two-Way Stop Control Summary Report

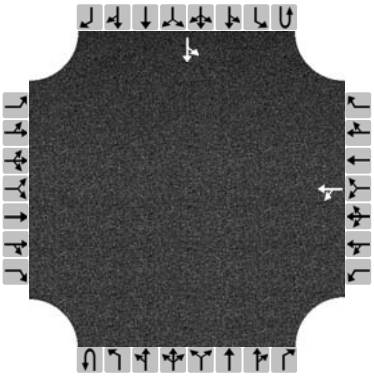
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Projected PM Peak

Site Information

Intersection	Oak and West Access
Jurisdiction	Lake Bluff
East/West Street	West Access Drive
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	0	0	0	0	1	0
Configuration						LT								LT		
Volume (veh/h)						2	1							2	13	
Percent Heavy Vehicles						0	0							0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						3								16		
Capacity						2640										
v/c Ratio						0.00										
95% Queue Length						0.0										
Control Delay (s/veh)						6.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)																
Approach LOS																

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HCS 2010 Two-Way Stop Control Summary Report

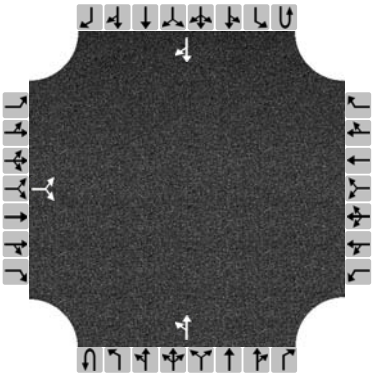
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Projected AM Peak

Site Information

Intersection	Evanston and Access Drive
Jurisdiction	Lake Bluff
East/West Street	East Access Drive
North/South Street	Evanston Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		4						2	45				24	0
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			6							49						
Capacity			1011							1603						
v/c Ratio			0.01							0.03						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.6								0.3							
Approach LOS	A															

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HCS 2010 Two-Way Stop Control Summary Report

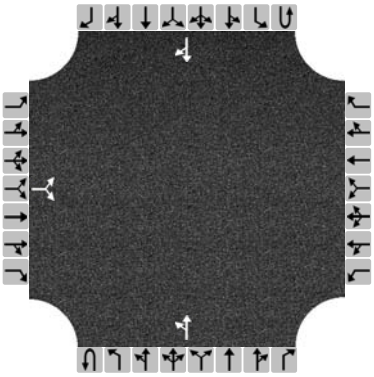
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Projected PM Peak

Site Information

Intersection	Evanston and Access Drive
Jurisdiction	Lake Bluff
East/West Street	East Access Drive
North/South Street	Evanston Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		1		1						7	34				35	0
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			2							43						
Capacity			974							1587						
v/c Ratio			0.00							0.03						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.7								1.2							
Approach LOS	A															

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Capacity Analysis Worksheets

Total Projected Traffic Volumes
with Oak Avenue Two-Way Conversion

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*AM*

Site Information

Intersection	*Scranton and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID *Alternative*

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	18	5	6	39	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	14	40	5	1	25	6
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	26		48		61		33	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.2		0.0	
Prop. Right-Turns	0.2		0.0		0.1		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.05		0.03	
hd, final value (s)	4.06		4.14		4.09		4.02	
x, final value	0.029		0.055		0.069		0.037	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.1		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	867		800		871		825	
Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.2		7.4		7.4		7.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.3							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*PM*

Site Information

Intersection	*Scranton and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID *Alternative*

East/West Street: *Scranton Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	16	11	3	30	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	28	7	3	24	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	33		35		45		37	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.2		0.1	
Prop. Right-Turns	0.3		0.0		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.04		0.03	
hd, final value (s)	3.95		4.11		4.03		3.96	
x, final value	0.036		0.040		0.050		0.041	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	1.9		2.1		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	825		875		900		925	
Delay (s/veh)	7.1		7.3		7.2		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.1		7.3		7.2		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*AM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID *Alternative*

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	13	3	5	16	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	30	10	0	16	3
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	19		21		48		19	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.2		0.1		0.0	
Prop. Right-Turns	0.2		0.0		0.2		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.04		0.02	
hd, final value (s)	4.00		4.11		3.91		3.94	
x, final value	0.021		0.024		0.052		0.021	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.0		2.1		1.9		1.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	950		1050		960		950	
Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.1		7.2		7.1		7.0	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*NJB*
Agency/Co.	*KLOA, Inc.*
Date Performed	*5/9/2016*
Analysis Time Period	*PM*

Site Information

Intersection	*North and Evanston*
Jurisdiction	*Lake Bluff*
Analysis Year	*2018*

Project ID *Alternative*

East/West Street: *North Avenue* North/South Street: *Evanston Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	11	5	9	7	3
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	22	6	0	21	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.95		0.95		0.95		0.95	
Flow Rate (veh/h)	20		19		31		24	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.5		0.1		0.0	
Prop. Right-Turns	0.3		0.2		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.02		0.03		0.02	
hd, final value (s)	3.92		4.03		3.90		3.96	
x, final value	0.022		0.021		0.034		0.026	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	1.9		2.0		1.9		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1000		950		1033		800	
Delay (s/veh)	7.0		7.1		7.0		7.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.0		7.1		7.0		7.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.1							
Intersection LOS	A							

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HCS 2010 Two-Way Stop Control Summary Report

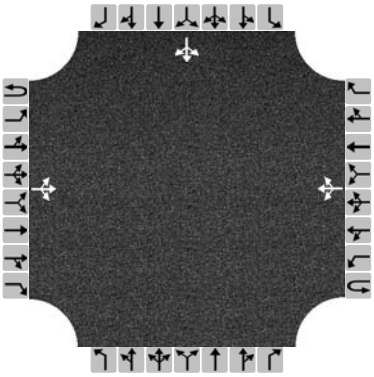
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Projected AM Peak Alternative

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		9	24	18		3	54	0						0	13	3
Percent Heavy Vehicles		0				0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		9				3									17	
Capacity		1561				1578									798	
v/c Ratio		0.01				0.00									0.02	
95% Queue Length		0.0				0.0									0.1	
Control Delay (s/veh)		7.3				7.3									9.6	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	1.3				0.4								9.6			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

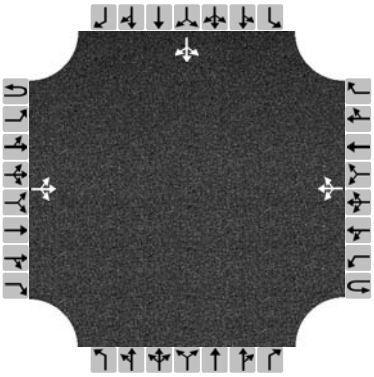
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Projected PM Peak Alternative

Site Information

Intersection	Scranton and Oak
Jurisdiction	Lake Bluff
East/West Street	Scranton Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		9	28	36		6	47	1						0	9	4
Percent Heavy Vehicles		0				0								0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		9				6									13	
Capacity		1570				1548									810	
v/c Ratio		0.01				0.00									0.02	
95% Queue Length		0.0				0.0									0.0	
Control Delay (s/veh)		7.3				7.3									9.5	
Level of Service (LOS)		A				A									A	
Approach Delay (s/veh)	0.9				0.8								9.5			
Approach LOS													A			

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HCS 2010 Two-Way Stop Control Summary Report

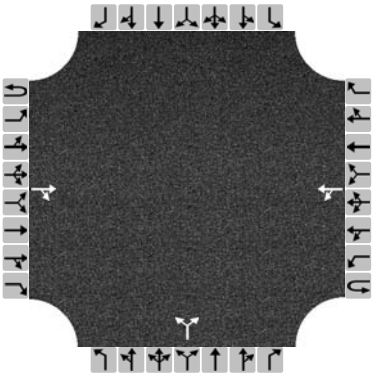
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Projected AM Peak Alternative

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			21	6		3	27			2		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						31					4					
Capacity						1599					1001					
v/c Ratio						0.02					0.00					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.3					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					0.7				8.6							
Approach LOS									A							

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HCS 2010 Two-Way Stop Control Summary Report

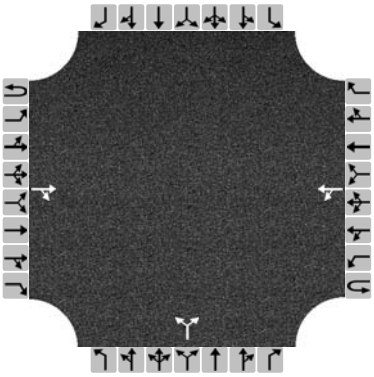
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Projected PM Peak Alternative

Site Information

Intersection	North and Oak
Jurisdiction	Lake Bluff
East/West Street	North Avenue
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			22	8		3	9			2		2				
Percent Heavy Vehicles						0				0		0				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						12					4					
Capacity						1595					1012					
v/c Ratio						0.01					0.00					
95% Queue Length						0.0					0.0					
Control Delay (s/veh)						7.3					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)					1.8				8.6							
Approach LOS									A							

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HCS 2010 Two-Way Stop Control Summary Report

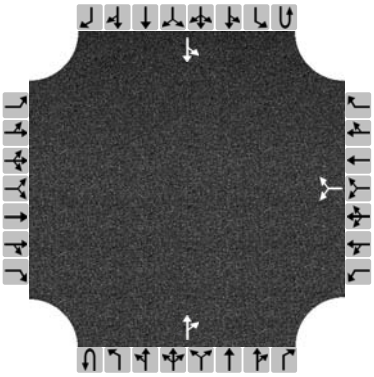
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/11/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Projected AM Peak Hour Alternative

Site Information

Intersection	Oak and West Access
Jurisdiction	Lake Bluff
East/West Street	West Access Drive
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

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

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							6							13		
Capacity							1033							1632		
v/c Ratio							0.01							0.01		
95% Queue Length							0.0									
Control Delay (s/veh)							8.5							7.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.5											
Approach LOS					A											

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HCS 2010 Two-Way Stop Control Summary Report

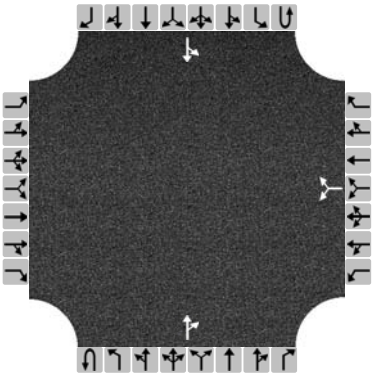
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/11/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Projected PM Peak Hour Alternative

Site Information

Intersection	Oak and West Access
Jurisdiction	Lake Bluff
East/West Street	West Access Drive
North/South Street	Oak Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		1			3	3		2	13	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							3							16		
Capacity							1026							1628		
v/c Ratio							0.00							0.01		
95% Queue Length							0.0							0.0		
Control Delay (s/veh)							8.5							7.2		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.5								0.9			
Approach LOS					A											

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HCS 2010 Two-Way Stop Control Summary Report

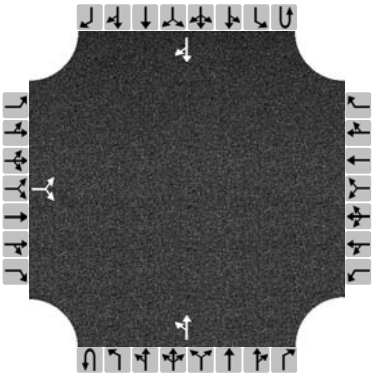
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Existing AM Peak Alternative

Site Information

Intersection	Evanston and Access Drive
Jurisdiction	Lake Bluff
East/West Street	East Access Drive
North/South Street	Evanston Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		4						1	43				24	0
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			4							46						
Capacity			1057							1603						
v/c Ratio			0.00							0.03						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			8.4							7.2						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.4								0.2							
Approach LOS	A															

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HCS 2010 Two-Way Stop Control Summary Report

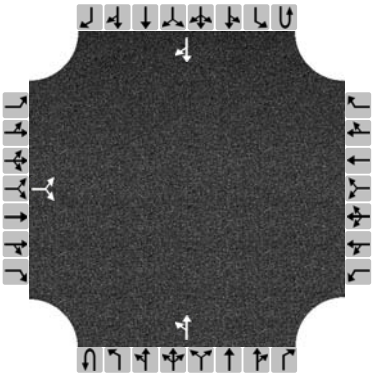
General Information

Analyst	NJB
Agency/Co.	KLOA, Inc.
Date Performed	5/9/2016
Analysis Year	2018
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Projected PM Peak Alternative

Site Information

Intersection	Evanston and Access Drive
Jurisdiction	Lake Bluff
East/West Street	East Access Drive
North/South Street	Evanston Avenue
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		0		1						4	32				35	0
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			1							38						
Capacity			1041							1587						
v/c Ratio			0.00							0.02						
95% Queue Length			0.0							0.0						
Control Delay (s/veh)			8.5							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	8.5								0.8							
Approach LOS	A															

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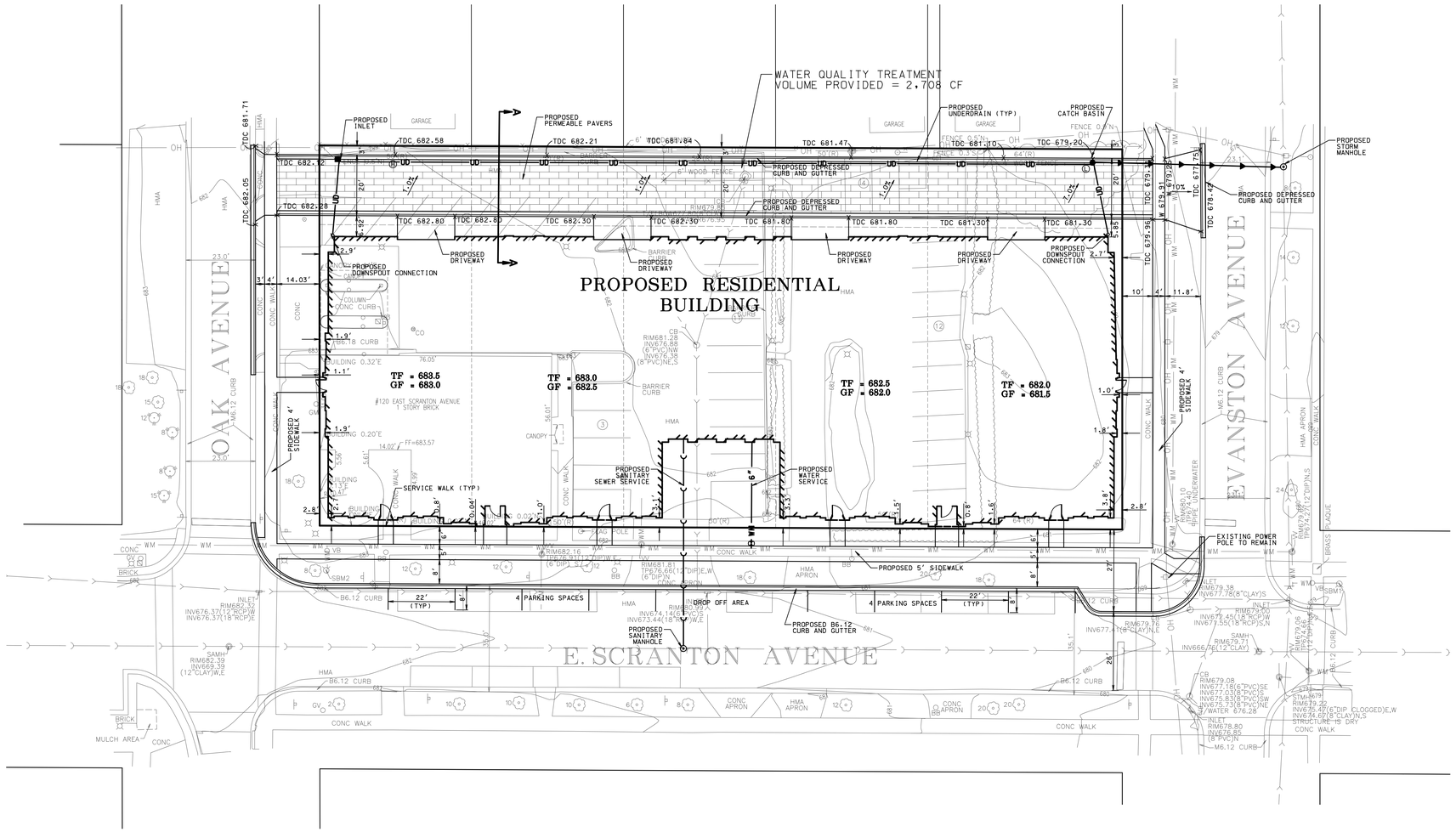
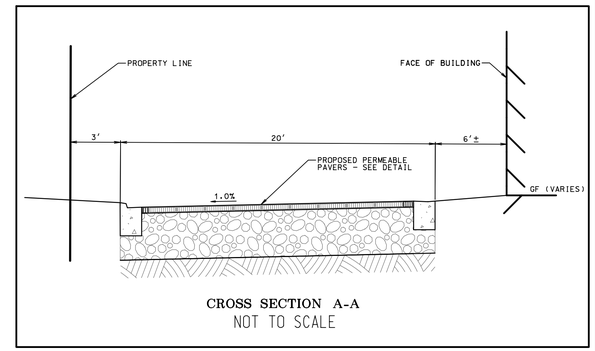
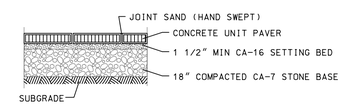
4.07 Preliminary Engineering & Stormwater Report





CROSS SECTION A-A
NOT TO SCALE



NOTES:
1. SAWCUT 2" DEEP CONTRACTION JOINT 8' ON CENTER.
2. CONCRETE UNIT PAVER SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

PERMEABLE PAVER DETAIL
NOT TO SCALE

LEGEND

	EXISTING	PROPOSED
SANITARY SEWER	8" PVC	8" PVC
FORCE MAIN	FM	FM
STORM SEWER	12" RCP	12" RCP
UNDERDRAIN	UD	UD
MANHOLE		
CATCH BASIN		
INLET		
CLEANOUT		
WATER MAIN	WM	8" WM
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
FLARED END SECTION		
COMBINED SEWER		
STREET LIGHT/PARKING LOT LIGHT		
POWER POLE		
STREET SIGN		
FENCE		
GAS MAIN	G	G
OVERHEAD LINE	OH	OH
TELEPHONE LINE	T	T
ELECTRIC LINE	E	E
CABLE TV LINE	CTV	CATV
HIGH WATER LEVEL		HWL XXX
NORMAL WATER LEVEL		NWL XXX
CONTOUR LINE	XXX.XX	XXX.XX
OVERLAND FLOOD ROUTE		

ABBREVIATIONS

AC	ACRE	HWL	HIGH WATER ELEVATION	SAN	SANITARY SEWER
BC	BACK OF CURB	INL	INLET	SMH	SANITARY MANHOLE
BTM	BOTTOM	INV	INVERT	STA	STATION
CB	CATCH BASIN	LF	LINEAL FEET/FOOT	STM	STORM SEWER
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE	SY	SQUARE YARD
CY	CUBIC YARD	LT	LEFT	SWPP	STORMWATER POLLUTION PREVENTION PLAN
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL	TDC	TOP OF DEPRESSED CURB
DIWM	DUCTILE IRON WATER MAIN			TC	TOP OF CURB
EL	ELEVATION	MAX	MAXIMUM	TF	TOP OF FOUNDATION
EP	EDGE OF PAVEMENT	MH	STORM MANHOLE	T/W	TOP OF RETAINING WALL
FF	FINISHED FLOOR	MIN	MINIMUM	TYP	TYPICAL
FES	FLARED END SECTION	NWL	NORMAL WATER ELEVATION	VB	VALVE BOX
FT	FOOT/FEET	OCS	OUTLET CONTROL STRUCTURE	VC	VERTICAL CURVE
G	GUTTER ELEVATION	P	PAVEMENT ELEVATION	VV	VALVE VAULT
GF	GRADE AT FOUNDATION	PVC	POLYVINYL CHLORIDE PIPE	W	WALK ELEVATION
GR	GRADE RING ELEVATION	R	RADIUS	WM	WATER MAIN
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RCP	REINFORCED CONCRETE PIPE	VPI	VERTICAL POINT OF INTERSECTION
		RIM	RIM ELEVATION		
HYD	FIRE HYDRANT	RT	RIGHT		
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY		

SOURCE BENCHMARK:
BENCHMARKS ARE IN ACCORDANCE WITH NAVD 88 DATUM

SITE BENCHMARK 1: SET "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF EVENSTON AVENUE AND SCTRANTON AVENUE.
ELEVATION = 680.77

SITE BENCHMARK 2: FOUND "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF SCRANTON AVENUE AND OAK AVENUE.
ELEVATION = 684.73

MACKIE CONSULTANTS
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Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY
6-06-16	REVISED PER CLIENT COMMENTS	TKB
5-20-16	REVISED PER CLIENT COMMENTS	TKB

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/16/2016
SCALE	1" = 20'

PRELIMINARY ENGINEERING PLAN
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1
PROJECT NUMBER: 2981
© MACKIE CONSULTANTS LLC, 2016
ILLINOIS FIRM LICENSE 184-002694

5/16/2016 2:44:28 PM
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STORMWATER MANAGEMENT CALCULATIONS

FOR

SCRANTON AVENUE RESIDENTIAL DEVELOPEMENT ROSEMONT, ILLINOIS

Prepared By:

MACKIE CONSULTANTS

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

Dated: May 16, 2016

WATERSHED DEVELOPMENT PERMIT APPLICATION

Revised 10/2012

Office Use	1. COMMUNITY AND STATUS	2. Map Number *(office use only)*	3. STORMWATER APP. PERMIT #	4. COMMUNITY APP. NO. *(to be assigned by Community)*
	☐ Standard: ☐ Conditional ☐ Certified ☐ Non-Certified ☐ Isolated Wetlands: ☐ Conditional ☐ Certified ☐ Non-Certified		___-___-___	

5. NAME & ADDRESS OF PROPERTY OWNER	6. NAME & ADDRESS OF ENGINEER/AGENT	7. NAME & ADDRESS OF CERT. WETLAND SPECIALIST
The Roanoke Group 22 E. Scranton Avenue Lake Bluff, Illinois 60044	Mackie Consultants, LLC 9575 W. Higgins Road Suite 500 Rosemont, Illinois 60018	N/A
Daytime Phone: 847-457-1297	Daytime Phone: 847-696-1400	Daytime Phone: -
Fax: 847-457-4948	Fax: 847-696-1410	Fax: -
Email:	Email: tbuehler@mackieconsult.com	Email: -

8A. CHECK THE *ONE* CONDITION THAT APPLIES:

- ☐ Exempt, Watershed Development Permit Not Required (IV.A.2)
- ■ Minor Development (IV.A., IV.B.)
- ☐ Major Development Outside the Floodplain (IV.A., IV.B., IV.D., IV.G.)
- ☐ Major Development Inside the Floodplain (IV.A., IV.B., IV.C., IV.D., IV.G.)
- ☐ Public Road Development (IV.A., IV.F.)
- ☐ Public Development in the Floodplain (Appendix E.J.2.)
- ☐ Existing Conditions BFE Only (no development)
- ☐ Soil Erosion and Sediment Control Review Only

8B. CHECK *ALL* CONDITIONS THAT APPLY:

- ☐ Isolated Wetland Impact (IV.E.)
- ☐ Request Letter of No Wetland Impact (LONI) (IV.E.)
- ☐ Development in a Floodway (IV.C.3.)
- ☐ Floodplain Map Revision or Amendment (IV.C.2.g.; IV.C.3.d.(8))
- ☐ Watercourse w/Drainage Area >20 Acres and <100 Acres (IV.A., IV.D.)
- ☐ Watercourse w/Drainage Area >100 Acres and <640 Acres (IV.A., IV.D.)
- ☐ Earth Change Approval (ECA) (IV.A.4.b.)
- ☐ Variance Request (V.)
- ☐ BFE or Floodway Determination (IV.C.)
- ☐ Designated Erosion Control Inspector (DECI Required)
- ☐ Pre-application Meeting Held _____
- ☑ Hydrologically Disturbs 5000 sq. ft. or More

9A. STORMWATER DATA SUMMARY

			Unit
Total Property Ownership	=	0.76	Acres
Hydrologic Disturbance	=	0.76	Acres
Watershed Area Tributary to Development	=	0.00	Acres
Proposed Impervious Area	=	0.72	Acres
Existing Impervious Area Pre-1992	=	0.57	Acres
Existing Impervious Area Post-1992	=	0.57	Acres
Detention Volume Required	=	N/A	Acre-ft.
Compensatory Storage Required	=	N/A	Acre-ft.
Depressional	=	N/A	Acre-ft.
Riverine 0- to 10-Year	=	N/A	Acre-ft.
Riverine 10- to 100-Year	=	N/A	Acre-ft.

9B. WETLAND DATA SUMMARY

Existing Wetland Acreage			=	0.00
Waters of the U.S.	=	0.00		
Isolated Waters of Lake County	=	0.00		
Impacted Wetland Acreage			=	0.00
Waters of the U.S.	=	0.00		
Isolated Waters of Lake County	=	0.00		
Mitigation Replacement Ratio			=	N/A
Mitigation Acreage Required			=	N.A
Waters of the U.S.	=	N/A		
Isolated Waters of Lake County	=	N/A		
On-Site			=	N/A
Off-Site			=	N/A
Mitigation Bank			=	N/A
SMC Wetland Restoration Fund			=	N/A

9C. Check box if State (IL) funds are being used for this development. ☐

9D. Check box if this is a project being funded in part/in whole by an SMC grant? ☐

10A. DESCRIPTION OF DEVELOPMENT Proposed residential buildings in Lake Bluff, Illinois

10B. NAME OF DEVELOPMENT

Scranton Residential Property

10C. SINGLE FAMILY HOME ONLY

Estimated future home value:

10D. LOCATION OF DEVELOPMENT

East of Oak Ave, north of Scranton Ave, west of Evanston Ave

Street Address: 120 E Scranton Avenue

Municipality: Lake Bluff, Illinois

Lake Michigan (Watershed) — Bluff/Ravine (Sub-Watershed)

11. LEGAL DESCRIPTION

NE (¼ Section) — 21 (Section) — 44N (Township) — 12E (Range)

PIN: See Attached

(If more than three PIN exists for the project, please include on a separate attachment)

42° 16' 18" N (Latitude) — 87° 50' 34" W (Longitude)

12. LIST ALL LOCAL, STATE, AND FEDERAL PERMIT APPLICATION, OR APPROVAL LETTERS REQUIRED FOR DEVELOPMENT

Permit Type	Issuing Agency	Permit Number	Application Filing Date	Permit Issue Date
N/A	-	-	-	-
N/A	-	-	-	-
N/A	-	-	-	

13A. UNDER PENALTY OF INTENTIONAL MISREPRESENTATION AND/OR PERJURY, I declare that I have examined and/or made this application and it is true and correct to the best of my knowledge and belief. I agree to construct said development in compliance with the permitted documents. I realize that the information that I have affirmed hereon forms a basis for the issuance of the Watershed Development Permit(s) herein applied for and approval of plans in connection therewith shall not be construed to permit any construction upon said premises or use thereof in violation of any provision of any applicable ordinance or to excuse the owner or his successors in title from complying therewith.

Signature of Property Owner, or Authorized Agent — Date

13B. I CERTIFY that the plans/documents submitted for the above-referenced development have been prepared under the supervision of a professional engineer or certified wetland specialist as appropriate.

Trudy K. Buehler — 062-052023 — 5/16/16

Signature of Professional Engineer — P.E.# — Date

Trudy K. Buehler — 062-052023 — 05/13/16

Print Name of Engineer

Signature of Certified Wetland Specialist — CWS# — Date

Print Name Of Certified Wetland Specialist

FOR OFFICE USE ONLY

14. PERMIT REVIEW FEES (separate checks)

Stormwater Review Amount: $ _____ Isolated Wetland Review Amount: $ _____

15. VARIANCE REQUEST Date Requested: Date Advertised: Date Approved/Denied:

16. SECURITIES (if required) AMOUNT

Pre Construction $ _____ Inspection Deposit $ _____ 5 Year Mitigation $ _____

Surety$ _____ Wetland Credit held by _____ TOTAL SECURITY $ _____

17. FINAL APPROVAL FOR PLANS ENTITLED AND DATED:

Date of Signature Approved By/Title P.E.# / CWS#

Community Professional Engineer _____

Certified Wetland Specialist _____

Lake Co. Stormwater Management Commission _____

Enforcement Officer _____

This permit is subject to the following conditions:

(a) This permit does not convey title to the permittee or recognize title of the permittee to any submerged or other lands, and furthermore, does not convey, lease or provide any right or rights of occupancy or use of the public or private property on which the project or any part thereof will be located, or otherwise grant to the permittee any right or interest in or to the property, whether the property is owned or possessed by the County of Lake or by any private or public party or parties.

(b) This permit does not release the permittee from liability for damage to persons or property resulting from the work covered by this permit, and does not authorize any injury to private property or invasion of private rights.

(c) This permit does not relieve the permittee of the responsibility to obtain other federal, state or local authorizations required for the construction of the permitted activity; and if the permittee is required by law to obtain approval from any federal or state agency to do the work, this permit is not effective until those approvals are obtained.

(d) The permittee shall, at his own expense, remove all temporary piling, cofferdams, false work, and material incidental to the construction of the project, from the floodprone area, river, stream or lake in which the work is done.

(e) The execution and details of the work authorized shall be subject to the approval of the SMC. SMC representatives shall have right to access to accomplish this purpose.

(f) Application for permit will be considered full acceptance by the permittee of the terms and conditions of the permit.

(g) The SMC, in issuing this permit has relied, upon the statements and representations made by the permittee; if any statement or representation made by the permittee is found to be false, the permit may be revoked at the option of the SMC; and when a permit is revoked all rights of the permittee under the permit are voided.

(h) If the project authorized by this permit is located in or along Lake Michigan or a meandered lake, the permittee and successors shall make no claim whatsoever to any interest in any accretions caused by the project.

(i) In issuing this permit, the SMC does not approve the adequacy of the design or structural strength or the structure or improvement.

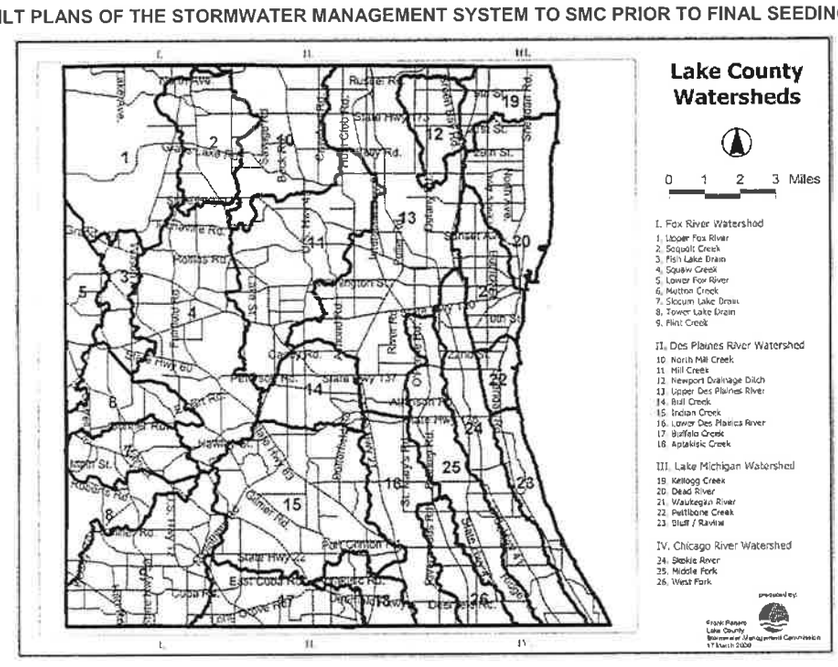
(j) Noncompliance with the conditions of this permit will be considered grounds for revocation.

(k) If the work permitted is not completed within three years of the permit issuance date, this permit shall be void.

This permit is subject to further special conditions as follows:

PROVIDE PRIOR NOTIFICATION OF THE PRE-CONSTRUCTION MEETING TO SMC (847) 377-7700 INSPECTOR FIVE WORKING DAYS BEFORE START OF CONSTURCTION TO ENABLE SMC ATTENDANCE.

PROVIDE AS-BUILT PLANS OF THE STORMWATER MANAGEMENT SYSTEM TO SMC PRIOR TO FINAL SEEDING.



P.I.N.:

12-21-111-006

12-21-111-007

12-21-111-008

12-21-111-009

12-21-111-010

SCRANTON AVENUE RESIDENTIAL DEVELOPMENT
ROSEMONT, ILLINOIS

LOCATION MAP
NOT TO SCALE

MACKIE CONSULTANTS

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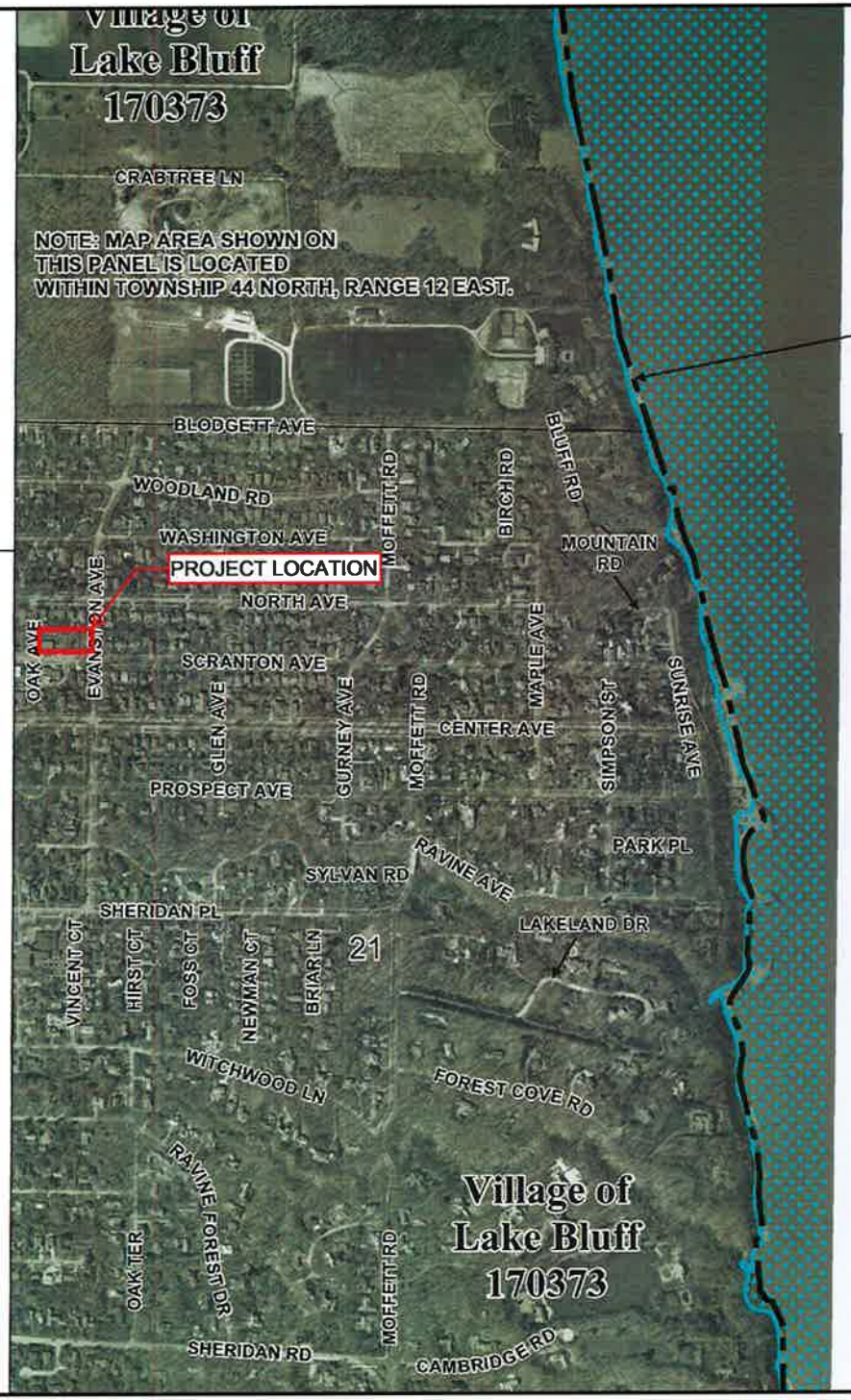


CORPORATE LIMITS COINCIDENT WITH SHORELINE

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 M

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0190K

FIRM

FLOOD INSURANCE RATE MAP

LAKE COUNTY, ILLINOIS

AND INCORPORATED AREAS

PANEL 190 OF 295

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LAKE BLUFF, VILLAGE OF	170373	0190	K
LAKE COUNTY	170357	0190	K
LAKE FOREST, CITY OF	170374	0190	K
NORTH CHICAGO, CITY OF	170384	0190	K

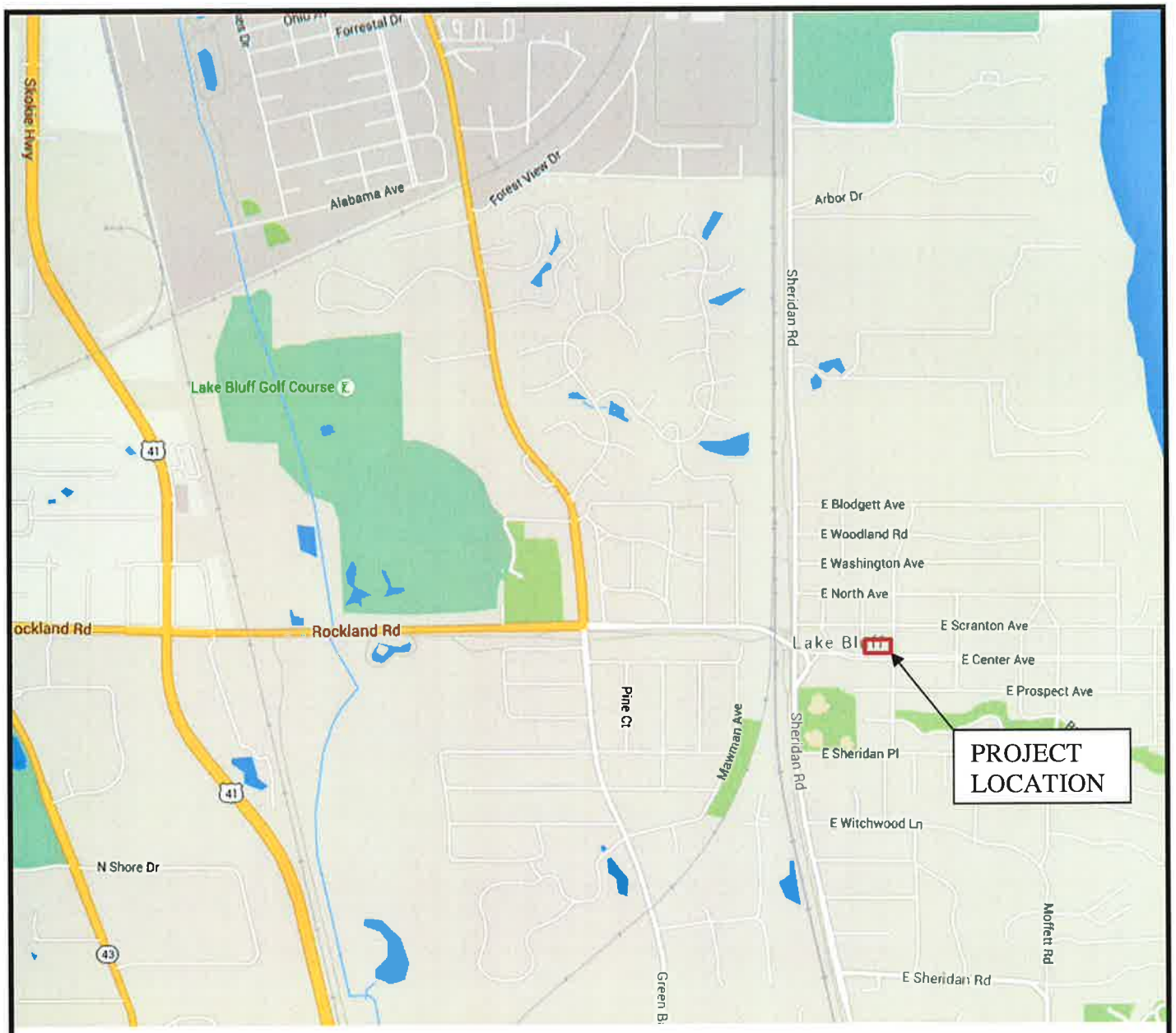
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
17097C0190K

MAP REVISED
SEPTEMBER 18, 2013

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



SCRANTON AVENUE RESIDENTIAL DEVELOPMENT
LAKE BLUFF, ILLINOIS

LOCATION MAP
NOT TO SCALE

MACKIE CONSULTANTS

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www.mackieconsult.com

Map Scale: 1:599 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 5 10 20 30

Feet: 0 25 50 100 150

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Lake County, Illinois
Survey Area Data: Version 9, Sep 25, 2015

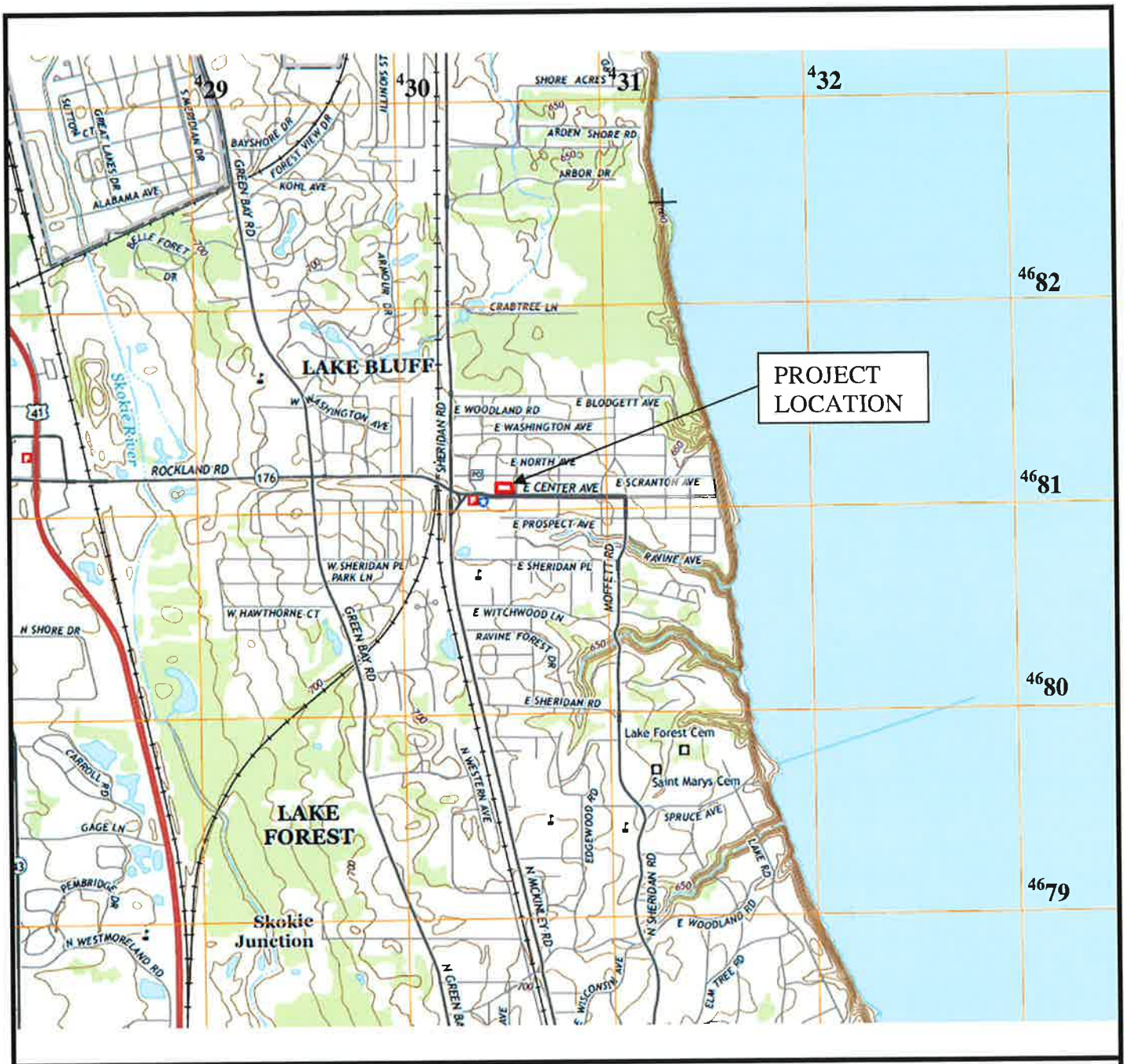
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 13, 2012—Mar 28, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Lake County, Illinois (IL097)			
Map Unit Symbol	**Map Unit Name**	**Acres in AOI**	**Percent of AOI**
530B	Ozaukee silt loam, 2 to 4 percent slopes	1.6	100.0%
Totals for Area of Interest		**1.6**	**100.0%**



SCRANTON AVENUE RESIDENTIAL DEVELOPMENT
LAKE BLUFF, ILLINOIS

USGS MAP
WAEKEGAN QUADRANGLE
NOT TO SCALE

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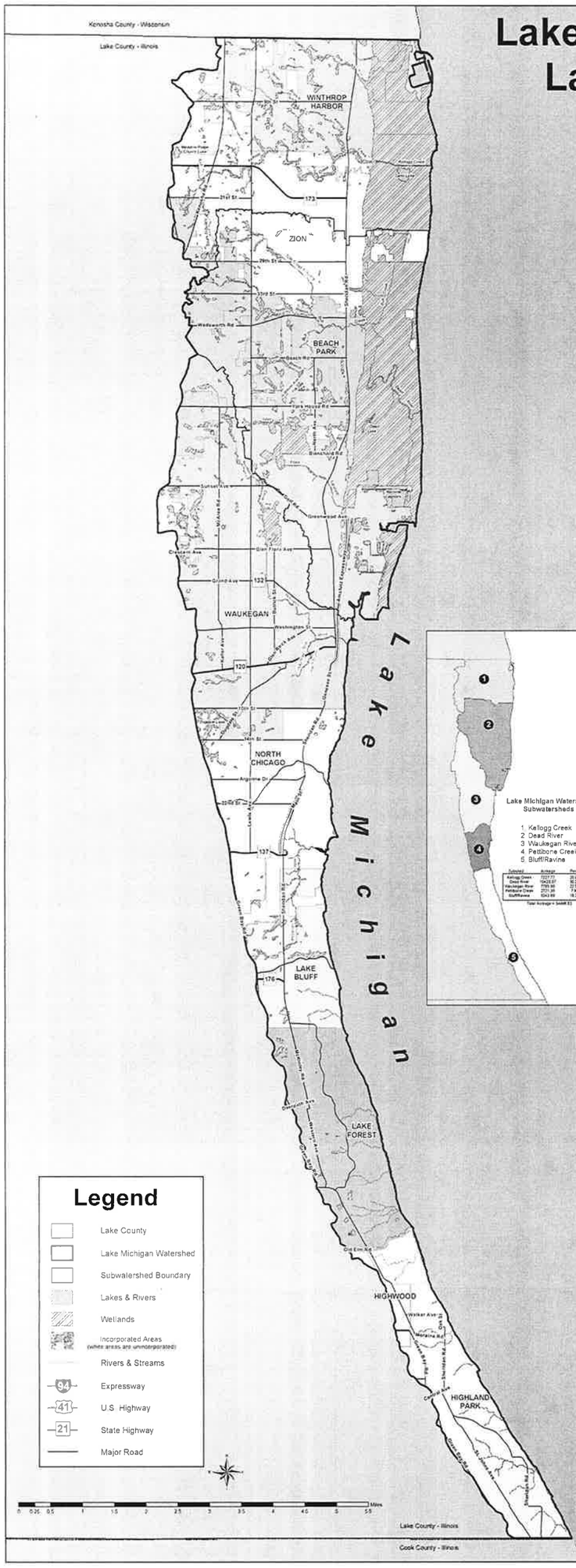
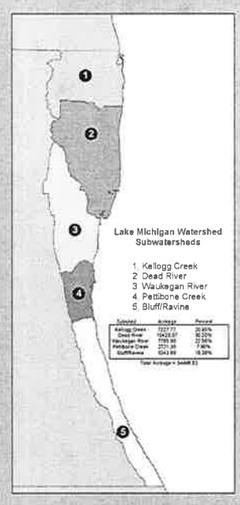
Lake Michigan Watershed
Lake County, Illinois

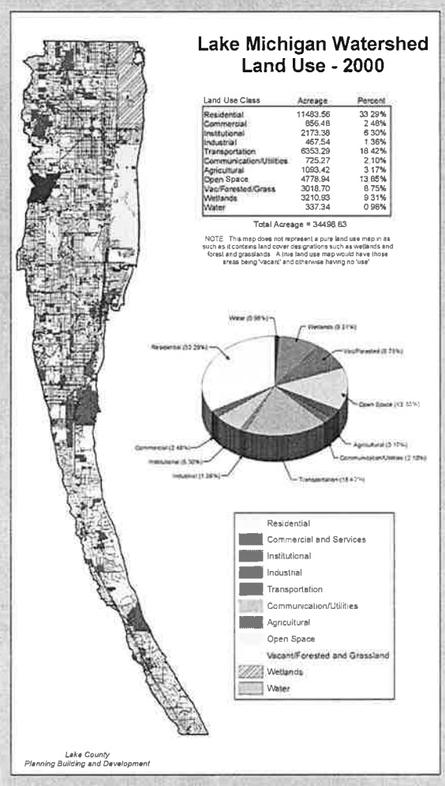




Subwatershed	Acreage	Percent
Kellogg Creek	7217.77	20.90%
Dead River	10428.87	30.20%
Waukegan River	7785.96	22.56%
Pettibone Creek	2701.99	7.83%
Bluff/Ravine	6343.84	18.38%

Total Acreage = 34498.63

Lake Michigan Watershed Land Use - 2000



Land Use Class	Acreage	Percent
Residential	11483.56	33.29%
Commercial	856.48	2.48%
Institutional	2173.38	6.30%
Industrial	467.54	1.36%
Transportation	6353.29	18.42%
Communication/Utilities	725.27	2.10%
Agricultural	1093.42	3.17%
Open Space	4778.94	13.85%
Vac/Forested/Grass	3018.70	8.75%
Wetlands	3210.93	9.31%
Water	337.34	0.98%

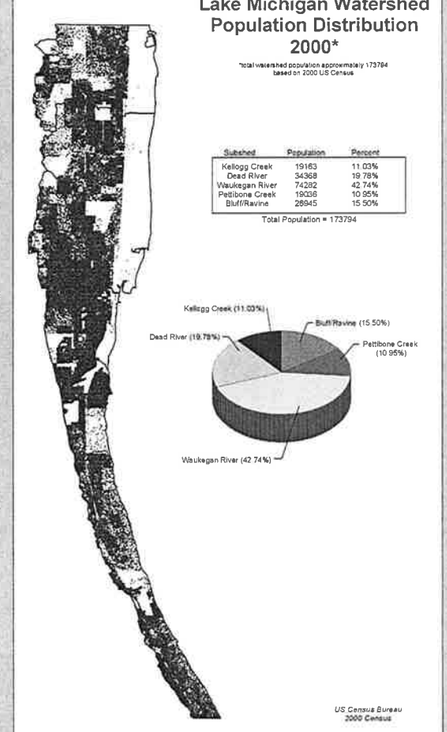
Total Acreage = 34498.63

NOTE: This map does not represent a pure land use map in as such as it contains land cover designations such as wetlands and forest and grasslands. A true land use map would have those areas being "vacant" and otherwise having no "use"

Lake County Planning Building and Development

Lake Michigan Watershed Population Distribution 2000*

*total watershed population approximately 173784 based on 2000 US Census

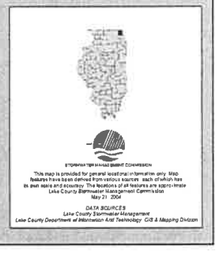


Subshed	Population	Percent
Kellogg Creek	19163	11.03%
Dead River	34368	19.78%
Waukegan River	74282	42.74%
Pettibone Creek	19026	10.95%
Bluff/Ravine	26945	15.50%

Total Population = 173794

US Census Bureau 2000 Census

Locator Map
Lake Michigan Watershed - Lake County, Illinois



Prepared by Lake County Stormwater Management Commission
This map is provided for general locational information only. Map features have been derived from various sources, each of which has its own scale and accuracy. The locations of all features are approximate.
Lake County Stormwater Management Commission
Nov 21, 2001
DATA SOURCES
Lake County Stormwater Management
Lake County Department of Information & Technology: GIS & Mapping Division

Stormwater Detention Calculations
Scranton Residential Development
The Roanoke Group
Lake Bluff, Illinois
May 16, 2016

Total Project Area	33,000	sq. feet
	0.76	**acres**

Existing Impervious Area: **0.51 acres**

The existing site was developed prior to 10/18/92.

Proposed Impervious Area:

assume 95% impervious **0.72 acres**

Per the Lake County WDO: The proposed development does not qualify as a Regulated Development, since the development is not more than 1 acre and the new impervious area is less than 0.5 acres

The proposed development hydrologically disturbs over 5,000 sf therefore, a watershed development permit is required

Development Requirements:

Classification:	**Minor Development**
Stormwater Detention:	Not required since it is not a regulated development
Runoff Volume Reduction:	Not required
Water Quality Treatment:	Not required, however, water quality treatment will be provided to reduce the runoff from the site:

See attached calculations for Runoff Comparison

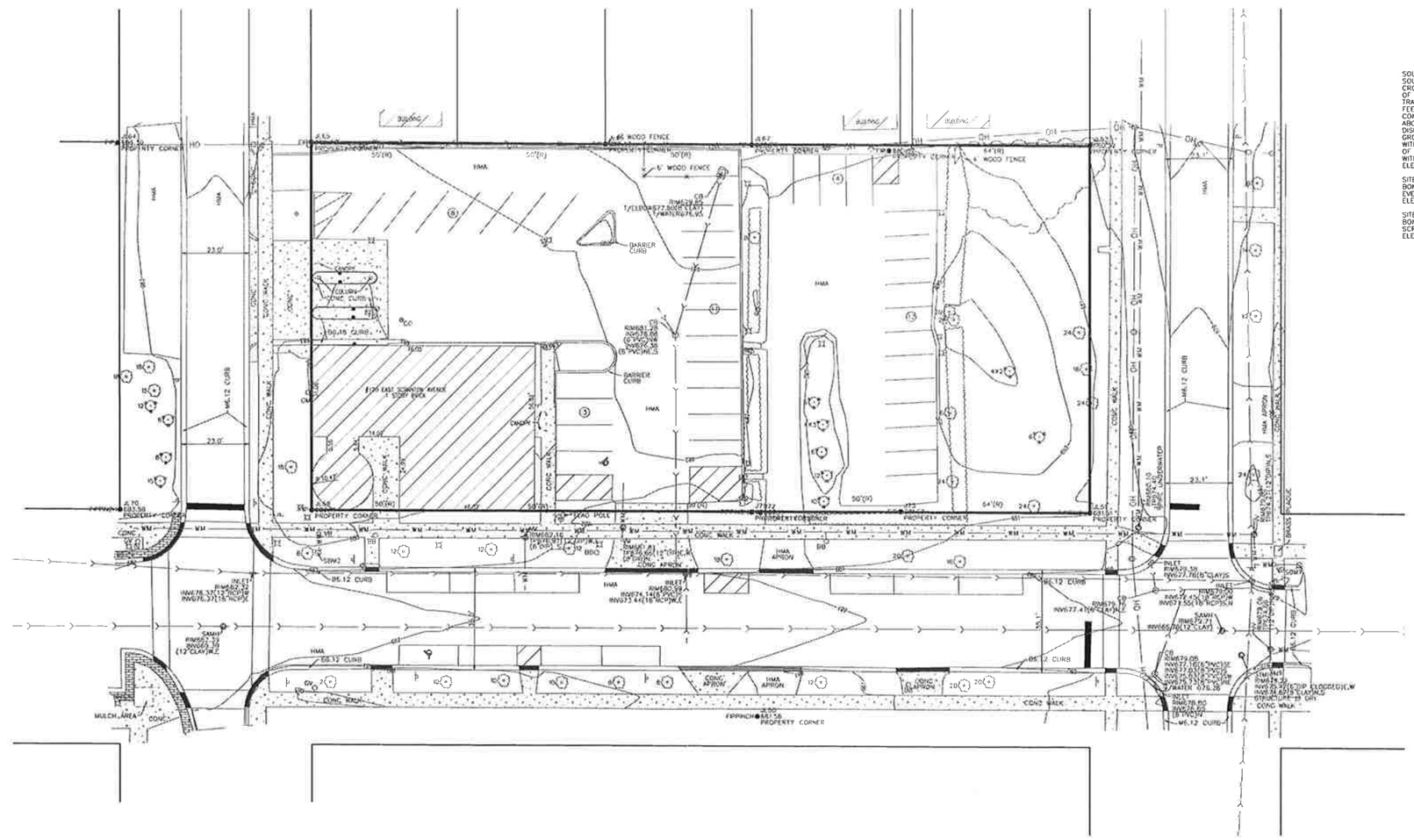
Water Quality Treatment was required: using 95% impervious

WQT = 2612.5 cubic feet

Storage Volume Provided in voids below pavers = 2708 cubic feet

LEGEND:

- BOUNDARY LINE
- PROPOSED LOT LINE
- BUILDING SETBACK LINE (BSL)
- EASEMENT LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- UNDERLYING LOT LINE
- SECTION LINE
- SANITARY SEWER
- STORM SEWER
- COMBINED SEWER
- WM — WATER MAIN
- FM — FORCE MAIN
- CATV — CABLE TV LINE
- E — ELECTRIC LINE
- FO — FIBER OPTIC LINE
- G — GAS LINE
- T — TELEPHONE LINE
- OH — OVERHEAD WIRE
- X — FENCE
- GUARDRAIL
- BUSH LINE
- TREE LINE
- RAILROAD
- EDGE OF WATER
- WETLANDS
- MANHOLE (STMH/SAMH)
- CATCH BASIN (CB)
- INLET (INL)
- FLARED END SECTION (FES)
- VALVE VAULT (VV)
- VALVE BOX (VB)
- BUFFALO BOX (BB)
- FIRE HYDRANT (FH)
- AUXILIARY VALVE (AV)
- CLEANOUT (CO)
- BOLLARD (BOL)
- GAS VALVE (GV)
- ELECTRIC MANHOLE (EMH)
- TELEPHONE MANHOLE (TMH)
- HANDHOLE (HH)
- TRAFFIC SIGNAL BOX (TSB)
- TRAFFIC SIGNAL (TS)
- LIGHT (LHT)
- GROUND LIGHT (GLHT)
- POWER POLE (PP)
- GUY WIRE (GW)
- CABLE PEDESTAL (PEDC)
- ELECTRIC PEDESTAL (PEDE)
- TELEPHONE PEDESTAL (PEDT)
- TRANSFORMER
- SIGN
- SOIL BORING
- MAILBOX (MB)
- 20 DECIDUOUS TREE (SIZE IN INCHES)
- 12 CONIFEROUS TREE (SIZE IN INCHES)
- BUSH
- XX — CONTOUR LINE
- XXX.XX — SPOT ELEVATION
- PXXX.XX — PAVEMENT ELEVATION
- TCXXX.XX — TOP OF CURB ELEVATION
- TDCXXX.XX — TOP OF DEPRESSED CURB ELEVATION
- WXXX.XX — WALK ELEVATION
- ACU — AIR CONDITIONER UNIT
- B/WALL — BOTTOM OF WALL
- CB= — CHORD BEARING
- CH= — CHORD LENGTH
- CLF — CHAIN LINK FENCE
- (D) — DEED
- DIP — DUCTILE IRON PIPE
- EM — ELECTRIC METER
- FF — FINISHED FLOOR
- FIR — FOUND IRON ROD
- FIP — FOUND IRON PIPE
- GAR/F — GARAGE FLOOR
- GF — GRADE AT FOUNDATION
- GM — GAS METER
- INV — INVERT
- L= — ARC LENGTH
- (M) — MEASURED
- PVC — POLYVINYL CHLORIDE PIPE
- R= — RADIUS
- (R) — RECORD
- RCP — REINFORCED CONCRETE PIPE
- RW — RETAINING WALL
- SAN — SANITARY
- SBM — SITE BENCHMARK
- SIP — SET IRON PIPE
- SIR — SET IRON ROD
- SMN — SET MAG NAIL
- ST — STORM
- STR — STRUCTURE
- T/F — TOP OF FOUNDATION
- T/P — TOP OF PIPE
- T/WALL — TOP OF WALL
- TRANS — TRANSFORMER
- CONCRETE (CONC)
- GRAVEL
- HOT MIX ASPHALT (HMA)
- BUILDING
- DEPRESSED CURB



N

SCALE 1" = 20'

0 20 40

SOURCE BENCHMARK: NGS MONUMENT NC0172, ABOUT 0.85 MILES SOUTH ALONG THE CHICAGO AND NORTH WESTERN RAILWAY FROM THE CROSSING OF DEERPATH AVENUE AT LAKE FOREST, AT THE CROSSING OF RYAN PLACE, 25 FEET EAST OF THE EAST RAIL OF THE EAST TRACK, 81 FEET SOUTH OF THE CENTERLINE OF RYAN PLACE, 24.6 FEET SOUTH OF THE SOUTHWEST CORNER OF A 4 FOOT SQUARE CONCRETE BATTERY BOX, 2 FEET SOUTH OF A TELEPHONE POLE, ABOUT HALF A FOOT BELOW THE LEVEL OF THE TRASK AND IS A DISK ON TOP OF A COPPER COATED STEEL ROD FLUSH WITH THE GROUND AND PROTECTED BY A 6 INCH IRON PIPE WHICH IS FLUSH WITH THE GROUND, THE ROD WAS DRIVEN TO REFUSAL AT A DEPTH OF 47.5 FEET, ALSO ABOUT HALF A FOOT NORTH OF A METAL WITNESS POST.
ELEVATION = 701.33 (NAVD 88)

SITE BENCHMARK #1: SET "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF EVENSTON AVENUE AND SCRANTON AVENUE.
ELEVATION = 680.77

SITE BENCHMARK #2: FOUND "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF SCRANTON AVENUE AND OAK AVENUE.
ELEVATION = 684.73

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9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com
MACKIE CONSULTANTS

CLIENT:
THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/16/2016
SCALE	1" = 20'

EXISTING CONDITIONS
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1

PROJECT NUMBER: 2981

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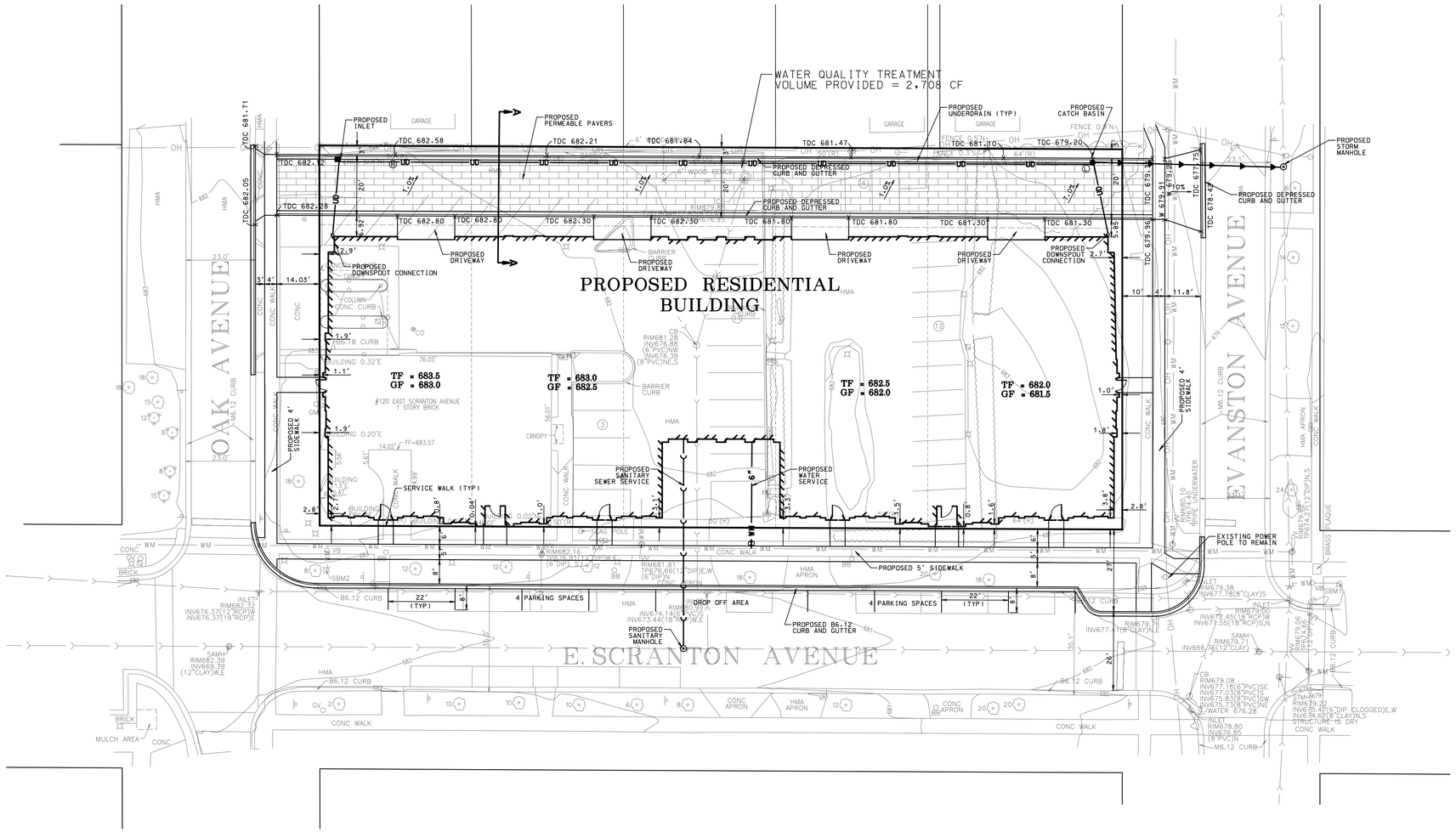
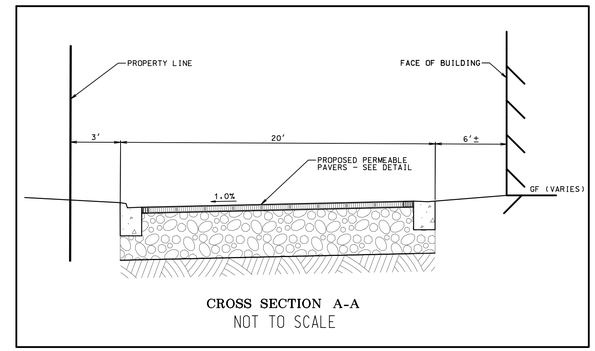
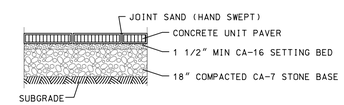




CROSS SECTION A-A
NOT TO SCALE



NOTES:
1. SAWCUT 2" DEEP CONTRACTION JOINT 8' ON CENTER.
2. CONCRETE UNIT PAVER SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.

PERMEABLE PAVER DETAIL
NOT TO SCALE

LEGEND

	EXISTING	PROPOSED
SANITARY SEWER	8" PVC	8" PVC
FORCE MAIN	FM	FM
STORM SEWER	12" RCP	12" RCP
UNDERDRAIN	UD	UD
MANHOLE		
CATCH BASIN		
INLET		
CLEANOUT		
WATER MAIN	WM	8" WM
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
FLARED END SECTION		
COMBINED SEWER		
STREET LIGHT/PARKING LOT LIGHT		
POWER POLE		
STREET SIGN		
FENCE		
GAS MAIN	G	G
OVERHEAD LINE	OH	OH
TELEPHONE LINE	T	T
ELECTRIC LINE	E	E
CABLE TV LINE	CTV	CATV
HIGH WATER LEVEL		HWL XXX
NORMAL WATER LEVEL		NWL XXX
CONTOUR LINE	XXX.XX	XXX.XX
OVERLAND FLOOD ROUTE		

ABBREVIATIONS

AC	ACRE	HWL	HIGH WATER ELEVATION	SAN	SANITARY SEWER
BC	BACK OF CURB	INL	INLET	SMH	SANITARY MANHOLE
BTM	BOTTOM	INV	INVERT	STA	STATION
CB	CATCH BASIN	LF	LINEAL FEET/FOOT	STM	STORM SEWER
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE	SY	SQUARE YARD
CY	CUBIC YARD	LT	LEFT	SWPP	STORMWATER POLLUTION PREVENTION PLAN
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL	TDC	TOP OF DEPRESSED CURB
DIWM	DUCTILE IRON WATER MAIN			TC	TOP OF CURB
EL	ELEVATION	MAX	MAXIMUM	TF	TOP OF FOUNDATION
EP	EDGE OF PAVEMENT	MH	STORM MANHOLE	T/W	TOP OF RETAINING WALL
FF	FINISHED FLOOR	MIN	MINIMUM	TYP	TYPICAL
FES	FLARED END SECTION	NWL	NORMAL WATER ELEVATION	VB	VALVE BOX
FT	FOOT/FEET	OCS	OUTLET CONTROL STRUCTURE	VC	VERTICAL CURVE
G	GUTTER ELEVATION	P	PAVEMENT ELEVATION	VV	VALVE VAULT
GF	GRADE AT FOUNDATION	PVC	POLYVINYL CHLORIDE PIPE	W	WALK ELEVATION
GR	GRADE RING ELEVATION	R	RADIUS	WM	WATER MAIN
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RCP	REINFORCED CONCRETE PIPE	VPI	VERTICAL POINT OF INTERSECTION
		RIM	RIM ELEVATION		
HYD	FIRE HYDRANT	RT	RIGHT		
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY		

SOURCE BENCHMARK:
BENCHMARKS ARE IN ACCORDANCE WITH NAVD 88 DATUM

SITE BENCHMARK 1: SET "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF EVENSTON AVENUE AND SCTRANTON AVENUE.
ELEVATION = 680.77

SITE BENCHMARK 2: FOUND "X" CUT ON TOP OF THE NORTHWEST BONNET BOLT OF THE FIRE HYDRANT AT THE NORTHEAST CORNER OF SCRANTON AVENUE AND OAK AVENUE.
ELEVATION = 684.73

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PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY
6-06-16	REVISED PER CLIENT COMMENTS	TKB
5-20-16	REVISED PER CLIENT COMMENTS	TKB

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/16/2016
SCALE	1" = 20'

PRELIMINARY ENGINEERING PLAN
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1
PROJECT NUMBER: 2981
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JOB Scranton
SHEET NO. 1 OF 2
CALCULATED BY 5/12/16 DATE TKB

Site Runoff:

Existing Conditions:

using Rational Formula $Q = cIA$

- Site Area = 0.76 acres
- Impervious Area = 0.57 ; Pervious Area = 0.19
- assume 10 min Tc

Rainfall Intensity at 10 min Tc

$$Q = \left[\frac{(0.19)\overset{(0.84)}{(0.45)} + 0.57(0.95)}{0.76}\right](10.02)(0.76)$$

$Q = 6.41$ cfs

Proposed Conditions:

- Site Area = 0.76 acres
- Impervious Area @ 95% = 0.72 acres
- Pervious Area @ 5% = 0.04 acres

Runoff Coefficient = 0.92

- assume 10 min Tc

$Q = 0.92(10.02)(0.76) = 7.00$ cfs

⇒ use Permeable Pavers to decrease the rate of runoff

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JOB Scranton
SHEET NO. 2 OF 2
CALCULATED BY 5/12/16 DATE TKB

w/ Permeable Pavers in drive aisle

Site Area = 0.76 acres

Permeable Pavers (264')(19') = 5016 SF (15%)
Pervious Area : 1650 SF (5%)
Impervious Area = 26,334 SF (80%)

Runoff coefficient

$$\frac{(1650)(0.45) + (26{,}334)(0.95) + (5016)(0.45)^{*}}{0.76}$$

* assume permeable pavers have 0.45 runoff coefficient

Runoff Coefficient = 0.85

assumes 10 min Tc

$Q = 0.85(0.76)(10.02)$

$= 6.47$ cfs

Storage will also be provided in void space below permeable pavement

assume 18" CA-7 below pavers and setting bed

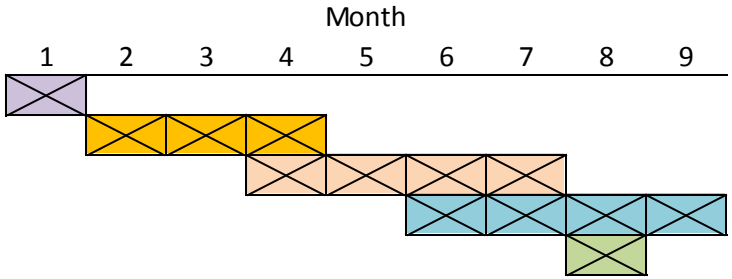
Volume = 1.5'(19')(264')(0.36) = 2708 CF

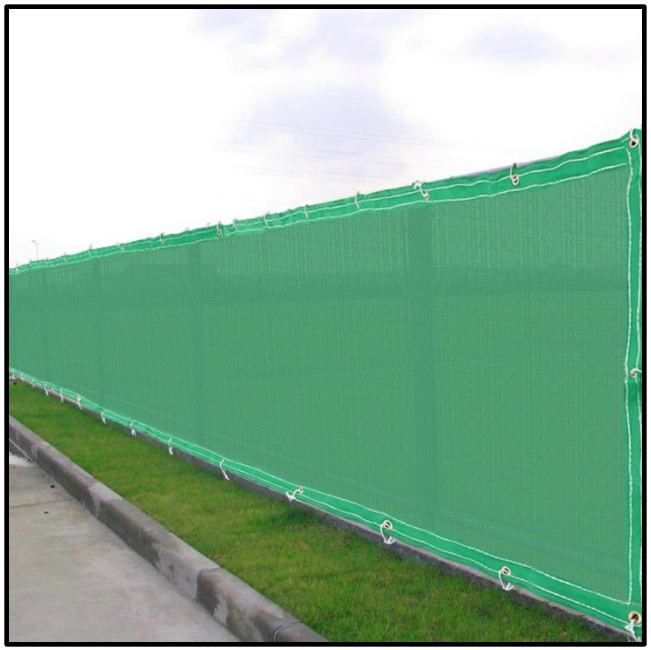
= 0.06 ac-ft storage

4.08 Construction Sequence & Information

Construction Schedule (1 Phase)

Item	Description
1	Fencing (Green Screen), Site Prep. & Demolition
2	Foundation, Structural & Framing
3	Exterior Façade & Enclosures
4	Interior Finishes
5	Landscape*





4.09 Governance Structure

120 E. Scranton Avenue
Governance Structure

The Roanoke Group proposes to develop the 0.759-acre site, which is bounded by Scranton Avenue on the south, Oak Avenue on the west, Evanston Avenue on the east and four single family homes on the north, with a three-story condominium building with 16 units, ranging in size from 1,880 to 3,050 square feet. Each unit will have two indoor parking spaces.

The site is currently improved with a one-story vacant bank building with an area of 3,910 square feet. The remainder of the property was used for parking. The existing building will be razed to enable the condominium development.

The project will be organized as a condominium pursuant to the Illinois Condominium Property Act (the "Act"). A condominium declaration (the "Declaration") will be created and recorded against the land and improvements, which Declaration will provide for the establishment of an Illinois not-for-profit corporation (the "Association") to manage all of the "common elements" of the condominium. The common elements will include the land parcel and all improvements constructed as part of the project, other than the condominium units themselves, such as hallways, private drives, trash receptacle area, and the storm water management system. Pursuant to the Act, the common elements will be owned by the unit owners collectively as tenants-in-common and will be managed and maintained by the Association on the unit owners' behalf.

The Declaration will also provide for requirements governing the project (such as architectural controls, landscaping standards and other operating covenants) and will also grant cross easements for the use of certain shared amenities and common facilities constructed as part of the project. The Declaration will provide for assessments to be collected from unit owners to cover the various maintenance and capital costs and other expenses incurred by the Association in the performance of its duties, certain insurance obligations and shall also contain certain other rights, obligations and provisions customarily included in a declaration organizing a condominium regime.

Tab 5

5.02 Fiscal Impact Analysis

Kane, McKenna
and Associates, Inc.

150 North Wacker Drive
Suite 1600
Chicago, Illinois 60606

T: 312.444.1702
F: 312.444.9052

PRELIMINARY FISCAL IMPACT ANALYSIS

June 8, 2016

Mr. Drew Irvin
Village Administrator
Village of Lake Bluff
40 East Center Avenue
Lake Bluff, Illinois 60044

Re: Preliminary Fiscal Impact Analysis

Dear Mr. Irvin:

Kane, McKenna and Associates, Inc. ("KMA") has been retained by The Roanoke Group (the "Developer") to evaluate the fiscal impact on Lake Bluff School District 65 ("District 65"), Lake Forest High School District 115 ("District 115"), Lake Bluff Park District (the "Park District") and the Village of Lake Bluff, Illinois (the "Village") of a proposed development of a 16 unit single-family condominium development (the "Development") on a parcel of land located on at 120 Scranton in Lake Bluff, Illinois (the "Property").

Based on information provided to us by the Developer, the Shields Township Assessor's office, the Lake County Clerk's office and the Lake County Assessor's office, the following is a preliminary analysis of the fiscal impact of the Development on Village.

The projected preliminary fiscal impact of the Development is based on the assumptions of weighted average market value and absorption outlined in Exhibit A-1 herein and summarized in Table 1 below.

Table 1

		2016	2017	2018
Absorption Schedule				
Housing Units Sold Per Year	Weighed Avg. Value/Unit			
Condo - 2Br	924,838	0	0	12
Condo - 3Br	1,192,988	0	0	4
Total Units Sold Per Year		0	0	16

Kane, McKenna
and Associates, Inc.

150 North Wacker Drive
Suite 1600
Chicago, Illinois 60606

T: 312.444.1702
F: 312.444.9052

Attached are the following exhibits which project (i) the timing of the completion and occupancy of the units, (ii) the total population of the Development, (iii) the number of residents to be generated by the Development, (iv) the assessed value of the Development, and (v) the fiscal impact of the Development on Village:

Exhibit A-1 – includes a description of the number and type of units expected to be constructed and the projected timing of the completion and occupancy of the units;

Exhibit A-2 – includes a projection of the number of total residents and school children to be generated by the Development based on the multipliers for average number of total residents and high school, junior high school and elementary school age children as provided in the Village of Lake Bluff Municipal Code (Title 11-4-5) related to land dedication (the "Population Multipliers");

Exhibit A-3 – includes a projection of the assessed value of the Development over a twenty year period based on information provided by the Developer with respect to the projected sale prices of the units and discussions with the Shields Township Assessor's office relating to new residential construction;

Exhibit A-4 – includes a projection of incremental property tax and sales tax revenues to be generated by the Development and the residents within the Development;

Exhibit A-5 – includes a projection of Utility Tax (based on an analysis of the Village's fiscal year ended 2014/15 Annual Budget), Motor Fuel Tax, State Income Tax and State Use Tax revenues to be generated by the residents within the Development;

Exhibit A-6 – is a preliminary analysis of the Village's fiscal year ended 2014/15 Annual Budget, to determine the estimated additional expenditures that the Village would incur based on (i) the new residents projected to be generated as provided in Exhibit B and (ii) adjustments to reflect the assumption that the limited amount of additional new residents would not cause the Village to increase certain expenditures described in Exhibit A-6;

Exhibit A-7 – includes a projection of annual additional expenditures expected to be incurred by the Village based on the additional number of residents generated by the Development; and

Exhibit A-8 – is an analysis of the projected fiscal impact of the Development on the Village.

Attached hereto as Exhibit B is a preliminary fiscal impact analysis of the Development on District 65 and attached hereto as Exhibit C is a preliminary fiscal impact analysis of the Development on 115. The fiscal impact analyses are based on the Population Multipliers and the assumptions described in Exhibits B and C.

Attached are the following exhibits which project the fiscal impact of the Development on Village based on (i) the timing of the completion and occupancy of the units as provided in Exhibit A-1, (ii) the total population of the Development as provided in Exhibit A-2, and (iii) the assessed value of the Development as provided in Exhibit A-3:

Exhibit D-1 – includes a projection of incremental property tax revenues to be generated by the Development;

Exhibit D-2 – is a preliminary analysis of the Park District's fiscal year ended December 31, 2014 Annual Budget (the "Park District Budget"), to determine the estimated additional revenues that would be generated by the Development for the Park District based on (i) the new residents projected to be generated as provided in Exhibit A-2 and (ii) adjustments to reflect the assumption that the limited amount of additional new residents;

Exhibit D-3 – is a preliminary analysis of the Park District Budget, to determine the estimated additional expenditures that the Park District would incur based on (i) the new residents projected to be generated as provided in Exhibit A-2 and (ii) adjustments to reflect the assumption that the limited amount of additional new residents would not cause the Park District to increase certain expenditures described in Exhibit D-3; and

Exhibit D-4 – is an analysis of the projected fiscal impact of the Development on the Park District.

No allowances are made in this analysis for the effects of inflation on expenditures, and likewise, no allowances are made for: (i) appreciation of real estate property values and the resulting increase in higher property tax revenues from such appreciation; and (ii) potential changes in property tax rates or assessment rate calculations. The adjustments would call for speculation and would therefore be debatable and distort the objectivity of the analysis. The primary objective is to show the relationship between revenues and expenditures. The amounts shown in future years merely represent this relationship.

The assumptions relating to assessed values of the units and absorption used in the above described analysis are based on an analysis provided by the Developer.

The following Table 2 is a summary of the preliminary analyses herein with respect to the fiscal impacts of the Development on District 65, District 115, the Park District and the Village.

Table 2

Taxing District	Annual Net Fiscal Impact at Stabilization	Net Fiscal Impact Through 2036
District 65	$84,461	$1,414,681
District 115	$57,534	$984,672
Lake Bluff Park District	$27,891	$489,978
Village and Library	$40,671	$698,372

Further refinement of the analysis is expected to be made after further review of the estimated expenditures prior to the completion of a final Fiscal Impact Study.

EXHIBIT A-1

Absorption Analysis

Absorption Analysis

		2016	2017	2018	2019
Absorption Schedule					
Housing Units Sold Per Year	Avg. Value/Unit				
Condo - 2Br	924,838	0	0	12	0
Condo - 3Br	1,192,988	0	0	4	0
Total Units Sold Per Year		0	0	16	0
Cumulative Units Sold					
Condo - 2Br	924,838	0	0	12	12
Condo - 3Br	1,192,988	0	0	4	4
Cumulative Units Sold		**0**	**0**	**16**	**16**
% Housing Units Occupied Each Year[2]	Avg. Value/Unit				
Condo - 2Br	924,838	0.0%	0.0%	50.0%	100.0%
Condo - 3Br	1,192,988	0.0%	0.0%	50.0%	100.0%

Notes:

[1] Multipliers for average population per household and number of high school age children per household were obtained from Village of Lake Bluff, Illinois

[2] Assumes 50% aggregate occupancy for all new units occupied in each year

EXHIBIT A-2

Population Analysis

Projected Population Analysis

	Total Units	Pop./Unit[1]	Year 2017	2018	2019
Total Pop. of SF w/2Br (Detached)	12	2.077	0.000	12.462	24.924
Total Pop. of SF w/3Br (Detached)	4	2.403	0.000	4.806	9.612
Adj. Total No. of Residents[2]	**16**		**0**	**17**	**35**

Notes:
[1] Multipliers for average population per household and number of high school age children per household were obtained from Village of Lake Bluff, Illinois
[2] Adjusted for 50% occupancy of additional units added each year

Projected Student Population

	Total Units	Pop./Unit[1]	Year 2017	2018	2019
High School Age					
Total Pop. of SF w/2Br (Detached)	12	0.037	0.000	0.222	0.444
Total Pop. of SF w/3Br (Detached)	4	0.066	0.000	0.132	0.264
Total No. High School Age Children			**0**	**1**	**1**
Junior High School (Grades 6-8) Population					
Total Pop. of SF w/2Br (Detached)	12	0.077	0.000	0.462	0.924
Total Pop. of SF w/3Br (Detached)	4	0.064	0.000	0.128	0.256
Total No. Junior High School Children			**0**	**1**	**2**
Elementary School (Grades K-5) Population					
Total Pop. of SF w/2Br (Detached)	12	0.095	0.000	0.570	1.140
Total Pop. of SF w/3Br (Detached)	4	0.237	0.000	0.474	0.948
Total No. Elementary School Children			**0**	**2**	**3**
Total No. Elementary and Jr. High School Children			**0**	**3**	**5**
Total No. School Children			**0**	**4**	**6**
Total No. Elementary and Jr. High School Children Added Per Year			**0**	**3**	**2**

Notes:
[1] Multipliers for average population per household and number of high school age children per household were obtained from Village of Lake Bluff, Illinois

EXHIBIT A-3

Property Tax Analysis

Pro Forma Real Property Tax Analysis

Tax Levy Year (Year of Occupancy)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Tax Collection Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Current Land Value (Assessor)[1]	437,507	437,507	0	0	0	0	0	0	0	0	0
Assessment Rate (Land)	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
Assessed Value (Land)	145,821	145,821	0	0	0	0	0	0	0	0	0
Condo - 2Br	0	0	5,549,030	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060
Condo - 3Br	0	0	2,385,975	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950
Total Market Value	0	0	7,935,005	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010
Effective Assessment Rate[2]	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%
Assessed Value	0	0	2,644,737	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
Total Assessed Value	145,821	145,821	2,644,737	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
2013 State Equalization Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Equalized Assessed Valuation	145,821	145,821	2,644,737	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
Less: Homestead Exemption @ $6,000 Per Unit	0	0	48,000	96,000	96,000	96,000	96,000	96,000	96,000	96,000	96,000
Equalized Assessed Value of Land Prior to Construction	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821
Incremental Equalized Assessed Value	**0**	**0**	**2,450,916**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**

Notes:

(1) Based on assessed land value (based on 2015 tax year assessed values) during construction period

Pro Forma Real Property Tax Analysis

Tax Levy Year (Year of Occupancy)	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Tax Collection Year	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Current Land Value (Assessor)[1]	0	0	0	0	0	0	0	0	0	0
Assessment Rate (Land)	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
Assessed Value (Land)	0	0	0	0	0	0	0	0	0	0
Condo - 2Br	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060	11,098,060
Condo - 3Br	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950	4,771,950
Total Market Value	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010	15,870,010
Effective Assessment Rate[2]	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%
Assessed Value	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
Total Assessed Value	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
2013 State Equalization Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Equalized Assessed Valuation	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474	5,289,474
Less: Homestead Exemption @ $6,000 Per Unit	96,000	96,000	96,000	96,000	96,000	96,000	96,000	96,000	96,000	96,000
Equalized Assessed Value of Land Prior to Construction	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821	145,821
Incremental Equalized Assessed Value	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**	**5,047,653**

Notes:

(1) Based on assessed land value (based on 2015 tax year assessed values) during construction period

EXHIBIT A-4

Projection of Incremental Property and Sales Tax

Annual Property Tax Revenues to Village of Lake Bluff

Tax Levy Year (Year of Occupancy)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Tax Collection Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Incremental Equalized Assessed Value	0	0	2,450,916	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653
2015 Village Tax Rate[1]	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%
Total Incremental Property Tax Revenue	0	0	0	19,222	39,588	39,588	39,588	39,588	39,588	39,588	39,588
Base Equalized Assessed Value	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507
2015 Village Tax Rate[1]	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%
Base Property Tax Revenue	N/A	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431

Notes:

[1]Includes tax rate for Library and Pension

Additional Local Sales Tax Revenues (New Households)

Year of Occupancy		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
	Average											
Cumulative Additional Residential Units Occupied		0	0	16	16	16	16	16	16	16	16	16
Household Income[1]	222,926	0	0	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818
Convenience Goods Spending	20%	0	0	713,364	713,364	713,364	713,364	713,364	713,364	713,364	713,364	713,364
Comparison Goods Spending	10%	0	0	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682
Convenience Goods Spending Locally	40%	0	0	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345
Comparison Goods Spending Locally	20%	0	0	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336
Taxable Share, Convenience Goods	100%	0	0	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345
Taxable Share, Comparison Goods	100%	0	0	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336
Local Taxable Spending		0	0	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682
Additional Sales Tax Revenue from New Households (Local Share State Sales Tax)[2]	1.0%	0	0	3,567	3,567	3,567	3,567	3,567	3,567	3,567	3,567	3,567
Additional Sales Tax Revenue from New Households (Home Rule Sales Tax)[3]	1.0%	0	0	713	713	713	713	713	713	713	713	713
Total Additional Sales Tax Revenues from New Households	1.0%	0	0	4,280	4,280	4,280	4,280	4,280	4,280	4,280	4,280	4,280

Notes:

[1] Projected household income based on affordability of proposed housing

[2] Assumes Convenience Goods and Comparison Goods are subject to State Sales Tax of which 1% is the Local Share of the State Sales Taxes

[3] Assumes Only Comparison Goods are subject to Village Home Rule Tax of 1%

Annual Property Tax Revenues to Village of Lake Bluff

Tax Levy Year (Year of Occupancy)	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Tax Collection Year	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Totals
Incremental Equalized Assessed Value	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	
2015 Village Tax Rate[1]	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	
Total Incremental Property Tax Revenue	39,588	39,588	39,588	39,588	39,588	39,588	39,588	39,588	39,588	39,588	692,212
Base Equalized Assessed Value	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	
2015 Village Tax Rate[1]	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	0.784%	
Base Property Tax Revenue	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431	3,431	68,625

Notes:

[1]Includes tax rate for Library and Pension

Additional Local Sales Tax Revenues (New Households)

Year of Occupancy		2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	Totals
Cumulative Additional Residential Units Occupied		16	16	16	16	16	16	16	16	16	16	
Household Income [1]	222,926	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	3,566,818	
Convenience Goods Spending	20%	713,364	713,364	713,364	713,364	713,364	713,364	713,364	713,364	713,364	713,364	
Comparison Goods Spending	10%	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	
Convenience Goods Spending Locally	40%	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	
Comparison Goods Spending Locally	20%	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	
Taxable Share, Convenience Goods	100%	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	285,345	
Taxable Share, Comparison Goods	100%	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	71,336	
Local Taxable Spending		356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	356,682	
Additional Sales Tax Revenue from New Households (Local Share State Sales Tax)[2]	1.0%	3,567	3,567	3,567	3,567	3,567	3,567	3,567	3,567	3,567	3,567	
Additional Sales Tax Revenue from New Households (Home Rule Sales Tax)[3]	1.0%	713	713	713	713	713	713	713	713	713	713	
Total Additional Sales Tax Revenues from New Households	1.0%	4,280	4,280	4,280	4,280	4,280	4,280	4,280	4,280	4,280	4,280	81,323

Notes:

[1] Projected household income based on affordability of proposed housing

[2] Assumes Convenience Goods and Comparison Goods are subject to State Sales Tax of which 1% is the Local Share of the State Sales Taxes

[3] Assumes Only Comparison Goods are subject to Village Home Rule Tax of 1%

EXHBIT A-5

Projection of Utility Tax, Motor Fuel Tax, State Income Tax And State Use Tax Revenues

Other Village Revenues

Year of Occupancy	Total No. of Add. Residents	Total No. Households	Utility Tax Revenues: Utility Taxes Per Household[2]	Utility Tax Revenues: Total Utility Taxes	State Income Tax[1]: Share Per Resident[3]	State Income Tax[1]: Total Income Taxes	Motor Fuel Tax[1]: Share Per Resident[3]	Motor Fuel Tax[1]: Total MFT	State Use Tax[1]: Share Per Resident[3]	State Use Tax[1]: Total State Use Tax	Total Other Tax Revenues
2016	0	0	291.27	0	0.00	0	0.00	0	0.00	0	0
2017	0	0	291.27	0	0.00	0	0.00	0	0.00	0	0
2018	17	16	291.27	4,660	0.00	0	0.00	0	0.00	0	4,660
2019	35	16	291.27	4,660	0.00	0	0.00	0	0.00	0	4,660
2020	35	16	291.27	4,660	0.00	0	0.00	0	0.00	0	4,660
2021	35	16	291.27	4,660	0.00	0	0.00	0	0.00	0	4,660
2022	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2023	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2024	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2025	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2026	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2027	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2028	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2029	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2030	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2031	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2032	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2033	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2034	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2035	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
2036	35	16	291.27	4,660	102.00	3,570	25.90	907	23.50	823	9,959
Totals				88,545		53,550		13,598		12,338	168,030

Notes:

(1) Based on incremental units occupied; revenues relating to taxes shared by State are not assumed to be collected until after the 2020 Census

(2) Determined by allocating the utilities taxes (gas, electric, telecommunications) budget for FY 2015 of $713,440 between residential users and all other users by the percentage of EAV applicable to each (89% residential) and dividing the residential portion of the utility taxes by the Village's total housing units of 2,180 (2008-2012 American Community Survey 5-Yr. Est.)

(3) Based on projected FY 2017 State Distributions (Illinois Municipal Review, January, 2016)

EXHIBIT A-6

General Fund Budget Analysis

Operating Budget Analysis

All Major Activities Summary[1]	Expenditures	Less Other Adjustments	Total Adjusted Expenditures	Residential Portion of Total Adjusted Expend.[8]	Non-Residential Portion of Total Adjusted Expend.[8]
Village General Fund [2]					
Administrator's Office	1,531,180	1,531,180 [5]	0	0	0
Finance	468,265	468,265 [5]	0	0	0
Boards & Commissions	60,840	60,840 [5]	0	0	0
Community Development	347,390	347,390 [5]	0	0	0
Village Hall Building	92,500	92,500 [5]	0	0	0
Village Properties	3,600	3,600 [5]	0	0	0
Police Sworn Officers	2,720,130	2,525,130 [6]	195,000 [6]	173,550	21,450
Police Dispatch Operations	717,550	717,550 [5]	0	0	0
Crossing Guards	9,600	9,600 [5]	0	0	0
Fire Division	767,975	365,100 [7]	402,875 [7]	358,559	44,316
Public Safety Building	100,750	100,750 [5]	0	0	0
Streets, Bridges & Lighting	610,730	0	610,730	543,550	67,180
Sanitation	617,610	0	617,610	617,610 [7]	0
Forestry	186,735	0	186,735	166,194	20,541
Parks & Parkways	112,585	0	112,585	100,201	12,384
Sewers	214,730	0	214,730	191,110	23,620
Public Works Center	104,135	104,135 [5]	0	0	0
Commuter Station	91,725	91,725 [5]	0	0	0
Public Works Cap. Imp.	748,800	748,800 [5]	0	0	0
Police Pension Fund[3]	875,947	875,947 [5]	0	0	0
IL Mun. Retirement Fund	194,205	194,205 [5]	0	0	0
Social Security Fund	233,460	233,460 [5]	0	0	0
Lake Bluff Public Library[4]	884,866	884,866 [5]	0	0	0
Total Adjusted Expenditures	11,695,308	7,166,565	2,340,265	2,150,773	189,492

Notes:

[1]Excludes analysis of special revenue funds that use special revenues to provide for expenditures (i.e. Water Fund, E911 Fund, Spec. Fire, Motor Fuel Tax, Debt Service, Capital Project)

[2]Based on Village's Tentative FYE 2015 Budget - the remaining funds have not been included: each of which funds have either special sources of revenues or receive transfers from the General Fund and which have expensesthat equal the revenues received

[3]Reflects budgeted expenditures minus miscellaneous sources of revenues

[4]Based on Tentative FYE 2015 Budget for Lake Bluff Public Library - the remainng funds have not been included each of which funds have a special sources of revenues

[5]Adjustments were made to reflect that the relatively small addition of 16 residential units would not have an impact on various general government expenses nor would the construction of the units cause the Village to incur any additional capital expenditures

[6]Due to relatively small addition of 16 residential units, only additional overtime by the Police Department is assumed to be necessary

[7]Due to relatively small addition of units added, additional expenses related to the pay for volunteer firefighters and the contractual ambulance services are assumed to be necessary

[8]Other than for Sanitation (which is solely for residential service), the Residential Portion (89%) is determined by dividing the Village's 2013 Residential EAV ($432,581,864) by the Village's Total 2013 EAV ($484,263,512) with the remaining portion assumed to be commercial, industrial and farm

EXHIBIT A-7

Projection of Annual Expenditures

Estimated New Expenses

Year of Occupancy	2013	2014	2015	2016	2017	2018	2019
Residential							
Total Number of New Residents[1]	0	0	17	35	35	35	35
Additional Operating Expense Per Resident[2]	376	376	376	376	376	376	376
Adjusted Additional Operating Expenditures	0	0	6,390	13,156	13,156	13,156	13,156

Notes:

[1] Reflects the addition of 16 units to the on the Property commencing in 2016

[2] Determined by dividing the Residential Portion of Total Adjusted Expenditures by the Village's 2010 Census Total Population (5,722)

EXHIBIT A-8

Fiscal Impact Analysis

Village Fiscal Impact

Year of Occupancy	Base EAV Revenues: Base EAV[1]	Tax Rate[2]	Base EAV Property Tax[3]	Additional City Revenues: Property Taxes	Sales Taxes	Utility Taxes	State Inc. Tax Share	MFT Share	State Use Tax Share	Total Tax Revenues	Additional Operating Expenses	Annual Fiscal Impact	Total Ann. Fiscal Impact and Base EAV Prop. Tax	Cumulative Total Ann. Fiscal Impact and Base EAV Prop. Tax
2016	437,507	0.784%	N/A	0	0	0	0	0	0	0	0	0	N/A	N/A
2017	437,507	0.784%	3,431	0	0	0	0	0	0	0	0	0	3,431	3,431
2018	437,507	0.784%	3,431	0	4,280	4,660	0	0	0	8,940	6,390	2,551	5,982	9,413
2019	437,507	0.784%	3,431	19,222	4,280	4,660	0	0	0	28,162	13,156	15,007	18,438	27,851
2020	437,507	0.784%	3,431	39,588	4,280	4,660	0	0	0	48,528	13,156	35,372	38,804	66,655
2021	437,507	0.784%	3,431	39,588	4,280	4,660	0	0	0	48,528	13,156	35,372	38,804	105,458
2022	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	149,561
2023	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	193,664
2024	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	237,766
2025	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	281,869
2026	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	325,971
2027	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	370,074
2028	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	414,177
2029	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	458,279
2030	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	502,382
2031	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	546,485
2032	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	590,587
2033	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	634,690
2034	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	678,793
2035	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	722,895
2036	437,507	0.784%	3,431	39,588	4,280	4,660	3,570	907	823	53,827	13,156	40,671	44,103	766,998
Totals			68,625	692,212	81,323	88,545	53,550	13,598	12,338	941,565	243,193	698,372	766,998	

[1]The total equalized assessed value of the Property for the 2015 tax year

[2]2015 Village Tax Rate (includes tax rate for Library and Pension)

[3]Property tax revenues generated by the Property without any development based on the assessed value of the project site and the Village Tax Rate for the 2015 tax year

EXHIBIT B

Preliminary Fiscal Impact Analysis – District 65

School District #65 Fiscal Impact

					Additional Revenues								Additional Operating Expenses					
Prop. Tax Levy Year	Base EAV[1]	Tax Rate[2]	Base EAV Property Tax[3]	Incremental Equalized Assessed Value	Tax Rate[3]	Property Tax Revenue[4]	No. New Students	State Aid Per Student[5]	Gen. State Aid[6]	Interest Earnings[7]	Total Revenues	No. New Students	Annual Instr. Exp./ Pupil[8]	Net Additonal Inst. Exp.	Annual Fiscal Impact	Total Ann. Fiscal Impact and Base EAV Prop. Tax	Cumulative Total Ann. Fiscal Impact and Base EAV Prop. Tax
2016	437,507	2.745%	N/A	0	2.745%	0	0	218	0	0	0	0	0	0	0	N/A	N/A
2017	437,507	2.745%	12,011	0	2.745%	0	0	218	0	0	0	0	11,180	0	0	12,011	12,011
2018	437,507	2.745%	12,011	2,450,916	2.745%	0	0	218	0	0	0	3	11,180	33,539	(33,539)	(21,528)	(9,517)
2019	437,507	2.745%	12,011	5,047,653	2.745%	67,287	3	218	654	336	68,277	5	11,180	55,899	12,379	24,390	14,873
2020	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	111,345
2021	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	207,818
2022	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	304,290
2023	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	400,763
2024	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	497,235
2025	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	593,708
2026	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	690,180
2027	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	786,653
2028	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	883,125
2029	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	979,598
2030	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,076,070
2031	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,172,543
2032	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,269,015
2033	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,365,488
2034	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,461,960
2035	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,558,433
2036	437,507	2.745%	12,011	5,047,653	2.745%	138,577	5	218	1,090	693	140,360	5	11,180	55,899	84,461	96,473	1,654,905
Totals			240,225			2,423,100			19,184	12,115	2,454,399			1,039,718	1,414,681	1,654,905	

Notes:

[1]The total equalized assessed value of the Property for the 2015 tax year

[2]2015 District #65 Tax Rate (includes tax rate for Pension)

[3]Property tax revenues generated by the Property without any development based on the assessed value of the project site and the District 65 Tax Rate for the 2015 tax year

[4]Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[5]Calculation for General State Aid assumes a one year lag

[6]General State Aid amount of $218 per student (Flat Grant amount for FY 2014/15 payable in 2015/16)

[7]Interest earnings based on 0.5% of Property Tax Revenue

[8]Based on amount provided by 2015 Report Card for fiscal year 2013/14 ($10,538) as increased by 3% annually through fiscal year 2015/16

EXHIBIT C

Preliminary Fiscal Impact Analysis – District 115

High School District #115 Fiscal Impact

		Base EAV Revenues			Additional Revenues								Additional Operating Expenses					
Prop. Tax Levy Year	Tax Collect. Year	Base EAV[1]	Tax Rate[2]	Base EAV Property Tax[3]	Incremental Equalized Assessed Value	Tax Rate[2]	Property Tax Revenue[4]	No. New Students	State Aid Per Student[5]	Gen. State Aid[6]	Interest Earnings[7]	Total Revenues	No. New Students	Annual Instr. Exp./ Pupil[8]	Net Additonal Inst. Exp.	Annual Fiscal Impact	Total Ann. Fiscal Impact and Base EAV Prop. Tax	Cumulative Total Ann. Fiscal Impact and Base EAV Prop. Tax
2016	2017	437,507	1.409%	N/A	0	1.409%	0	0	218	0	0	0	0	0	0	0	N/A	N/A
2017	2018	437,507	1.409%	6,166	0	1.409%	0	0	218	0	0	0	0	14,174	0	0	6,166	6,166
2018	2019	437,507	1.409%	6,166	2,450,916	1.409%	0	0	218	0	0	0	1	14,174	14,174	(14,174)	(8,008)	(1,842)
2019	2020	437,507	1.409%	6,166	5,047,653	1.409%	34,540	1	218	218	173	34,931	1	14,174	14,174	20,757	26,922	25,080
2020	2021	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	88,780
2021	2022	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	152,481
2022	2023	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	216,181
2023	2024	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	279,881
2024	2025	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	343,581
2025	2026	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	407,282
2026	2027	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	470,982
2027	2028	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	534,682
2028	2029	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	598,383
2029	2030	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	662,083
2030	2031	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	725,783
2031	2032	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	789,483
2032	2033	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	853,184
2033	2034	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	916,884
2034	2035	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	980,584
2035	2036	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	1,044,284
2036	2037	437,507	1.409%	6,166	5,047,653	1.409%	71,135	1	218	218	356	71,708	1	14,174	14,174	57,535	63,700	1,107,985
Totals				123,312			1,243,828			3,924	6,219	1,253,971			269,299	984,672	1,107,985	

Notes:

[1] The total equalized assessed value of the Property for the 2015 tax year

[2] 2015 District #115 Tax Rate (includes tax rate for Pension)

[3] Property tax revenues generated by the Property without any development based on the assessed value of the project site and the District 115 Tax Rate for the 2015 tax year

[4] Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[5] Calculation for General State Aid assumes a one year lag

[6] General State Aid amount of $218 per student (Flat Grant amount for FY 2014/15 payable in 2015/16)

[7] Interest earnings based on 0.5% of Property Tax Revenue

[8] Based on amount provided by 2015 Report Card for fiscal year 2013/14 ($13360) as increased by 3% annually through fiscal year 2015/16

EXHIBIT D-1

Projection of Incremental Property Taxes

Annual Property Tax Revenues to Lake Bluff Park District

Tax Levy Year (Year of Occupancy)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Tax Collection Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Incremental Equalized Assessed Value	0	0	2,450,916	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653
2015 Park District Tax Rate[1]	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%
Total Incr. Property Tax Revenue	0	0	0	12,364	25,463	25,463	25,463	25,463	25,463	25,463	25,463
Base Equalized Assessed Value	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507
2015 Park District Tax Rate[1]	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%
Base Property Tax Revenue	N/A	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207

Notes:

[1]Includes tax rate for Pension

Annual Property Tax Revenues to Lake Bluff Park District

Tax Levy Year (Year of Occupancy)	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Tax Collection Year	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Totals
Incremental Equalized Assessed Value	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	5,047,653	
2015 Park District Tax Rate[1]	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	
Total Incr. Property Tax Revenue	25,463	25,463	25,463	25,463	25,463	25,463	25,463	25,463	25,463	25,463	445,237
Base Equalized Assessed Value	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	437,507	
2015 Park District Tax Rate[1]	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	0.504%	
Base Property Tax Revenue	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207	2,207	44,141

Notes:

[1]Includes tax rate for Pension

EXHIBIT D-2

Budget Analysis and Projection of Additional Revenues

Operating Budget Analysis (Revenues)

All Major Activities Summary	Revenues	Less Other Adjustments[2]	Total Adjusted Revenues
District General Fund [1]			
Subfund-Administration			
Tax Receipts	816,281	816,281 [2]	0
Interest	2,250	2,250 [2]	0
Miscellaneous	0	0	0
Subfund-Park Maintenance			
Miscellaneous	14,200	0	14,200
Recreation Fund			
Subfund-Administration			
Tax Receipts	766,484	766,484 [2]	0
Miscellaneous	5,000	5,000	0
Donations	0	0	0
Subfund-Facility Services			
Fees and Admissions	52,496	0	52,496
Rentals	14,800	0	14,800
Concessions	7,200	0	7,200
Subfund-Recreation Programs			
Miscellaneous	8,200	0	8,200
Programs	932,975	0	932,975
Subfund-Sunrise Park & Beach			
Fees and Admissions	20,190	0	20,190
Rentals	7,400	0	7,400
Concessions	250	0	250
Programs	21,500	0	21,500
Subfund-Health and Fitness Center			
Fees and Admissions	369,595	0	369,595
Rentals	9,000	0	9,000
Miscellaneous	0	0	0
Donations	0	0	0
Programs	57,300	0	57,300
Lessons	110,000	0	110,000
Subfund-Paddle Club			
Fees and Admissions	87,965	0	87,965
Rentals	1,729	0	1,729
Merchandise	10,368	0	10,368
Programs	85,680	0	85,680
Lessons	0	0	0
Subfund-Aquatic Facility			
Fees and Admissions	96,543	0	96,543
Rentals	11,286	0	11,286
Concessions	15,000	0	15,000
Miscellaneous	900	0	900
Programs	63,499	0	63,499

Operating Budget Analysis (Revenues)

All Major Activities Summary	Revenues	Less Other Adjustments	Total Adjusted Revenues
Subfund-Golf Club			
Fees and Admissions	786,884	0	786,884
Rentals	38,065	0	38,065
Concessions	73,500	0	73,500
Merchandise	108,000	0	108,000
Miscellaneous	0	0	0
Programs	18,000	0	18,000
Lessons	13,000	0	13,000
Audit Fund			
Tax Receipts	3,000	3,000 (2)	0
Social Security Fund			
Tax Receipts	162,000	162,000 (2)	0
IMRF			0
Tax Receipts	173,005	173,005 (2)	0
Special Recreation Fund			
Subfund-Administration			
Tax Receipts	220,073	220,073 (2)	0
Liability Fund			
Tax Receipts	175,662	175,662 (2)	0
Debt Service Fund			
Subfund-Administration			
Tax Receipts	363,433	363,433 (2)	0
Bond Proceeds	0	0 (3)	0
Capital Master Plan Fund			
Miscellaneous	0	0	0
Bond Proceeds	0	0 (3)	0
Total Adjusted Revenues	5,722,713	2,687,188	3,035,525

Notes:

(1)Based on Park District's FY 2014 Budget

(2)Property tax receipts were analyzed separately based on the projected values of the additional units

(3)The construction of the additional units is not anticipated to cause the District to issue additional debt

Estimated New Revenues

Year of Occupancy	2013	2014	2015	2016	2017	2018	2019
Residential							
Total Number of New Residents[1]	0	0	17	35	35	35	35
Additional Operating Revenues Per Resident[2]	357	357	357	357	357	357	357
Adjusted Additional Operating Revenues	0	0	6,071	12,499	12,499	12,499	12,499

Notes:

[1]Reflects the addition of 16 units to the on the Property commencing in 2016

[2] Determined by dividing the Total Adjusted Revenues by the District's Estimated Population Total Population (8,500)

EXHIBIT D-3

Budget Analysis and Projection of Additional Expenditures

Operating Budget Analysis (Expenses)

All Major Activities Summary	Expenditures	Less Other Adjustments(1)	Total Adjusted Expenditures
District General Fund [2]			
Subfund-Administration			
Personnel Services	184,071	184,071	0
Commodities	6,720	6,720	0
Contractual Services	217,530	217,530	0
Capital Improvements	0	0	0
Subfund-Park Maintenance			
Personnel Services	217,393	217,393	0
Commodities	94,399	94,399	0
Contractual Services	57,750	57,750	0
Recreation Fund		0	
Subfund-Administration			
Personnel Services	350,460	350,460	0
Commodities	28,183	28,183	0
Contractual Services	201,919	201,919	0
Debt Service	352,688	352,688	0
Subfund-Facility Services			
Personnel Services	47,709	47,709	0
Commodities	3,888	3,888	0
Subfund-Recreation Programs			
Personnel Services	448,952	0	448,952
Commodities	51,544	0	51,544
Contractual Services	99,317	0	99,317
Capital Improvements	0	0	0
Subfund-Sunrise Park & Beach			
Personnel Services	74,000	74,000	0
Commodities	24,114	24,114	0
Contractual Services	46,252	46,252	0
Subfund-Health and Fitness Center			
Personnel Services	250,330	0	250,330
Commodities	34,700	0	34,700
Contractual Services	98,090	0	98,090
Debt Service	0	0	0
Subfund-Paddle Club			
Personnel Services	121,384	121,384	0
Commodities	20,260	20,260	0
Contractual Services	34,225	34,225	0
Capital Improvements	0	0	0
Debt Service	56,477	56,477	0
Subfund-Aquatic Facility			
Personnel Services	123,386	0	123,386
Commodities	38,795	0	38,795
Contractual Services	35,743	0	35,743
Debt Service	0	0	0

Operating Budget Analysis (Expenses)

All Major Activities Summary	Expenditures	Less Other Adjustments	Total Adjusted Expenditures
Subfund-Golf Club			
Personnel Services	577,591	0	577,591
Commodities	307,718	0	307,718
Contractual Services	227,144	0	227,144
Capital Improvements	0	0	0
Debt Service	201,196	201,196	0
Audit Fund			
Contractual Services	15,300	15,300	0
Social Security Fund			
Personnel Service	186,000	186,000	0
IMRF			
Personnel Services	0	0	0
Contractual Services	182,100	182,100	0
Special Recreation Fund			
Subfund-Administration			
Personnel Services	19,091	19,091	0
Commodities	5,000	5,000	0
Contractual Services	95,034	95,034	0
Capital Improvements	79,863	79,863	0
Subfund-Park Maintenance			
Personnel Services	13,873	0	13,873
Liability Fund			
Personnel Services	0	0	0
Commodities	0	0	0
Contractual Services	169,809	0	169,809
Debt Service Fund			
Subfund-Administration			
Contractual Services	0	0	0
Debt Service	418,637	418,637	0
Capital Master Plan Fund			
Contractual Services	1,500	1,500	0
Capital Improvements	81,000	81,000	0
Debt Service	0	0	0
Total Adjusted Expenditures	5,901,135	3,424,143	2,476,992

Notes:

(1)Adjustments were made to reflect that a relatively small addition of 16 residential units would not require the Park District to incur additional costs other than for recreation programs, health and fitness, aquatic and golf of park facilities within the Development

(2)Based on Park District's FY 2014 Budget

Estimated New Expenses

Year of Occupancy	2016	2017	2018	2019	2020
Residential					
Total Number of New Residents[1]	0	0	17	35	35
Additional Operating Expense Per Resident[2]	291	291	291	291	291
Adjusted Additional Operating Expenditures	0	0	4,954	10,199	10,199

Notes:

[1]Reflects the addition of 16 units to the on the Property commencing in 2016

[2]Determined by dividing the Total Adjusted Expenditures by the District's Estimated Population Total Population (8,500)

EXHIBIT D-4

Fiscal Impact Analysis

Lake Bluff Park District Fiscal Impact

		Base EAV Revenues			Additional Revenues								Additional Expenses					
Prop. Tax Levy Year	Tax Collect. Year	Base EAV[1]	Tax Rate[2]	Base EAV Property Tax[3]	Incremental Equalized Assessed Value	Tax Rate[2]	Property Tax Revenue[4]	No. New Residents	Avg. Fees Per Resident[5]	Total Fees	Interest Earnings[6]	Total Revenues	No. New Residents	Annual Exp./ Resident[5]	Net Additonal Exp.	Annual Fiscal Impact	Total Ann. Fiscal Impact and Base EAV Prop. Tax	Cumulative Total Ann. Fiscal Impact and Base EAV Prop. Tax
2016	2017	437,507	0.504%	N/A	0	0.504%	0	0	357	0	0	0	0	291	0	0	N/A	N/A
2017	2018	437,507	0.504%	2,207	0	0.504%	0	0	357	0	0	0	0	291	0	0	2,207	2,207
2018	2019	437,507	0.504%	2,207	2,450,916	0.504%	0	17	357	6,071	0	6,071	17	291	4,954	1,117	3,324	5,531
2019	2020	437,507	0.504%	2,207	5,047,653	0.504%	12,364	35	357	12,499	62	24,925	35	291	10,199	14,725	16,932	22,464
2020	2021	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	52,561
2021	2022	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	82,658
2022	2023	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	112,756
2023	2024	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	142,853
2024	2025	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	172,950
2025	2026	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	203,048
2026	2027	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	233,145
2027	2028	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	263,242
2028	2029	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	293,339
2029	2030	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	323,437
2030	2031	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	353,534
2031	2032	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	383,631
2032	2033	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	413,729
2033	2034	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	443,826
2034	2035	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	473,923
2035	2036	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	504,021
2036	2037	437,507	0.504%	2,207	5,047,653	0.504%	25,463	35	357	12,499	127	38,090	35	291	10,199	27,890	30,097	534,118
				44,141			445,237			231,057	2,226	678,520			188,543	489,978	534,118	

Notes:

[1]The total equalized assessed value of the Property for the 2015 tax year

[1]2015 Park District Tax Rate (includes tax rate for Pension)

[3]Property tax revenues generated by the Property without any development based on the assessed value of the project site and the Park District Tax Rate for the 2015 tax year

[4]Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[5]Based on information provided by Park District and Park District's FYE 2014 Budget

[6]Interest earnings based on 0.5% of Property Tax Revenue

ORDINANCE NO. 2016-__

AN ORDINANCE AMENDING THE LAKE BLUFF ZONING REGULATIONS TO ESTABLISH A PROCESS AND RELATED REGULATIONS FOR THE APPROVAL OF PLANNED MIXED-USE DEVELOPMENTS

Passed by the Board of Trustees, _____, 2016

Printed and Published, _____, 2016

Printed and Published in Pamphlet Form
by Authority of the
President and Board of Trustees

VILLAGE OF LAKE BLUFF
LAKE COUNTY, ILLINOIS

I hereby certify that this document
was properly published on the date
stated above.

_____
Village Clerk

ORDINANCE NO. 2016-__

AN ORDINANCE AMENDING THE LAKE BLUFF ZONING REGULATIONS TO ESTABLISH A PROCESS AND RELATED REGULATIONS FOR THE APPROVAL OF PLANNED MIXED-USE DEVELOPMENTS

WHEREAS, planned developments are a specific type of zoning relief designed, in part, to encourage the flexible and creative development of real property; and

WHEREAS, the Village's Zoning Regulations include a process for the approval of planned residential developments and planned commercial developments, but not planned developments designed for mixed uses within and adjacent to the Village's Central Business District ("***CBD***"); and

WHEREAS, the Village received an application from _____ to develop the properties commonly known as _____ located in the CBD and B residence district (***"R-4 District"***) with mixed commercial and residential uses ("***Application***"); and

WHEREAS, pursuant to Section 10-2-9D1 of the Zoning Regulations, the Application requested that the Village amend the text of the Zoning Regulations to establish a process and related regulations for the approval of planned mixed-use developments in the Village; ("***Proposed Amendments***"); and

WHEREAS, the Village's Joint Plan Commission and Zoning Board of Appeals ("***PCZBA***"), pursuant to proper notice, conducted a public hearing to consider the Proposed Amendments on _____, 2016, pursuant to Section 10-2-9D2 of the Zoning Regulations; and

WHEREAS, at the close of the public hearing, pursuant to Section 10-2-9D3 of the Zoning Regulations, the PCZBA recommended that the Village Board approve the Proposed Amendments as set forth in this Ordinance; and

WHEREAS, the Board of Trustees has determined that adoption of the Proposed Amendments as set forth in this Ordinance is in the best interests of the Village;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS, AS FOLLOWS:

Section 1. **Recitals**.

The foregoing recitals are incorporated herein as findings and determinations of the Board of Trustees.

Section 2. **Public Hearing**.

A public hearing on the Proposed Amendments was duly advertised on or before _____, 2016, in the *News-Sun*. The public hearing was commenced by the PCZBA on _____, 2016. On _____, 2016, the PCZBA recommended that the Board of Trustees adopt the Proposed Amendments.

Section 3. Amendment to Section 10-1-2 of the Zoning Regulations.

Pursuant to Section 10-2-9 of the Zoning Regulations, the text of Section 10-1-2 of the Zoning Regulations is hereby amended to include a new defined term "Planned Mixed Development" by inserting the following entry in correct alphabetical order as follows:

"**PLANNED MIXED-USE DEVELOPMENT" or "PMD": A tract of land which is developed in conformity with Chapter 15 of this Title.**"

Section 4. Amendment to the Zoning Use Table.

Pursuant to Section 10-2-9 of the Zoning Regulations, Section 10-13-3 of the Zoning Regulations is hereby amended to include "Planned Mixed-Use Developments" as a special use in the CBD and limited parcels within the R-4 District by inserting the following entry in correct alphabetical order, and the footnote in correct numerical order, as follows:

Use Category	SIC Code*	ZONING DISTRICTS *P = Permitted Use S = Special Use*															
		Residential									Commercial/Non-residential						
		C-E	E-1	E-2	R-1	R-2	R-3	R-4	R-5	R-6	CBD	O&R	AP-1	L-1	L-2	S	R
Planned Mixed-Use Developments								**S**[14]	**S**[14]		**S**						

Section 5. Amendment to Create New Chapter 15 of the Zoning Regulations.

Pursuant to Section 10-2-9 of the Zoning Regulations, the text of the Zoning Regulations is hereby amended to include a new Chapter 15, entitled "Planned Mixed Developments", which Chapter 15 shall read as follows:

[TEXT OF NEW CHAPTER 15 BEGINS ON SUBSEQUENT PAGE]

[14] A lot in the B residence district (R-4 District) or a lot in the C residence district (R-5 District) may be used as part of a Planned Mixed-Use Development pursuant to a special use permit only if (i) the lot is adjacent to, or directly across a right-of-way from, a lot located in the Central Business District (CBD) and (ii) the lot is part of a development, which development is wholly or partially in the CBD.

"CHAPTER 15

PLANNED MIXED-USE DEVELOPMENTS (PMDs)

SECTION:

10-15-1 General Provisions
10-15-2 Procedure
10-15-3 Standards and Conditions
10-15-4 Authority to Modify Regulations
10-15-5 Adjustments and Amendments to Approved Final Plans
10-15-6 Application Requirements

10-15-1 GENERAL PROVISIONS:

A. Authority: The Board of Trustees may grant special use permits pursuant to this Chapter and Section 10-4-2E of this Code to authorize the development of planned mixed-use developments ("PMDs") in the districts where PMDs are listed as a special use in the Village's Zoning Use Table in Section 10-13-3 of this Code.

B. Purpose: PMDs are a distinct category of special use. Within a PMD, the traditional use, bulk, space, and yard regulations may be relaxed if they impose unnecessary rigidities on the proposed development or redevelopment of a parcel or parcels of land that require an individual, planned approach. Through the flexibility of a PMD, the Village seeks to achieve the following specific objectives as appropriate and applicable for a particular proposed development, among others that will be in the best interests of the Village:

1. stimulating creative approaches to mixed use development of land;

2. providing more efficient use of land;

3. preserving natural features and providing open space areas and recreation areas in excess of those required under standard zoning regulations;

4. developing and implementing new approaches to the living environment through variety in type, design and layout of buildings, transportation systems, and public facilities;

5. unifying buildings and structures through design;

6. promoting long term planning to allow harmonious and compatible land uses or combination of uses with surrounding areas;

7. promoting environmentally sound development practices;

8. facilitating residential, commercial, and mixed-used development in harmony with the Village's Comprehensive Plan;

9. enhancing the character and vitality of the Village's central business district in harmony with adjacent residential neighborhoods; and

10. promoting the public health, safety, and welfare.

C. Parties Entitled To Seek PMD Approval: An application for a special use permit to permit a PMD may be filed by the owner of, or any person having a binding contractual interest in, the subject property.

D. Size of Property: The provisions of this Chapter apply to any project that includes one-half (0.5) acre or more of total land area.

10-15-2 PROCEDURE:

A. Development Concept Plan:

1. Purpose. The Development Concept Plan provides an applicant the opportunity to submit a plan showing the basic scope, character, and nature of the entire proposed PMD without incurring undue initial costs. The initial required public hearing is based on the Development Concept Plan, thus permitting public consideration of the proposal at the earliest possible stage. Once approved, the Development Concept Plan binds the applicant to the following basic elements of development:

   a. categories of uses to be permitted;

   b. general location of land uses;

   c. overall maximum intensity of uses;

   d. the general architectural style of the proposed development;

   e. if applicable, general location and extent of public and private open space including pedestrian and recreational amenities;

   f. general location of vehicular and pedestrian circulation systems;

   g. preliminary staging of development;

   h. if applicable, general nature, scope, and extent of public dedications, improvements, or contributions to be provided by the applicant; and

   i. other elements as may be included in the approved Development Concept Plan.

2. Application. An application for approval of a Development Concept Plan shall be filed in accordance with the requirements of Section 10-15-6 of this Chapter.

3. Public Hearing. A public hearing shall be set, noticed, and conducted by the PCZBA in accordance with Section 10-4-2E of this Title.

4. Action by PCZBA. Within 60 days after the conclusion of the public hearing, the PCZBA shall make a recommendation to the Board of Trustees that the Development Concept Plan either be approved, be approved subject to modifications, or not be approved. The failure of the PCZBA to make its recommendation within 60 days after completion of the public hearing, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the Development Concept Plan as submitted.

5. Optional Submittal to the Architectural Board of Review. After the conclusion of the public hearing by the PCZBA concerning the Development Concept Plan, the Applicant may request that the Architectural Board of Review conduct an informal workshop meeting for the purpose of providing comments on the Development Concept Plan, which meeting, if requested and held, shall take place prior to the consideration of the Development Concept Plan by the Village Board.

6. Action by Board of Trustees. Within 60 days after the date of the recommendation of the PCZBA, or its failure to act, as provided in Paragraph 4 of this Subsection, the Board of Trustees shall consider the recommendation of the PCZBA, and then either shall deny the application for approval of the Development Concept Plan, shall refer it back to the PCZBA for further consideration of specified matters, or, by ordinance duly adopted, shall approve the Development Concept Plan, with or without modifications and conditions to be accepted by the applicant as a condition of such approval; provided, however, that every such ordinance shall be expressly conditioned upon approval of a special use permit and Final PMD in accordance with Subsection 10-15-2C of this Chapter, and upon the applicant's compliance with all provisions of this Code and the ordinance granting the special use permit.

7. Effect of Development Concept Plan Approval. Unless the applicant shall fail to meet time schedules for filing a Final Plan or shall fail to proceed with development in accordance with the plans as approved or shall in any other manner fail to comply with any condition of this Code or any approval granted pursuant to it, the Village shall not, without the consent of the applicant, take any action to modify, revoke, or otherwise impair an approved Development Concept Plan with respect to the elements of development set forth in Paragraph 10-15-2A1 of this Section pending the application for approval of a Final Plan. In submitting such plans, the applicant shall be bound by the approved Development Concept Plan with respect to each such element.

B. **Optional Submission of a Final Plan**: The applicant may submit a Final Plan for the proposed PMD pursuant to the requirements of Subsection 10-15-2C of this Section simultaneously with the submission of the Development Concept Plan. In that case, the applicant shall comply with all provisions of this Code applicable to submission of the Development Concept Plan and to submission of the Final Plan. The elements of both the Development Concept Plan and the Final Plan may be combined into a single set of plans. The PCZBA, ABR, and the Board of Trustees shall consider such plans simultaneously and shall grant or deny Development Concept Plan and Final Plan approval in accordance with the provisions of Subsections A, B, and C of this Section.

C. Final Plan:

1. Purpose. The Final Plan is intended to particularize, refine, and implement the Development Concept Plan and to serve as a complete, thorough, and permanent public record of the planned mixed-use development and the manner in which it is to be developed.

2. Application. After approval of the Development Concept Plan, the applicant shall file an application for Final Plan approval in accordance with the requirements of Section 10-15-6 of this Chapter within one year after the date of such approval or in stages as approved in the Development Concept Plan. The application shall be in substantial conformity with the approved Development Concept Plan.

3. Public Hearing. A public hearing to consider the Final Plan shall be set, noticed, and conducted by the PCZBA in accordance with Section 10-4-2E of this Code.

4. Coordination with Subdivision Ordinance. When a subdivision of land subject to the Village's Subdivision Ordinance is proposed or required in connection with a PMD, review of the subdivision, including without limitation submittal and approval of plats of subdivision, shall proceed concurrently with review of the PMD and be completed simultaneously with review of and action on the Final Plan during the PMD process, and no further public process shall be required for the PMD to obtain subdivision approval.

5. Action by PCZBA.

   a. Evaluation. Within 60 days after the filing of an application for approval of a Final Plan, the PCZBA shall, with such aid and advice of the Village staff and consultants as may be appropriate, commence its public hearing to review and make its recommendation on the plan. Such review shall consider:

      i. whether the Final Plan is in substantial conformity with the approved Development Concept Plan; and

      ii. the merit or lack of merit of any departure of the Final Plan from substantial conformity with the approved Development Concept Plan; and

      iii. whether the Final Plan complies with any and all conditions imposed by approval of the Development Concept Plan; and

      iv. whether the Final Plan complies with the provisions of this Code and all other applicable federal, State, and Village codes, ordinances, and regulations.

   b. Recommendation of Approval Based on Substantial Conformity. If the PCZBA finds substantial conformity between the Final Plan and the approved Development Concept Plan and further finds the Final Plan to

be in all other respects complete and in compliance with any and all conditions imposed by approval of the Development Concept Plan and with the provisions of this Code and all other applicable federal, State, and Village codes, ordinances, and regulations, it shall transmit the plan to the Board of Trustees with its recommendation that the Board of Trustees, by ordinance duly adopted, approve the Final Plan, with or without modifications and conditions to be accepted by the applicant as a condition of such approval, and shall grant a special use permit authorizing the Final Plan of the proposed PMD and such additional approvals as may be necessary to permit development of the PMD as approved.

c. Recommendation of Approval without Substantial Conformity. If the PCZBA finds that the Final Plan is not in substantial conformity with the Development Concept Plan but merits approval notwithstanding such lack of conformity and otherwise conforms to the requirements of this Code, it shall transmit the plan to the Board of Trustees with its recommendation that the Board of Trustees, by ordinance duly adopted, approve the Final Plan, with or without modifications and conditions to be accepted by the applicant as a condition of such approval, and shall grant a special use permit authorizing the Final Plan of the proposed PMD and such additional approvals as may be necessary to permit development of the PMD as approved.

d. Recommendation of Denial. If the PCZBA finds that the Final Plan is not in substantial conformity with the approved Development Concept Plan and does not merit approval, or if the PCZBA requires modifications to the Final Plan that are not accepted by the applicant, then the PCZBA shall transmit the Plan to the Board of Trustees together with its recommendation that the Final Plan not be approved.

e. Failure to Act. The failure of the PCZBA to commence its public hearing within 60 days, or such further time to which the applicant may agree, shall be deemed to be a recommendation to the Board of Trustees to approve the Final Plan as submitted.

6. Action by Architectural Board of Review. No later than 60 days after the conclusion of the public hearing by the PCZBA concerning the Final Plan, the Architectural Board of Review will conduct a public meeting for the purpose of conducting a site plan review pursuant to Section 10-2-8 of this Title concerning the Final Plan. Within 30 days after the conclusion of the public meeting, the ABR shall make its recommendation to the Board of Trustees that a site plan be approved, be approved subject to modifications, or not be approved. The failure of the ABR to make its recommendation within 30 days after the conclusion of the public meeting, or such further time to which the applicant may agree, shall be deemed a recommendation for the approval of the site plan as submitted. Nothing in this Paragraph shall prohibit the ABR from conducting its public meeting and undertaking its review of the Final Plan independent of the timing of the PCZBA's public hearing and consideration of the Final Plan.

7. Action by Board of Trustees. Within 60 days after the ABR and the PCZBA have made their respective recommendations, or their failure to act as provided in Subparagraphs 5 and 6, respectively, of this Subsection, the Board of Trustees shall proceed as follows:

   a. Approval Based on Substantial Conformity. If the PCZBA has recommended approval of a Final Plan pursuant to Subparagraph 10-15-2C5b of this Section, the Board of Trustees shall, unless it specifically rejects one or more of the findings of the PCZBA on the basis of expressly stated reasons, approve the Final Plan by a duly adopted ordinance; or

   b. Approval Without Substantial Conformity. In any case other than that specified in Subparagraph 10-15-2C7a of this Section, the Board of Trustees may, if it finds that the Final Plan merits approval and otherwise conforms to the requirements of this Title, approve the Final Plan by a duly adopted ordinance; or

   c. Referral Back to PCZBA. In any case other than that specified in Subparagraph 10-15-2C7a of this Section, the Board of Trustees may refer the Final Plan back to the PCZBA for further consideration of specified matters; or

   d. Conditions on Final Plan Approval. The approval of any Final Plan may be granted with or without modifications and conditions to be accepted by the applicant as a condition of approval.

8. Recording of Final Plan. When a Final Plan is approved, the Village Administrator shall cause the Final Plan and Special Use Permit Ordinance, or the portions thereof as are appropriate, to be recorded with the Lake County Recorder.

9. Limitation on Final Plan Approval. Construction shall commence in accordance with the approved Final Plan within one year after the approval of such plan, or within such time as may be established by the approved development schedule pursuant to the Special Use Permit Ordinance. Failure to commence construction within such period shall, unless an extension of time shall have been granted by the Village Administrator, automatically render void the Final Plan approval and all approvals of the planned mixed-use development and all permits based on such approvals, and the Village Administrator shall, without further direction, initiate an appropriate application to revoke the special use permit for all portions of the planned mixed-use development that have not yet been completed.

10. Building and Other Permits. Except as provided in this Paragraph 10-15-2C10, appropriate officials of the Village, after receiving notice from the Village Administrator that the documents required for Final Plan approval have been approved and upon proper application by the applicant, may issue building and other permits to the applicant for the development, construction, and other work in the area encompassed by the approved Final Plan; provided, however, that no permit shall be issued unless the appropriate official is first satisfied that the requirements of any codes or ordinances of the Village, in addition to this Code, that are applicable to the permit sought, have been satisfied. Building permits

may, however, be withheld at the discretion of the Village Administrator or the Board of Trustees at any time it is determined that the development of the PMD is not undertaken in strict compliance with the approved Final Plan.

10-15-3 STANDARDS AND CONDITIONS

A. Special Use Permit Standards: No special use permit for a PMD shall be recommended or granted pursuant to this Section unless the applicant shall establish that the proposed PMD meets the standards made applicable to special uses pursuant to Subsection 10-4-2E3 of this Code.

B. General Design Standards: No special use permit for a PMD shall be recommended or granted pursuant to this Section unless the applicant shall establish that the proposed PMD meets the following additional standards, to the extent practical and applicable to the specific PMD, and except as the Village Board may otherwise provide in the ordinance granting a PMD:

1. Comprehensive Plan: The PMD shall not be inconsistent with the planning policies, goals, objectives, principles, and provisions of the Village's Comprehensive Plan.

2. Public Welfare: The PMD shall be designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property and will not substantially increase the danger of fire or otherwise endanger the public health, safety and welfare.

3. Uses: The PMD may include uses permitted in the B residence district (R-4), the C residence district (R-5), and the Central Business District (CBD), in addition to other uses suitable to the proposed location of the PMD.

4. Impact on Other Property: The PMD shall not be unnecessarily injurious to the use or enjoyment of surrounding properties for the purposes permitted pursuant to the applicable zoning district, shall not prevent the normal and orderly development and improvement of surrounding properties for permitted uses, shall not be inconsistent with the community character of the neighborhood, shall not alter the essential character of the neighborhood. The PMD must also address compliance with the Village's noise, lighting, and other performance standards.

5. Impact on Public Facilities and Resources: The PMD shall be designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve the PMD.

6. Archaeological, Historical or Cultural Impact: The PMD shall not substantially and adversely affect a known archaeological, historical, or cultural resource located on or off of the parcel(s) proposed for development.

7. Parking and Traffic: The PMD shall have or make adequate provision to provide ingress and egress to the proposed use in a manner that minimizes traffic congestion in the public streets, provides appropriate cross access to adjacent properties and parking areas, and provides adequate access for emergency vehicles. Adequate parking shall be provided for the uses permitted in the PMD.

8. Landscaping, Open Space, and Buffering: Consistent with the nature of the proposed PMD, the PMD shall address landscaping, public open space, and other buffering features as necessary to reasonably protect uses within the development and surrounding properties, including without limitation reasonable and practical buffering related to the visual impact of the PMD on surrounding properties.

9. Signage: Signage on the site of the PMD shall generally be in conformity with the Village's Sign Regulations, except as may otherwise be specifically provided in the ordinance approving a PMD.

10. Ownership/Control Area: The site of the PMD must be under ownership and/or unified control of the applicant.

11. Compliance with Subdivision Regulations and Plat Act: All PMDs, whether or not they are by definition subject to the Village's subdivision regulations or the Illinois Plat Act, shall comply with all standards, regulations and procedures of the Village's subdivision regulations and the Plat Act except as is expressly provided otherwise in this Chapter, or as otherwise provided by the Board of Trustees pursuant to the ordinance approving the PMD, or the applicable sections of the Village's subdivision regulations.

12. Covenants and Restrictions to be Enforceable by Village: All covenants, deed restrictions, easements, and similar restrictions to be recorded in connection with the PMD, if any, shall provide that they may not be modified, removed, or released without the express consent of the Board of Trustees and that they may be enforced by the Village as well as by future landowners within the PMD.

13. Security and Site Control: The PMD shall include the plans necessary to describe, establish, and maintain appropriate property and building security and site control measures for the PMD and the property on which the PMD is located. These plans shall also include measures to address adverse impacts on neighboring properties.

14. Integrated Design: A PMD shall be laid out and developed as a unit in accordance with an integrated overall design. This design shall provide for safe, efficient, convenient and harmonious grouping of structures, uses and facilities, and for appropriate relation of space inside and outside buildings to intended uses and structural features.

15. Beneficial Common Open Space: To the extent practical, common open space in the PMD shall be integrated into the overall design. These open spaces shall have a direct functional or visual relationship to the main building(s) and shall not be of isolated or leftover character. The following would not be considered usable common open space:

    a. Areas reserved for the exclusive use or benefit of an individual tenant or owner; or reserved for the exclusive use of tenants or owners, but not the public.

    b. Dedicated streets, alleys and other public rights-of-way.

c. Vehicular drives, parking, loading and storage areas

d. Irregular or unusable narrow strips of land.

16. Functional and Mechanical Features: Storage areas, trash and garbage retainers, machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be accounted for in the design of the PMD and enclosed or made as unobtrusive as possible. These features shall be subject to such setbacks, special planting or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

17. Vehicle Drives, Parking and Circulation: Principal vehicular access shall be from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation, including walkways, interior drives and parking, special attention shall be given to location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, sharing of parking between uses in the PMD, and arrangement of parking areas that are safe and convenient, and insofar as feasible, do not detract from the design of proposed buildings and structures and the neighboring properties. Landscaping shall be provided to screen parking areas from neighboring properties.

18. Pedestrian and Bicycle Access and Circulation. PMDs shall emphasize safe, efficient, and comprehensive pedestrian-friendly movement and shall further emphasize bicycle access and circulation, including without limitation providing connections to and from existing bike and walking paths so as to ensure a continuous route without gaps or disconnections.

19. Lighting. Lighting for the PMD shall preserve and enhance the “dark at night” character of the Village by (i) enabling individuals to view essential detail to permit them to undertake their activities at night; (ii) facilitating safety and security of persons and property; and (iii) curtailing the degradation of the nighttime visual environment.

20. Surface Water Drainage: Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Surface water in all paved areas shall be collected at intervals so that it will not obstruct the flow of vehicular or pedestrian traffic.

21. Compliance with Tree Regulations. The PMD must comply with all standards, regulations and procedures of the Village's tree regulations, as provided in Chapter 11 of this Title.

22. Compliance with Watershed Development Ordinance. The PMD must comply with all standards, regulations, and procedures of the Village's Watershed Development Ordinance, Ordinance 2001-16, as it may be amended from time to time.

23. Water and Sewer Service. The PMD must comply with all Municipal Code requirements concerning the public water supply and sanitary sewer service necessary to serve the PMD.

C. **Conditions:** The approval of a Final Plan may be conditioned on such matters as the Board of Trustees may find necessary to: (i) prevent or minimize any possible adverse effects of the proposed PMD, (ii) ensure compatibility of the various uses that may exist within the PMD; or (iii) ensure its compatibility with surrounding uses and development and its consistency with the general purposes, goals, and objectives of this Code, the Village's Subdivision Code, and the Village's Comprehensive Plan. Such conditions shall be expressly set forth in the ordinance approving the PMD. Violation of any such condition or limitation shall be a violation of this Code and shall constitute grounds for revocation of all approvals granted for the planned mixed-use development.

10-15-4 AUTHORITY TO MODIFY REGULATIONS

A. **Authority**: Subject to the standards and limitations in this Section, the Board of Trustees, as part of an approval of any PMD, may modify any provision of this Code or of the Village's Subdivision Ordinance as they apply to an approved PMD, subject to the limitations in this Section.

B. **Standards**: No such modification may be approved unless the Board of Trustees shall find that the proposed PMD:

1. Will achieve the purposes for which PMD may be approved pursuant to Section 10-15-1;

2. Will not violate the general purposes, goals, and objectives of this Code and the Village's Comprehensive Plan;

3. Will result in a development providing amenities to the Village that may not be otherwise required under this Code or other applicable Village codes and ordinances, including without limitation such things as public art; plazas; pedestrian walkways; natural habitats; increased landscaping; buffering or screening; enhanced streetscape; enhanced pedestrian and transit supportive design; underground parking; and similar features.

C. **Other Limitations**: In granting any PMD approval pursuant to this Chapter, the Board of Trustees shall in no event:

1. Make less stringent any performance standard relating to noise, vibration, smoke and particulate matter, odors, toxic and noxious matter, radiation hazards, fire and explosive hazards, or heat or glare, that is applicable in the district in which the development is to be located or applicable to the particular use by reason of the regulations applicable in any district in which it might be located; or

2. Reduce the minimum total lot area requirement by more than 50 percent. This limitation does not apply to any minimum lot area per unit requirement.

D. **Regulation During And After Completion Of Development:** After a Final Plan has been approved, that approved plan will constitute the regulations applicable to the

subject property, rather than any conflicting provision of this Title. No use or development not authorized by the approved plan will be permitted within the planned mixed-use development.

10-15-5 ADJUSTMENTS AND AMENDMENTS TO APPROVED FINAL PLAN

A. Adjustments: During the development of a PMD, the Village Board may authorize adjustments to an approved Final Plan that appear necessary to, and consistent, with proper completion of the development as contemplated by the approval ordinance. Such adjustments may include, without limitation, the following:

1. Altering the location of any one structure or any part thereof, or any group of structures, by not more than five percent of the distance shown on the approved Final Plan between such structure or structures and any other structure or any vehicular circulation element or any boundary of the planned mixed-use development, whichever is less; and

2. Altering the location of any circulation element by not more than five percent of the distance shown on the approved Final Plan between such circulation element and any structure, whichever is less; and

3. Altering the location of any open space by not more than five percent of the distance shown on the approved Final Plan; and

4. Altering any final grade by not more than five percent of the originally planned grade; and

5. Altering the location or type of landscaping elements, provided that such minor adjustment will not result in the reduction of required landscaping or be inconsistent with the nature and type of landscaping required by the approved landscape plan.

B. Standards. Adjustments shall be consistent with the intent and purpose of this Title and the Final Plan, as approved, shall be the minimum necessary to overcome the particular difficulty, and shall not be approved if they would result in a violation of any standard or requirement of this Code. All adjustments shall be approved by the Board by resolution duly adopted, subject to such review by the Board and other boards and commissions of the Village as the Board may deem appropriate.

C. Amendments To Approved Final Plan After Completion Of Development: After completion of a PMD, an approved Final Plan may be amended in the same manner and subject to the same procedures and limitations, as required for adoption of an initial PMD under the terms of this Chapter.

10-15-6 APPLICATION REQUIREMENTS:

A. Minimum Data Requirements for All Applications. All Applications: Every application submitted pursuant to this Chapter shall contain at least the following information:

1. The owner's name and address and the owner's signed consent to the filing of the application. Full disclosure of the ownership of all legal and equitable interests in the lot is required.

2. The lot owner's name and address, if different from the owner, and his or her interest in the lot.

3. The names and addresses of all professional consultants, if any, advising the owner with respect to the application.

4. The name and address and the nature and extent of any economic or family interest of any officer or employee of the village in the owner, the lot owner, or lot.

5. The addresses and legal description of the lot.

6. Descriptions and graphic representations of the proposal for which approval is being sought and of the existing zoning classification, use, and development of the lot and the adjacent area for at least two hundred fifty feet (250') in all directions from the lot. The scope and detail of such description shall be appropriate to the subject matter of the application, with special emphasis on those matters likely to be affected or impacted by the approval being sought in the application. These descriptions and representations shall be provided no later than necessary for presentation by the applicant at the public hearing before the PCZBA pursuant to Section 10-15-2.A.3 of this Code.

B. Applications For Development Concept Plan Approval: Every application for Development Concept Plan approval shall, in addition to the data and information required pursuant to Subsection A of this Section, provide at least ten (10) sets of plans and documents of the following:

1. Development Concept Plan: A plan showing the basic scope, character, and nature of the entire PMD including the following information:

   a. Character: Explanation of the character of the PMD and the manner in which it has been planned to take advantage of the flexibility of these regulations.

   b. Ownership: Statement of present and proposed ownership of all land within the project, including present tract designation according to official records in offices of the county recorder.

   c. Nature and Type of Uses: Information on the nature and type of uses in the PMD and within each building proposed in the PMD.

   d. Service Facilities: Information on all service facilities and off street parking facilities in the PMD.

   e. Preliminary Architectural Drawings: Preliminary architectural drawings for all primary buildings shall be submitted in sufficient detail to permit an

understanding of the style of the development, and the height, number, location, and design of the building(s) in the PMD.

f. Conceptual Site Plan: A conceptual site plan of the proposed PMD, including building locations, property lines, setbacks, streets, circulation systems for pedestrians, bicycles, and vehicles, open space, landscaped areas, and recreational facilities.

g. Miscellaneous: Such additional information as may be required by the PCZBA

C. Applications For Final Plan Approval: Every application filed pursuant to this chapter shall, in addition to the data and information required in Subsection A of this Section, provide the following information:

1. Detailed Plan: A drawing of the PMD shall be prepared at a scale of not less than one inch equals one hundred feet (1" = 100') and shall show such designations as proposed streets (public and private), all buildings and their use, common open space, recreation facilities, parking areas, service areas and other facilities to indicate the character of the proposed PMD. The submission may be composed of one or more sheets and drawings and shall include:

a. Boundary Lines: Bearings and distances.

b. Easements: Location, width and purpose.

c. Streets On And Adjacent To The Tract: Street name, right of way width, existing or proposed centerline elevations, pavement type, walks, curbs, gutters, culverts, etc.

d. Utilities On And Adjacent To The Tract: Location, size and invert elevation of sanitary, storm and combined sewers; location and size of water mains; location of gas lines, fire hydrants, electric and telephone lines and streetlights; direction and distance to and size of nearest water mains and sewers adjacent to the tract showing invert elevation of sewers.

e. Ground Elevations On The Tract: Show one foot (1') contours, show spot elevations at all breaks in grades, along all drainage channels or swales and at selected points not more than one hundred feet (100') apart in all directions.

f. Subsurface Conditions On The Tract, If Required By The Village Engineer: Location and results of tests made to ascertain subsurface soil, rock and ground water conditions; depth to ground water unless test pits are dry at a depth of five feet (5').

g. Other Conditions On The Tract: Watercourses, floodplains, wetland delineations, marshes, rock outcrop, wooded areas, protected trees as designated in the Village's tree protection regulations at section 10-11-4 of this title, houses, barns, accessory buildings and other significant

features, and any federal, state or other non-Village permits required for the PMD.

h. Other Conditions On Adjacent Land: Approximate direction and gradient of ground slope, including any embankments or retaining walls; character and location of buildings, railroads, power lines, towers and other nearby land uses or adverse influences; owners of adjacent platted land; for the adjacent platted land refer to subdivision plat by name, recording date and number and show approximate percent built up, typical lot size and dwelling type.

i. Zoning On And Adjacent To The Tract: Zoning on and adjacent to the tract.

j. Proposed Public Improvements: Highways or other major improvements planned by public authorities for future construction on or near the tract.

k. Open Space: To the extent applicable, all lots intended to be dedicated for public use or reserved for the use of all lot owners with the purpose indicated.

l. General Location, Purpose And Height: General location, purpose and height, in feet and stories, of each building.

m. Map Data: Name of development, north point and scale, date of preparation and acreage of site.

n. Water Facilities: The preliminary plat shall have depicted on its face all lakes, ponds, detention sites, retention sites and dams. This includes existing lakes, ponds, detention sites, retention sites and dams or proposed lakes, ponds, detention sites, retention sites or dams. If the water facility is proposed, the preliminary plat shall be accompanied by preliminary engineering plans, including the depth, capacity and relation of the water facility to proposed storm drain facilities.

o. Miscellaneous: Such additional information as may be required by the PCZBA.

p. Final Building Elevations and Floor Plans. Schematic drawings illustrating the design and character of the building elevations, types of construction, and floor plans for all proposed buildings and structures. The drawings shall also include a schedule showing the number, type, and floor area for all uses or combinations of uses, and the floor area for the entire proposed planned development.

q. Traffic Studies: detailed information as required by the Village concerning traffic circulation within the PMD and the mitigation of traffic impacts created by the PMD on surrounding village, county, and state roads.

r. Watershed Development Ordinance: information as required by the Village to demonstrate compliance with the Village's Watershed Development Ordinance.

2. Final Plat: A final land use and zoning plat, suitable for recording with the county recorder of deeds shall be prepared. The purpose of the land use and zoning plat is to designate with particularity the land subdivided into conventional lots as well as the division of other land not so treated into common open areas and building areas. The final land use and zoning plat shall include, but not be limited to:

   a. Legal Description Of Entire Area: An accurate legal description of the entire area under immediate development within the PMD.

   b. Subdivision Plat: A subdivision plat of all subdivided lands in the same form and meeting all the requirements of a normal subdivision plat.

   c. Legal Description Of Unsubdivided Use Area: An accurate legal description of each separate unsubdivided use area, including common open space.

   d. Location Of All Buildings To Be Constructed: Designation of the exact location of all buildings to be constructed, including minimum setbacks from lot lines.

   e. Certificates, Seals And Signatures: Certificates, seals and signatures required for the dedication of lands and recording the document.

   f. Tabulations On Separate Unsubdivided Use Area: Tabulations on separate unsubdivided use area, if any, including land area and number of buildings.

   g. Water Facilities: The location of all lakes, ponds, detention sites, retention sites and dams shall be depicted and accurately located on the final plat.

3. Public Open Space Documents: To the extent applicable, common open space in the PMD that is to be dedicated for the use of the public shall be either conveyed to a municipal or public corporation, conveyed to a not-for-profit corporation or entity established for the purpose of benefiting the owners of the PMD or retained by the developer with legally binding guarantees, in a form approved by the village attorney, that the common open space will be permanently preserved as open area. All land conveyed to a not for profit corporation or like entity shall be subject to the right of said corporation to impose a legally enforceable lien for maintenance and improvement of the common open space.

4. Public Facilities: The construction of all public facilities and improvements made necessary as a result of the PMD shall either be completed prior to final plat approval, or be guaranteed by a security deposit.

5. Security Deposit: The satisfactory installation of the public facilities and improvements required to be constructed within the PMD shall be guaranteed by a security consistent with the Subdivision Regulations, including, without

limitation, a letter of credit, in an amount equal to one hundred ten percent (110%) of the estimated cost of public facility installations. The balance of the security deposit shall not be returned after the completion of the public facility installations unless a guarantee security deposit in an amount of ten percent (10%) of the total cost of the required facilities is first delivered to the village. Such guarantee security deposit shall be maintained for a period of twenty four (24) months.

6. Delinquent Taxes: A certificate shall be furnished from the proper collector that all special assessments constituting a lien on the whole or any part of the lot of the PMD have been paid.

7. Covenants: Final agreements, provisions or covenants which will govern the use, maintenance and continued protection of the PMD.

8. Schedule: Development schedule indicating:

   a. Stages in which project will be built with emphasis on area, density, use and public facilities such as open space to be developed with each stage. Overall design of each stage shall be shown on the plat and through supporting graphic material.

   b. Approximate dates for beginning and completion of each stage.

   c. The mix of uses to be built in each stage.

9. Traffic Mitigation:

   a. All new developments shall be required to provide a traffic study, prepared by a qualified traffic engineer, to establish trips generated, necessary road and other improvements, and other reasonably necessary information relating to traffic impact of the development on village, county or state roads.

   b. All developments shall be required to provide an employee traffic mitigation plan. The plan will establish specific actions by the owner to limit peak hour vehicular traffic generated by the development. These actions might include staggered work hours, ridesharing, vanpools, rideshare or transit promotion, or preferential parking plan.

10. Lighting Plans: A final photometric/lighting plan for the proposed PMD including technical descriptions and cut sheets for all lighting fixtures. Any permitted accessory lighting fixtures shall be designed, arranged, and operated so as to prevent glare and direct rays of light from being cast onto any adjacent public or private property or street and so as not to produce excessive sky-reflected glare.

11. Landscaping Plans. A final landscape plan depicting the location, size, character, and composition of all trees, landscape materials and other vegetation for the PMD.

12. Facilities Plans: Final plans for:

a. If applicable, roads including classification, width or right of way, width of pavement and typical construction details.

b. Sanitary sewer system.

c. Storm drainage system.

d. Water supply system.

D. Modification or Waiver of Application Requirements. Upon written request of the applicant, the Village Administrator may modify the requirements to submit any plans or documents required pursuant to this Section 10-15-6, provided that no required submittals may be waived without the prior review and approval of the Village Board. The applicant may, at its discretion, submit any or all of the materials set forth in Subsection C of this Section during the Development Concept Plan stage so that the applicant may receive approval of any such specified materials and elements of the required Final Plan at the Development Concept Plan stage."

[END OF NEW CHAPTER 15]

Section 6. Effective Date.

This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this ____ day of _____, 2016, by vote of the Board of Trustees of the Village of Lake Bluff, as follows:

AYES:

NAYS:

ABSTAIN:

ABSENT:

APPROVED this ____ day of _____, 2016.

_____
Village President

ATTEST:

_____
Village Clerk

FIRST READING: _____

SECOND READING: _____

PASSED: _____

APPROVED: _____

PUBLISHED IN PAMPHLET FORM: _____

NORTH SHORE LIFE
LAKE BLUFF STYLE

Date: June 8, 2016

To: Brandon Stanick, Assistant to the Village Administrator

CC: Drew Irvin, Village Administrator

From: Jeff Hansen, Village Engineer

Subject: 120 E. Scranton Avenue Condominiums Traffic and Stormwater Comments

---

Traffic & Parking

The applicant submitted a Traffic Impact Study for the proposed 120 E. Scranton Avenue Condominiums prepared by KLOA, Inc. and dated May 13, 2016. A copy of the study was sent to Baxter & Woodman (the Village's consultant) for review.

It is the conclusion of KLOA, Inc. that the proposed development would not have an appreciable impact on the traffic in the area. The study found the Level of Service for all traffic movements would remain at Level A (refer to page 20 of KLOA, Inc. study). The study also concludes the proposal provides ample parking for the development. The proposed 32 off-street parking spaces exceed the Village requirements for both the Central Business District and R-4 District.

KLOA, Inc. also suggests the Village consider making Oak Avenue a two-way street between East North Avenue and East Scranton Avenue. The traffic impact analysis within the study includes traffic projections and Level of Service analysis for Oak Avenue for both one-way and two-way traffic scenarios. However, the study does not account for any loss of parking along Oak Avenue if it were opened to two-way traffic.

The Village's consultant provided a Technical Memorandum dated June 2, 2016 with the results of their review of the study. The Village's consultant is in general agreement with the conclusions of the study by KLOA, Inc and noted that Oak Avenue is not wide enough to accommodate both two-way traffic and on-street parking.

Stormwater

The applicant submitted a Preliminary Engineering & Stormwater Report prepared by Mackie Consultants, LLC dated May 16, 2016. The report includes an analysis of the requirements of the Lake County Watershed Development Ordinance (WDO) and shows that the project is small enough that no stormwater detention or water quality treatment would be required by the WDO. The WDO does state that local municipalities can require detention if the local storm sewers lack adequate downstream capacity. The storm sewers throughout much of the

Village lack adequate downstream capacity and it has been the standard practice of the Village to require some level of detention and an outlet restriction on development sites throughout much of the Village.

The proposed development includes an additional 0.21 acres of impervious surfaces as compared to the existing bank development. To offset the impact of this increase in impervious surface the applicant proposes installation of permeable pavers in the main east-west driveway and includes an 18" gravel layer beneath the pavers to provide for runoff detention. The volume of the proposed detention area exceeds the Village's typical requirements for sites in this general area.

The Village has not in the past been asked to accept permeable pavers as a means to achieve the detention requirement. The submitted preliminary plans appear to meet the intent of the requirements but the final plans will require review as well as the plans to maintain the system to ensure it continually provides runoff storage. The final grading plan will also require review to ensure drainage of neighboring properties are not negatively impacted by the proposed system.

Attachment: Technical Memorandum from Baxter & Woodman

BAXTER & WOODMAN
Consulting Engineers

TECHNICAL MEMORANDUM

DATE: June 2, 2016

TO: Jeff Hansen, PE, Village Engineer

FROM: Jason J. Fluhr, PE, PTOE

SUBJECT: Block 3 Revised Development and Trip Generation (Scranton between Oak and Evanston) Lake Bluff, IL

Introduction

The purpose of this memorandum is to review the traffic impact study for the new redevelopment proposal of Block 3 in the Village of Lake Bluff. The previous redevelopment proposal which we reviewed in February 2016 has been withdrawn.

Block 3 is the north side of East Scranton Avenue between Oak Avenue and Evanston Avenue. The existing property was originally occupied by the Northern Trust Bank and was more recently a PNC Bank, which recently closed. A proposed redevelopment to this site is in the planning stage, and includes a multi-family residential building with 16 units.

Overall, we agree with the report and its findings, but have a few comments:

- From a traffic engineering perspective, we have no issue with converting Oak Avenue to two-way traffic between E. North Avenue and E. Scranton Avenue.

- The report states that if Oak Avenue is converted to two-way traffic, a stop sign should be installed for northbound Oak Avenue traffic at E. North Avenue. A stop sign should also be installed for northbound Oak Avenue traffic at E. Scranton Avenue.

- If Oak Avenue is converted to two-way traffic, parking should not be allowed on either side of the road at any time because the road is not wide enough to support two-way traffic and parking.

PROPOSED BLOCK THREE REDEVELOPMENT: 120 SCRANTON DEVELOPMENT ZONING ANALYSIS

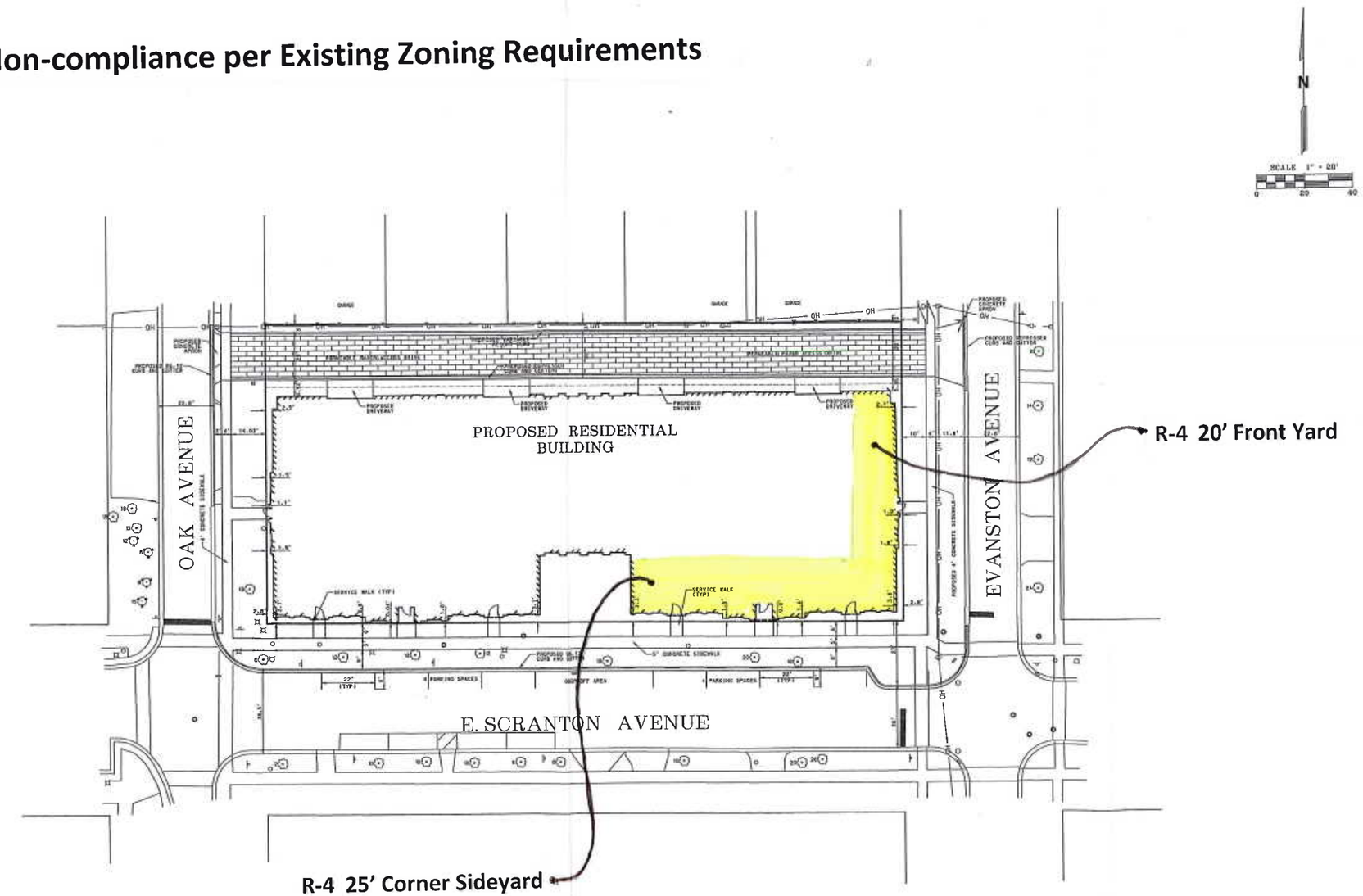
	REGULATION	PROPOSED	DIFFERENCE	DRAFT Downtown Design Guidelines for Multi-Family Residential Buildings**
Height	CBD: Max. height of 30' and 2 stories R-4: Max. height of 34'	Height: 35' and 3 stories	CBD: +5' and +1 story (non-compliant) R-4: +1' (non-compliant)	- Max. Bldg Height: 3 stories with third story daylight plane restriction. - Match or transition bldg. proportions between existing adjacent bldgs.
Setbacks	CBD Min. Setbacks: - Scranton: 0' - Oak (front yard): 0' - North lot line (interior side yard): 18'*	Central Business District Setbacks: - Scranton: 0.04' - Oak (front yard): 1.1' - North lot line (side yard): 29.88'	 +0.04' (Complies) +1.1' (Complies) +11.88' (Complies)	- Min. Setback from Commercial Street: 8'. - Min. Setback from Residential Street: 15'. - Upper floor setbacks are encouraged to create architectural articulation and interest, thereby minimizing potential monotony of expansive facades.
	R-4 Min. Setbacks: - Front (Evanston): 20' - Interior Side (north lot line): 12.5' - Corner Side (Scranton): 25'	R-4 Single Family Setbacks: -Front (Evanston): 1' - Interior Side (north lot line): 29.88' - Corner Side (Scranton): 0.8'	 -19' (non-compliant) +17.38 (Complies) -24.2 (non-compliant)	
Unit Count	CBD Max. Units: 18 units (1 unit / 1,000 sq. ft. based on CBD lot size of 18,750 sq. ft.) R-4 Max Units and Floor Area: - Max. Units: 1 SF house - Max. Floor Area: 4,650 sq. ft.	Units: 16 units / 33,000 sq. ft. Floor Area: non-compliant.	Units: -2 Floor Area: (non-compliant)	
Coverage	CBD Max. Coverage: - Max. Building Coverage: 60% or 11,250 sq. ft.	- CBD Bldg Cov Approx: 13,000 sq. ft.	- CBD Bldg Cov Approx: +1,780 sq. ft. (non-compliant)	
	R-4 Max. Coverage: - Max. Building Coverage: 30% or 4,275 sq. ft. - Max. Impervious Coverage: 60% or 8,550 sq. ft. - Max. FY Impervious Cov (Evanston): 35% of FY or 875 sq. ft.	- R-4 Bldg Cov Approx: 10,200 sq. ft. - R-4 Impervious Cov Approx: 12,500 sq. ft. - R-4 Front Yard Impervious Cov Approx: 2,300 sq. ft.	- R-4 Bldg Cov Approx: +5,925 sq. ft. (non-compliant) - R-4 Impervious Cov Approx: +3,950 sq. ft. (non-compliant) - R-4 Front Yard Impervious Cov Approx: +1,425 sq. ft. (non-compliant)	
Parking	Min. Residential Parking in CBD: - 1.5 spaces / unit on first floor - 1 space / unit for other floors Min. Parking for Residence Dists: 2 spaces	Proposed spaces: 2/unit or 32 spaces	Exceeds required minimum number of parking spaces (Complies).	- Parking areas discouraged between buildings and public streets. - Parking areas encouraged behind buildings, shared parking lots, and/or underground.

NOTES:

*Section 10-6A-5C(3)(b): Any building on any lot in CBD block three that abuts the rear lot line of a lot zoned in a residential district shall have a building setback from said rear lot line of not less than 18'.

**Downtown Design Guidelines have not been finalized and are provided for information and reference purposes.

Setback Non-compliance per Existing Zoning Requirements



Setback illustration by Village of Lake Bluff

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
THE ROANOKE GROUP
22 EAST SCRANTON AVENUE
LAKE BLUFF, ILLINOIS 60044
PHONE: 847-457-1297

DATE	DESCRIPTION OF REVISION	BY
6-06-16	REVISED PER CLIENT COMMENTS	TKB
5-20-16	REVISED PER CLIENT COMMENTS	TKB

DESIGNED	TKB
DRAWN	DWP
APPROVED	TKB
DATE	05/16/2016
SCALE	1" = 20'

OVERALL SITE PLAN
SCRANTON RESIDENTIAL PROPERTY
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1
PROJECT NUMBER: 2951
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ILLINOIS FIRM LICENSE 184-000884

Village of Lake Bluff

From: smpunke@gmail.com
Sent: Saturday, March 12, 2016 3:26 PM
To: Village of Lake Bluff
Subject: Downtown developments

As we're seeing some storefronts opening up in our downtown, and as we're potentially developing block 3, I would like, as a resident, to make a plea to the village:

Please, please, encourage more places to congregate to move in. We don't need more services - enough with the personal training studios, or medical/dental offices, or fussy shops. We need an ice cream place, or more casual eateries open past 2pm and open on Sundays (I love Bluffingtons - but c'mon - people eat sandwiches on Sundays too!). Somewhere people can hang out - both people who like to drink, and people who don't, and families.

We need businesses that draw people to downtown - even if that makes parking harder! People coming to a downtown and finding places they want to be when they're there is what makes a downtown vibrant and sustainable - rather than slowly dying away. Let us be vibrant!

(And yes, it's the coffee shop debate that got me thinking. But this plea is for more than just that.)

Thanks for listening,
Stephanie Rickmeier

Brandon Stanick

From: Drew Irvin
Sent: Wednesday, May 18, 2016 10:47 AM
To: Brandon Stanick
Subject: FW: PCZBA Hearing - Written Comments for Inclusion in Public Record
Attachments: Stolzenburg public comment.pdf

From: Mark Stolzenburg [mailto:markstolzenburg@gmail.com]
Sent: Wednesday, May 18, 2016 10:05 AM
To: Drew Irvin
Cc: Volkert, Christopher; mcarney@gglrealty.com; Mo Chamberlain; Grant Chamberlain; Robin McAfee; Tom McAfee; Holli Volkert; Julie Stevenson; McAfee, Thomas (tmcafee@nm.org); Kyle Peterson; gretchenseymour@me.com; Jim Seymour (jseymour@euclidexec.com); Carol Mark; Jeanosta; Christina Peterson; Greg & Joanne Junkin; Greg & Joanne Junkin; Nicole Stolzenburg; Lee Nysted
Subject: PCZBA Hearing - Written Comments for Inclusion in Public Record

Drew: Attached to this message are written comments for this evening's PCZBA hearing. I submit these comments on my own behalf, although the proposed revisions to the planning principles have been submitted twice previously. I presume that this document will be distributed to members of the PCZBA in advance of this evening's meeting for a careful review. I intend to raise some or all the issues contained herein at the hearing this evening. I would have submitted this document sooner, but the meeting packet was not available until after the close of business on Friday, and thus, I had a limited amount of time to review the materials under consideration this evening (particularly that my wife gave birth to our second child late on Thursday evening.)

By submitting written comments in advance of the hearing, in no way do I waive my right to speak at the hearing or be heard in any other manner by the PCZBA or any other entity of the Village Government.

Thanks much. See you this evening.

Mark Stolzenburg

On May 13, 2016, at 5:44 PM, Drew Irvin <dirvin@lakebluff.org> wrote:

Good afternoon, all:

FYI – the Lake Bluff Joint Plan Commission & Zoning Board of Appeals will be meeting on Wednesday, 5/18 (7 p.m.) to hold a public hearing to consider amending the Village of Lake Bluff Comprehensive Plan concerning (i) the Downtown Land Use Plan (dated November 17, 1998) and (ii) the Planning Principles for Central Business District Blocks Two and Three. They will also hold a discussion concerning zoning regulations and the Design Guidelines for Central Business District Blocks Two and Three. If you would like to review the meeting packet, it will be posted on the Village's website shortly.

As always, please let me know if you have any questions. Enjoy the weekend.

Best,
Drew

VILLAGE OF LAKE BLUFF, ILLINOIS
BEFORE THE PLANNING COMMISSION AND ZONING BOARD OF APPEALS

I. INTRODUCTION[1]

As PCZBA Chairman Steven Kraus correctly remarked during the debates as to whether Lake Bluff should annex Knollwood:

> Lake Bluff is not a transient community. Lake Bluff is dramatically different than other suburbs in this.

Some Fear Lake Bluff Could Lose Appeal, Chicago Tribune, July 22, 1995. A copy of the article with Chairman Kraus's quote is attached as Exhibit 1.[2]

Although Chairman Kraus's comments were made in a somewhat different context, they have proven prescient nearly 21 years later. Chairman Kraus's remarks succinctly state the challenges faced with determining appropriate development of Blocks Two and Three. Our Village is deeply protective of its quaint character and emphasis on a family-focused environment. The Village's Government itself emphasized those qualities in the Branding Initiative completed less than four years ago.

It now appears that the PCZBA desires to recommend changes to the 1998 Comprehensive Plan, to recommend Planning Principles, and ultimately to recommend changes to the zoning code and/or zoning regulations, that will allow developers to construct high-density residential structures in close proximity to existing neighborhoods of single-family homes in the Village's downtown, our crown jewel. This would not only change the quaint nature of East North Avenue, a tree-lined street with single family homes, it could potentially flood East Lake Bluff with a glut of housing and irreparably change our community.

To be clear, the undersigned, a resident of East North Avenue who will be affected by development of Block Two, is not opposed to any and all development. Rather, any development should respect the nature of the area, which is currently single-family homes on the north side of the street and very low density rental housing on the south side of the street. For redevelopment, detached, low-density single-family housing along East North Avenue in Block Two is the most appropriate option.

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[1] The comments set forth in this document are submitted by a taxpayer who resides on East North Avenue in the Village of Lake Bluff ("Village") and will be directly affected by any potential development in the area known as "Block Two." By submitting these comments in advance of the May 18, 2016 public hearing for inclusion in the public record and consideration by the Planning Commission and Zoning Board of Appeals ("PCZBA"), the undersigned resident does not waives any right to speak at the May 18, 2016 public hearing or otherwise be heard with regard to any matters pending before the PCZBA or any other Village government entity.

[2] The article is available at http://articles.chicagotribune.com/1995-07-22/news/9507220095_1_annexation-village-board-village-resident (last checked May 7, 2016.)

II. EXISTING CONDITIONS ON EAST NORTH AVENUE IN THE IMPACTED AREA: SINGLE FAMILY HOMES AND LOW-DENSITY RENTAL PROPERTIES

The PCZBA must first consider the existing conditions in the areas where it is studying recommendations to allow redevelopment. The north side of East North Avenue adjacent to Block Two is nearly all single-family homes.

The south side of East North Avenue (alternatively, the north edge of Block Two) presently contains low-density rental housing. Presently, there are 12 rental units, all of which are contained in single-story buildings that are no taller than approximately 12 to 15 feet, and one two-story single family home.

III. TO DATE, THE VILLAGE GOVERNMENT HAS BEEN UNCLEAR ABOUT THE NATURE OF DEVELOPMENT THAT IT SEEKS FOR BLOCKS TWO AND THREE, AND HAS ENGAGED IN A PROCESS THAT APPEARS TO BE DRIVEN BY A DESIRED OUTCOME

The Village's Government, thus far, has not been clear as to what it might view as appropriate size and/or density along East North Avenue. In attempting to do so, it has used a haphazard process, apparently culminating in the proposed revisions to the 1998 Comprehensive Land Use Plan, the adoption of inadequate Planning Principles, and potential revisions to the zoning code and/or zoning regulations.

The first development concept was contained in a report prepared by Teska Associates, dated October 21, 2015 ("Teska Report"). That report was not made public until mid-December 2015, a few days in advance of the first "workshop" meeting with the PCZBA and Architectural Review Board ("ARB"). One of the concepts proposed in the Teska Report was a three-story, 45-unit apartment building facing East North Avenue with 70 underground parking spaces. Neither Jodi Mariano, the Teska employee who prepared the report, nor any Village official, had a substantive response when asked why such a massive development might be appropriate along a street populated with single-family homes.

The Teska Report also contained the results of the Downtown Visioning Study, which was conducted in two parts: an online questionnaire asking respondents whether they liked certain pictures, and a meeting where respondents were asked about pictures. No context was provided as to how the results of the study would be utilized. As such, residents did not necessarily know why they were answering the questions being asked.

The Downtown Visioning Study was so ineffective that, on May 3, 2016, several members of the ARB asked whether any of the photos included in that portion of the Teska Report should continue to be included. Chairman Robert Hunter correctly commented that the vast majority of the photos were from communities other than the Village. Hunter and other members of the ARB also remarked that many, if not most, of the photos in that portion of the Teska Report were examples of "bad architecture."

Given these immense shortcomings in both the process and content of the Downtown Visioning Study, it is unclear why the Village Government continues to use it for any reason, particularly for the purpose of determining the future of our Village.

Following the February 9 "workshop," the Downtown visioning process was silent for months. It abruptly resumed with the PCZBA meeting on April 20, 2016, when residents were provided with short notice that there would be a "discussion" of the Comprehensive Land Use Plan and zoning regulations for Blocks Two and Three.

At the April 20 meeting,[3] a "discussion" of the 1998 Comprehensive Land Use Plan Chairman Kraus reiterated the supposed need for "transitional" housing. When asked what transitional housing might be and what the PCZBA is considering for purposes of redevelopment, Chairman Kraus responded,

> There is not enough rental or even condos in the Village of Lake Bluff to fit the need of people my age. There just isn't. There isn't. *There might be a lot, when you walk around and see it.*

(Emphasis added.) When asked what is missing, Kraus responded, "Come back next month."

That colloquy begs the following question: Is Chairman Kraus acting in his own interests in this process, or is he representing the desires of the Village's taxpayers? Chairman Kraus's remark (which was contradictory, in that he *admitted* there was a sufficient stock of rental property and condominiums) suggests the former. His comments were particularly troubling because they are not representative of a governmental entity charged with utilizing a reasoned approach to determine the appropriate type, size and density of development (as legally it must), particularly in an area largely populated with single-family homes. Rather, it suggested an outcome-driven process motivated by the desires of a few. That is inappropriate, particularly in light of the extraordinary feedback provided by a wide cross-section of Village residents at the February 9, 2016 "workshop" meeting regarding the PNC Bank site proposal.

The undersigned trusts that the PCZBA will reform its approach to consider the needs of the Village's population as a whole – including the families who live in close proximity to the areas under consideration for redevelopment – when determining whether (and why) any departure from the current density along East North Avenue is warranted, and when determining appropriate planning and design guidelines for Blocks Two and Three.

---

[3] Nowhere on the Agenda for the PCZBA's April 20 meeting agenda was there mention of any consideration of the Planning Principles. Moreover, prior to that date, no entity of the Village Government had mentioned that the Teska Report would be used as a vehicle to amend the 1998 Comprehensive Plan. Given that the proposed revisions to the Planning Principles were twice submitted to the PCZBA but apparently never considered, it is surprising that the PCZBA has now prepared a draft ordinance for submission to the Village Board. Put bluntly, the PCZBA's process with regard to these issues, and the Planning Principles in particular, appears to be an exercise in creating the illusion of allowing public comment without actually doing so.

IV. MARKET CONDITIONS DO NOT SUPPORT ADDITIONAL DENSITY IN THE VILLAGE

Within the past two weeks, local media reported that the housing market in Lake Forest and Lake Bluff is "quieter" than in past years. *State of the North Shore Housing Market*, The North Shore Weekend, May 7, 2016 at 14. Despite the fact that our real estate market is far from robust, the Village Government appears to be considering the promotion of higher-density development, increasing the supply of housing stock beyond what the market can support.

Past development proposals in the Village have included so-called "transitional" housing. Demand was not sufficient for any of them to be successful. That is particularly concerning, because condominiums that cannot sell become rentals, something that is not optimal for a community that is not transient.

Developers might represent to the Village that any condominiums will be owner-occupied. But there is no way to control that.[4] The condominiums on the north side of Block One are instructive. Of those six condominiums, four are rentals and only two are owner-occupied. That should be avoided. Again, as Chairman Kraus noted, the Village is not a transient community, and development that could change that aspect of our Village should not be encouraged. To the extent that the goal of the redevelopment plans is truly to provide "transitional" housing for those who wish to live in a smaller residence, any such construction should support the goal of maintaining a stable and family-oriented population. The purpose of such construction should not be to provide a stream of rental income to investors.

The apparent desire to increase density in our Village also ignores a massive amount of construction occurring in neighboring communities that will stretch demand. A few other developments include (but are not limited to):

- Lake Forest: 152 condominiums and apartments at the Laurel and Western development (about a mile from our Village's southern border);
- Vernon Hills: Up to 400 residential units will be constructed at the proposed Mellody Farm development, and there are numerous other developments that have recently been completed or are in progress;
- Libertyville: Approximately 50 units are currently under construction in separate developments in downtown Libertyville, including some "transitional" housing for empty nesters.

---

[4] The predictable retort is that condominium associations can restrict the ability for owners to rent their units by including appropriate restrictions in their bylaws. But that assertion ignores the reality that restrictions on rentals in condominium association bylaws are only as effective as their enforcement. Many times, associations (which, of course, are comprised of condominium owners) do not have incentive to enforce such bylaws against fellow owners, as doing so would create a "prisoner's dilemma" and foreclose their ability to rent their condominium units in the future. That is particularly the case when investors own condominiums.

As such, it is unclear how or why adding density to our Village would be beneficial to our residents. Rather, it would simply decrease property values by flooding the market with supply. Although developers may need higher density to make a project financially feasible, that should not be a concern of the Village Government. As discussed at prior PCZBA and ARB meetings, attempting to develop property is an inherently speculative process, and it is not the role of a government to change the rules to help a developer make money. The Village's Government must not sacrifice the Village's character to assist a developer's balance sheet.

Moreover, given that property taxes are dependent on property values, it makes little sense why the Village would choose to take action that might increase housing stock that results in devaluation. Unfortunately, that appears to be the course of action that the Village Government is attempting to pursue.

V. THE VILLAGE GOVERNMENT HAS THE OPPORTUNITY TO ADOPT GUIDELINES THAT PROMOTE RESPONSIBLE DEVELOPMENT WHILE MAINTAINING THE VILLAGE'S CHARACTER

A. Planning Principles

As the recent history set forth above makes clear, in addition to Chairman Kraus's remarks at the April 20 hearing made clear, the Village has not yet set forth an informed proposal as to what it might envision for the northern portion of Block Two. Nor has it articulated any clear vision as to what might be appropriate on the southern portion of Block Two, along Scranton Avenue, which may also affect the quiet enjoyment of property along East North Avenue, particularly with regard to light, noise and traffic congestion. The same holds true for Block Three. Similarly, the Village claims there is a need for certain types of "transitional" housing, but it has not provided any clear idea or vision of what that might be.

To provide certainty and more concrete guidelines as to acceptable forms of development along East North Avenue, on February 7, 2016, residents of East North Avenue provided additional revisions to the "Planning Principles" for development in Blocks Two and Three. A copy of the proposed revisions is attached as Exhibit 2. They were initially submitted to the Village Administrator for discussion and consideration at the February 9, 2016 "workshop" meeting, but the discussion of the developer's proposal for the PNC Bank property continued until a late hour and the other agenda items (including a discussion of the Planning Principles) were not addressed. No further "workshops" were scheduled.

It was surprising to read, in Brandon Stanick's memorandum to the PCZBA dated April 15, 2016, his representation that the Planning Principles were finalized. The undersigned trusts that Stanick's memorandum does not suggest that the Planning Principles were a *fait accompli* and that they have effectively been finalized.

The reasons for our proposed revisions to certain of the Planning Principles, to the extent they are not self-explanatory, are set forth below. They should be included in the final document.

- Addition of statement of purpose: At the workshop, it was explained that these Planning Principles will be handed to developers who express interest in Blocks Two and Three.

Rather than simply handing a developer a list of ten items, it is a better idea for anyone who receives the planning principles to understand their purpose, in addition to the goals of any such development. The proposed statement of purpose accurately and succinctly reflects the views of the community with regard to the nature of any such development.

- Revision to principle 2: This principle specifically addresses potential development of Block Two abutting East North Avenue. It simply reflects the nature of the street – single-family and low-density housing – and requires that any new construction be consistent with the existing conditions. Any new construction should not require a change in zoning. That said, if any change is warranted, it would be to *decrease* the density of the portions of Block Two abutting East North Avenue.

- Revision to principle 3: This is simply to reflect that the neighborhoods to the east of Block Three consist of single-family homes.

- Revision to principle 4: This revision reflects that a substantial number of families reside on East North and Evanston avenues, and that as a result, traffic must be minimized on those streets.

- Revision to principle 6: To the extent that diagonal parking is proposed to extend all of the way to East North Avenue along Walnut and Oak avenues, that is inappropriate. Again, traffic along East North Avenue should be discouraged, and increasing the amount of diagonal parking along Walnut Avenue would funnel additional traffic onto East North Avenue. The same holds true for Evanston Avenue.

- Revision to principle 8: This revision includes Evanston Avenue and simply acknowledges the existing conditions. It further instructs developers that maintaining existing trees and foliage is a requirement.

- Revision to principle 9: Maintaining open spaces and mature trees should not be aspirational. It should be required.

These reasonable revisions to the Planning Principles instruct developers and future officials of the Village Government of acceptable forms of development in the residential areas of Blocks Two and Three along East North, East Scranton, Oak and Evanston avenues. There are no credible reasons why they should not be adopted.

B. 1998 Comprehensive Plan Revisions

For reasons unknown, the proposed revisions to the Comprehensive Plan continue to denote all properties on East North Avenue, between the open space along Sheridan Road and the Oak Avenue walking path, as multi-family. But, at present, all of those properties but one are single-family residences. (The same holds true for two properties on the south side of East Washington Avenue, east of Sheridan Road.) No reason has been stated why the Comprehensive Plan would not be amended to reflect those conditions, which have held true for years.

Additionally, the public parking lot proposed for East North Avenue three lots west of Oak Avenue should be deleted from Exhibit C of the proposed revisions to the 1998

Comprehensive Plan. Based on this proposed document, it appears that North Avenue would be the only means of ingress and egress to that parking lot. Adding additional parking lots directly across from a row of single-family homes is inherently inconsistent with the character of the street, and increases traffic and congestion in an area where many families with children live.

C. Other Issues

Brandon Stanick's May 13, 2016 memo to the PCZBA appears to have inadvertently omitted certain aspects of the ARB's discussion on May 3, 2016.

First, in addition to the height restrictions along East North Avenue in Block Two, the ARB also discussed that any development along East North Avenue should not be a monolithic structure (as the first draft of the Teska Report initially proposed), but rather, must be a series of smaller buildings to allow light to pass through to the existing structures and maintain the existing character of the street.

Stanick's memo also failed to mention that the "light plane" for any new buildings on East Scranton Avenue in Block Two must be on all four sides of such buildings, to ensure that the properties to the north in Block Two do not suffer any adverse effects.

Each of these recommendations should be incorporated into any future plans, as well.

VI. CONCLUSION

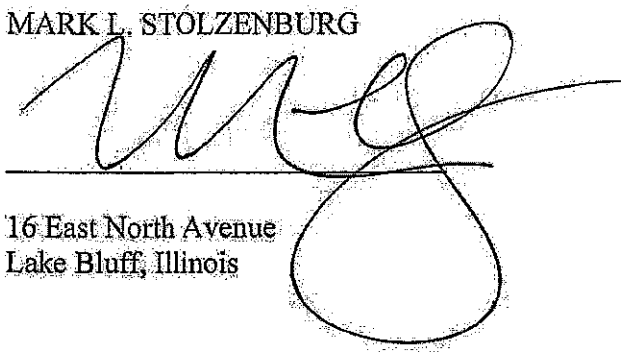
The undersigned trusts that the PCZBA and the Village Government will act in a manner consistent with the recommendations set forth above, preserving the essential nature of East North Avenue, East Scranton Avenue, Evanston Avenue, and Oak Avenue and will take action ensuring that any future development of Blocks Two and Three will not affect in any manner our Village's quaint residential streets largely populated with single family homes, will not diminish property values and will not otherwise cause a loss in the quiet enjoyment of the property owned by the taxpayers in the area that would be impacted by such development.

The actions taken now by the PCZBA, and ultimately, the Village Board, will chart the course for our community. It is important for our Village Government to make decisions now that will ensure our Village retains its quaint and family-oriented character for generations to come. To do so in the impacted areas of Block Two, the Village should adopt guidelines requiring detached, low-density, single-family homes along East North Avenue.

Dated: May 18, 2016

Respectfully submitted,

MARK L. STOLZENBURG



16 East North Avenue
Lake Bluff, Illinois

EXHIBIT 1

Some Fear Lake Bluff Could Lose Appeal

July 22, 1995 | By Denise Thornton, Special to the Tribune.

Recommend 0 Tweet

6 G+1 0

Lake Bluff should be proud of its small-town character but wary that the annexation of neighboring Knollwood could ruin that distinction, a group of residents has told the Village Plan Commission.

"Lake Bluff is not a transient community," said Steve Kraus, a member of the Plan Commission. "Lake Bluff is dramatically different than other suburbs in this."

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A recent community survey by the Plan Commission indicated that 73 percent of Lake Bluff residents moved to the village because of its character. Forty percent have lived in the village more than 15 years and almost half plan to live in Lake Bluff at least another 10 years.

At a public planning workshop Thursday, residents seemed to agree that the small-town character of the village is its prime asset. Most agreed that high taxes and the potential annexation of Knollwood are the greatest threat to their community.

Summarizing the group discussion, Kraus called annexation divisive and the single most important issue facing the village.

Those who are seeking to incorporate Knollwood's more than 2,000 residents into Lake Bluff's current population of about 5,500 face a double hurdle, Adath Hamann, a village resident, told fellow workshop participants. Annexation would both increase property taxes and threaten the village's close-knit character, she said.

Frederick Wacker, Village Board president, said the results of a task force studying annexation will be presented at the Village Board meeting Monday. He added that the village has asked the Lake County Department of Planning, Zoning and Environmental Quality for additional information to assess the costs of annexation.

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9 Things You Should Never Do if You Want to Close Deals
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EXHIBIT 2

REVISED PLANNING PRINCIPLES

Purpose of the Planning Principles

The Village of Lake Bluff has promulgated the planning principles set forth below to guide developers with regard to acceptable forms of development of Blocks Two and Three of the Central Business District. Lake Bluff seeks responsible development that is consistent with and respects the character of the community, a small, family-oriented village, as well as the preexisting single-family homes that surround the areas of proposed development.

Principles

1. Where Block 2 abuts Scranton Ave., ground floor commercial uses, compatible with the CBD, should promote the pedestrian-oriented main street environment of Scranton Ave.

2. Where Block 2 abuts North Ave., any development must be low-density residential uses. Such development must be of a similar size and density to the presently existing structures, must not require a special use permit or any change in zoning, must have ~~with~~ appropriate setbacks, and ~~should~~ must be in character with and scaled to the surrounding neighborhoods of single-family homes.

3. Block 3 should be treated as a residential transition between the CBD to the west and scaled to the surrounding neighborhoods of single-family homes.

4. Blocks 2 and 3 should make use of internal alleyways for service and loading with vehicular access from Oak Ave. and/or Walnut Ave., and any development on blocks 2 and 3 must minimize traffic on North Ave. and Evanston Ave., residential streets with predominately single-family homes and a significant number of children.

5. Off street parking storage should be provided within building structures and behind building developments so as to be screened from public view.

6. On-street parking storage should include parallel parking along Scranton Ave. ~~Diagonal parking may be considered along Walnut Ave and Oak Ave.~~

7. There should be continuity of CBD streetscape treatments along Scranton Ave. and southern portions of Walnut and Oak Avenues, including wide sidewalks, traditional light poles, in ground tree planters, and site furnishings as appropriate.

8. Streetscape treatments along the North Ave. and Evanston Ave. streetscapes should be treated as an extension of the neighborhood street which is predominately single-family homes, including continuous sidewalks, grass and/or landscaped parkways, and canopy tree plantings. Existing trees and other foliage must be retained.

9. Mature stands of trees and open spaces ~~should~~ must be preserved.

10. Public gathering spaces are encouraged as are pedestrian ways that provide linkages between the development entrances, parking areas and surrounding CBD destinations.

Brandon Stanick

From: Drew Irvin
Sent: Wednesday, May 18, 2016 11:10 AM
To: peter.friedman@hklaw.com; Andrew Fiske (andrew.fiske@hklaw.com); benjamin.schuster@hklaw.com
Cc: Brandon Stanick
Subject: FW: PCZBA Hearing - Written Comments for Inclusion in Public Record

FYI

From: Lee Nysted [mailto:nyslee@msn.com]
Sent: Wednesday, May 18, 2016 11:09 AM
To: Mark Stolzenburg; Drew Irvin
Cc: Volkert, Christopher; mcarney@gglrealty.com; Mo Chamberlain; Grant Chamberlain; Robin McAfee; Tom McAfee; Holli Volkert; Julie Stevenson; McAfee, Thomas tmcafee@nm.org; Kyle Peterson; gretchenseymour@me.com; Jim Seymour jseymour@euclidexec.com; Carol Mark; Jeanosta; Christina Peterson; Greg & Joanne Junkin; Greg & Joanne Junkin; Nicole Stolzenburg; kevin@kevinconsidine.com
Subject: RE: PCZBA Hearing - Written Comments for Inclusion in Public Record

Thank you Mark. A beautiful piece and an accurate depiction of where I stand...and where I believe our community stands. I support your position, Mark, and will work with all concerned citizens of Lake Bluff to stop any and all abuse of our property, valuations of same, and rights as citizens of Lake Bluff. I believe I have made my opposition to density and height changes known to Drew and the various boards.
My house backs up to the property in question.

As a group, we can and will prevail, as a matter of law. Remedies and relief are ever more apparent as this unfolds; I hope it does not have to get to litigation but that is what often must be used to ward off governments that cannot "hear" the voice of the people.

Truly yours,

Lee Nysted
131 E. North Ave.
Lake Bluff, IL.
Nyslee@msn.com

Subject: PCZBA Hearing - Written Comments for Inclusion in Public Record
From: markstolzenburg@gmail.com
Date: Wed, 18 May 2016 10:04:38 -0500
CC: Christopher.Volkert@colliers.com; mcarney@gglrealty.com; MoChamberlain@mac.com; Grant.Chamberlain@RaymondJames.com; trmcafee@gmail.com; tmcafee@lfh.org; hollivolkert@comcast.net; ayiting@comcast.net; tmcafee@nm.org; kpeterson59@gmail.com; gretchenseymour@me.com; jseymour@euclidexec.com; carol.mark1@yahoo.com; jeanosta@yahoo.com; cwpeterson109@gmail.com; joannetinsley@comcast.net; gsj1340@comcast.net; nlstolzenburg@gmail.com; nyslee@msn.com
To: dirvin@lakebluff.org

Drew: Attached to this message are written comments for this evening's PCZBA hearing. I submit these comments on my own behalf, although the proposed revisions to the planning principles have been submitted twice previously. I presume that this document will be distributed to members of the PCZBA in advance of this evening's meeting for a careful review. I intend to raise some or all the issues contained herein at the hearing this evening. I would have submitted this document sooner, but the meeting packet was not available until after the close of business on Friday, and thus, I had a limited amount of time to review the materials under consideration this evening (particularly that my wife gave birth to our second child late on Thursday evening.)

By submitting written comments in advance of the hearing, in no way do I waive my right to speak at the hearing or be heard in any other manner by the PCZBA or any other entity of the Village Government.

Thanks much. See you this evening.

Mark Stolzenburg

On May 13, 2016, at 5:44 PM, Drew Irvin <dirvin@lakebluff.org> wrote:

Good afternoon, all:

FYI – the Lake Bluff Joint Plan Commission & Zoning Board of Appeals will be meeting on Wednesday, 5/18 (7 p.m.) to hold a public hearing to consider amending the Village of Lake Bluff Comprehensive Plan concerning (i) the Downtown Land Use Plan (dated November 17, 1998) and (ii) the Planning Principles for Central Business District Blocks Two and Three. They will also hold a discussion concerning zoning regulations and the Design Guidelines for Central Business District Blocks Two and Three. If you would like to review the meeting packet, it will be posted on the Village's website shortly.

As always, please let me know if you have any questions. Enjoy the weekend.

Best,
Drew

Drew Irvin
Village Administrator
Village of Lake Bluff
40 East Center Avenue
Lake Bluff, Illinois 60044
P 847.283.6883
F 847.234.7254
C 224.588.7807
Email dirvin@lakebluff.org

<image001.png>

Brandon Stanick

From: Drew Irvin
Sent: Wednesday, May 18, 2016 1:33 PM
To: David Burns; Elliot Miller; Gary Peters; Leslie Bishop; Mickey Collins; Mickey Collins; Sam Badger; Steve Kraus
Cc: Andrew Fiske (andrew.fiske@hklaw.com); benjamin.schuster@hklaw.com; peter.friedman@hklaw.com; Brandon Stanick
Subject: PCZBA 5/18/2016 Meeting - More Written Comments for Your Consideration

See below

-----Original Message-----
From: Drew Irvin
Sent: Wednesday, May 18, 2016 1:25 PM
To: 'Don Patton'
Cc: Mary Ellen Patton; Brandon Stanick
Subject: RE: Proposal for Block 3

Hi, Don:

Thanks for sharing and providing your comments. I had not seen that flyer yet.

FYI--the application that has been submitted for Block 3 has not yet been deemed complete (it's about ~90% there) but I do anticipate a public hearing regarding the project in June-- but not tonight.

Your comments regarding the land use (green space on the east side of Block 3) and parking standards (desire to prohibit unenclosed surface parking) will be shared with the PCZBA, as they are discussing those issues tonight. Please know that the plans submitted for Block 3 have rear-loaded totally enclosed garages for each unit; it's not underground garage parking, but it isn't on an open surface lot either.

Best,
Drew

Drew Irvin
Village Administrator
Village of Lake Bluff
40 East Center Avenue
Lake Bluff, Illinois 60044
P 847.283.6883
F 847.234.7254
C 224.588.7807
Email dirvin@lakebluff.org

-----Original Message-----
From: Don Patton [mailto:donald.patton52@att.net]
Sent: Wednesday, May 18, 2016 1:02 PM
To: Village of Lake Bluff; Drew Irvin
Cc: Mary Ellen Patton
Subject: Proposal for Block 3

If you are going to build it at least insist on covered parking. We might be candidates for one of these but not with surface parking.
There is so little time between issuing an agenda and this meeting that it hints at an agenda.
This dense structure crowding the eastern residential district is not appropriate.
However some type of condo or town house development is.
Don Patton
236 East North Avenue

Lake Bluff Neighbors:

WARNING - The Village of Lake Bluff has received a new proposed development concept for the old PNC bank location (Block 3).

Supporting zoning changes, design principles & guidelines will be discussed tonight, Wednesday, May 18th at 7:00pm, LB village hall.

The village leadership plans to advance the re-zoning of this site to allow for a three-story structure.

Proposed concept:

- **16 Unit Apartment/Condominiums**
- **3-story structure, 3rd floor to be slightly recessed**
- **Full block length (Oak St. to Evanston)**
- **Current Evanston open space to also be built out**
- **Rear Surface Parking (no under-ground parking).**

Current rear elevation of Block 3

Meeting agenda issued late last week (Friday evening).

Make your feelings known about the Village's plan to move high de

Village of Lake Bluff

From: Kristy Harley <kristyharley@me.com>
Sent: Wednesday, May 18, 2016 12:17 PM
To: Village of Lake Bluff
Subject: Apartments/Condominiums

We are totally opposed to the
3story structures proposed for Oak St to Evanston and the green space build out. Vote NO!

Brandon Stanick

From: Village of Lake Bluff <vlb@lakebluff.org>
Sent: Sunday, June 05, 2016 9:39 PM
To: Brandon Stanick
Subject: Contact Us Form

Follow Up Flag: Follow up
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The following was submitted from the Contact form to Brandon Stanick:

Name: Julie Astbury Capps

E-Mail Address: jastbury1@yahoo.com

Message: Brandon,

Can you please share this note w/ the PCZBA?My name is Julie Astbury Capps. I have lived at 203 E. Scranton Ave for the past 18 years. I do not support a 3 story - 16 unit development on the former PNC Bank Property. I understand the property will be developed. Furthermore, I understand it may be condos. I don't understand 3 stories vs. 2 stories. I would like to understand the proposed benefits of 3 stories (vs. 2) for the community. We may receive additional tax revenue from an extra story, but it will likely be offset by the devaluing (and respective lower real estate tax income) of the abutting homes on North Ave., Oak Ave. and Evanston Ave. It seems the only one to benefit is the developer. Can you please confirm receipt of this email? Thank you for your time.

Brandon Stanick

From: Village of Lake Bluff <vlb@lakebluff.org>
Sent: Monday, June 06, 2016 9:27 AM
To: slchrist310@comcast.net
Subject: Contact Us Form

The following was submitted from the Contact form to Steve Christensen:

Name: Lee Nysted

E-Mail Address: Nyslee@msn.com

Message: Drew Irwin;Steve Christensen PCZBA members; Lake Bluff Village Board May 20, 2016

I have been involved in municipal politics since beginning my career in 1978.

It is apparent to me that the citizens of this town do not want the following:

1.) NO High density structures...no more than existing zoning laws.

2.) No 3 story structures. If the entire roof line is slanted but still allowed to go to 36 feet, people like me would be blocked in and our property values would plummet. A defined line across the entire block does not help those of us on North Ave.

3.) No zoning changes to help out a developer. The only reason for zoning changes would be to benefit a chosen few people. (Builders and developers; investors therein.)

4.) I believe there are distinct conflicts for several board members. (Owners of existing businesses on Scranton, for example, should not have any vote on these issues.)

I do not get the sense that the boards are "getting it." How many times do we have to show you our thoughts, in print, verbally, in graphic detail. This is well documented now.

We do not care about the return on the investment of a chosen few people that want to make a "killing" at our expense.

Our "Mayberry charm" is at stake here and so are the property values of at least 20 + homes in the immediate surrounding area.

In conclusion:

I am going to suggest that our concerned citizens find competent counsel to represent us and seek remedies and relief if anything like a breach to the above guidelines are chosen as a path for our village. A lawsuit (within the jurisdiction of Lake County Illinois) to protect our interests, would cost us far less as a group, than the decline in market value we would certainly all face (individually) if we are forced to live with a bad zoning and planning decision made by the village boards.

Truly yours,

Lee Nysted
131 E. North Ave.
Lake Bluff, IL. 60044

Brandon Stanick

From: Village of Lake Bluff <vlb@lakebluff.org>
Sent: Wednesday, June 08, 2016 8:04 AM
To: Brandon Stanick
Subject: Contact Us Form

The following was submitted from the Contact form to Brandon Stanick:

Name: Weiler Family

E-Mail Address: claireandjeanba@gmail.com

Message: Dear Sir,

Our family moved in Lake Bluff in 2009 and have now 3 kids aged 5, 3 and 5 months old. We live at 126 E Center Avenue. (We also own 62 E Center Avenue). We are extremely concerned and opposed to the 120 E Scranton development project. We have seen first hand the renaissance of downtown Lake Bluff and have been quite pleased with all the new businesses popping up (Inovasi, The Brewery, The Other Door, Maevery, Prairie,Leggy Bird, Hansa) The family activities have also been great (farmer's market, Bluffinia, Block parties, criterium, Halloween, 4th of JUL etc.). The activity level already has an impact on parking, traffic and noise level as we are so close to town. We are concerned for the safety of our children when they run, ride and play around our house. We also wonder what benefits this development would bring to the people of Lake Bluff. In short, we oppose this project and would have done this in person on JUN 15th but we will be out of town. Thank you for your time.

RECEIVED
JUN 08 2016
BY: .....

Lee Nysted

131 E. North Ave.

I have lived in Lake Bluff since 1980.

I have raised 3 daughters here...they all went to the grammar school, the middle school, and the high school.

I chaired the referendum committee that brought hot water to east school.

I purchased my home on North Ave. in 2005 knowing the existing zoning laws and knowing that zoning could only change for very specific reasons benefiting the community, not for reasons that would help a builder, architect, or any special interest groups. My back yard faces the south onto Scranton Ave. right behind the PNC bank lot...Block 3. My house is on the market and I have had 2 showings in 100 days.

What I am seeing happen here is not only disturbing, I believe it is illegal...we will see about that later.

I believe you will find that your 3 story high density plan will not be accepted by any of us, say nothing about even a small minority. I believe you are either uninformed about what our community wants and needs or one or more of you can and will benefit by what is happening herein.

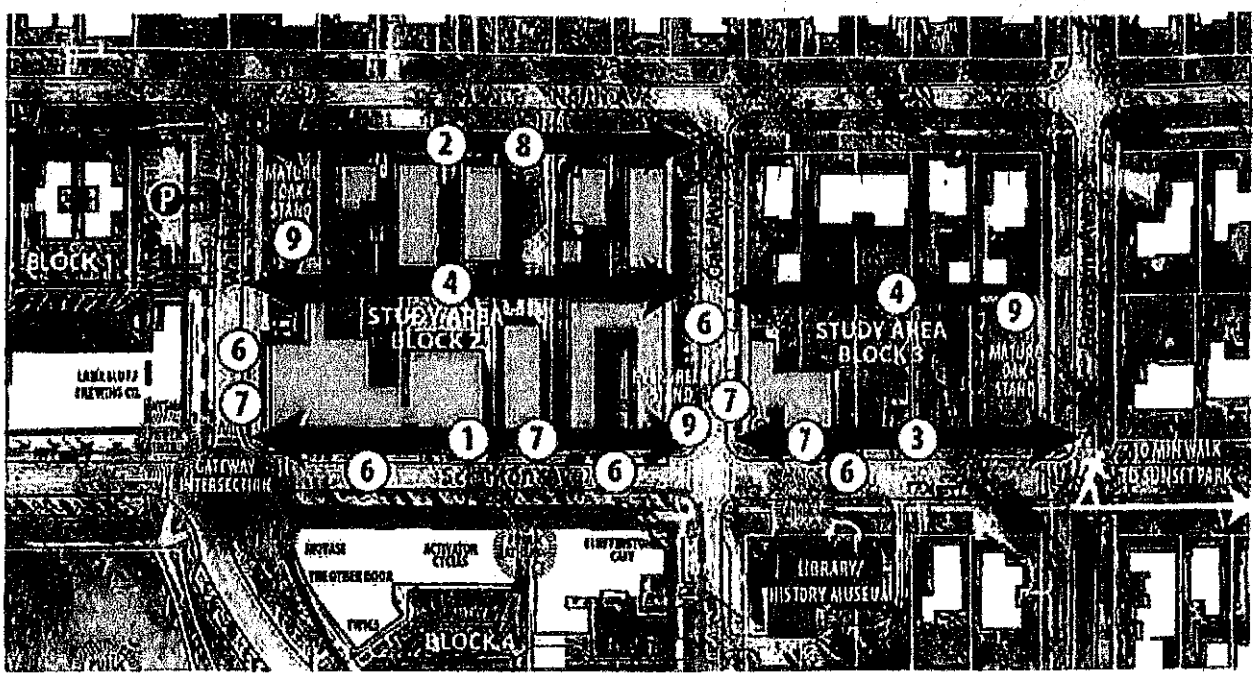
I have seen no valid reason to go to 3 stories accept one board chairman (Hunter) stated on the record that the developer would need 3 stories to "make money." That is not acceptable. My home was here first. We have at least 20 homeowners that disagree with your reasoning and we believe that will go to hundreds against you. Eventually we will have the vast majority of this town against you. This Village will see a most disturbing legal battle if a 3 story high density structure is approved. There will be ramifications and repercussions from such an unwise decision for years to come.

June 7, 2016

Design Guidelines

Behind block 3
* All single family

PLANNING PRINCIPLES



The following planning principles have been identified for Blocks Two and Three of the CBD:

1. Where Block Two abuts Scranton Ave, ground floor commercial uses, compatible with the CBD, should promote the pedestrian-oriented main street environment of Scranton Ave.

2. Where Block Two abuts North Ave, residential uses with appropriate setbacks should be in character with and scaled to the surrounding neighborhoods.

3. Block Three should be treated as a residential transition between the CBD to the west and scaled to the surrounding neighborhoods. *

4. Blocks Two and Three should make use of internal alleyways for service and loading with vehicular access from Oak Ave and/or Walnut Ave.

5. Off street parking storage should be provided within building structures and behind building developments so as to be screened from public view.

6. On-street parking storage should include parallel parking along Scranton Ave. Diagonal parking may be considered along Walnut Ave and Oak Ave.

7. There should be continuity of CBD streetscape treatments along Scranton Ave and southern portions of Walnut and Oak Avenues, including wide sidewalks, traditional light poles, in ground tree planters, and site furnishings as appropriate.

8. Streetscape treatments along North Ave streetscape should be treated as an extension of the neighborhood street, including continuous sidewalks, parkways, and canopy tree plantings.

9. Mature stands of trees and open spaces should be preserved.

10. Public gathering spaces are encouraged as are pedestrian ways that provide linkages between the development entrances, parking areas and surrounding CBD destinations.

The Design Guidelines is organized into two parts:

Part One: Architectural Design Guidelines
– describe preferred building treatments organized by building typology.

Part Two: Site and Streetscape Design Guidelines
– describe preferred treatments organized by site and streetscape function.

VILLAGE OF LAKE BLUFF

Memorandum

TO: Chair Kraus and Members of the Joint Plan Commission & Zoning Board of Appeals

FROM: Brandon J. Stanick, Assistant to the Village Administrator

DATE: June 10, 2016

SUBJECT: **Agenda Item #4 –** 515 Cambridge Lane Request for Zoning Relief

Applicant Information:	Christopher & Marguerite Burke (Contract Purchasers) Cambridge Lane Land Trust – John Merritt, Beneficiary
Location:	515 Cambridge Lane
Existing Zoning:	E-1 Zoning District (single-family residential)
Purpose:	To grant variations from the minimum lot frontage and lot width requirements to confirm buildability of eastern parcel of 515 Cambridge Lane for construction of new single family residence.
Requested Action:	Seeking zoning variation from the minimum lot frontage and minimum lot width requirements (Sections 10-5-1, 10-5-2, and 10-5B-4)
Public Notice:	*Lake County News Sun* – May 30,, 2016
Lot Areas Existing:	Lot 7: (68,763 square feet) West Portion of Lot 8: (65,621 square feet)
Existing Land Use:	Single-family residential
Surrounding Land Use:	• North, East & West: Single-family residential • South: Lake Forest Cemetery
Comprehensive Plan Land Use Objectives:	• Preserve the unique residential character of the area; • Encourage rehabilitation & control redevelopment in an orderly manner compatible with neighboring properties.
Zoning History:	Not applicable
Applicable Land Use Regulations:	• **Section 10-5-1:** Lot Frontage Regulations • **Section 10-5-2:** Lot Width Regulations • **10-5-5B-5:** E-1 Minimum Lot Width

Background and Summary

On May 20, 2016, the Village received an application from the contract purchasers of the parcel of land that currently functions as the easterly side yard of 515 Cambridge Lane. The current owners of 515 Cambridge Lane are proposing to sell the easterly parcel, however the easterly parcel has a lot frontage on Cambridge Lane and a technical lot width that is less than the minimum dimensions required by the zoning code. Please refer to "Attachment A" which is an aerial photograph which has been marked in the color "blue" to indicate the current location and configuration of the property commonly known as 515 Cambridge Lane.

In 1965 the Village of Lake Bluff approved the Imperial Woods Subdivision. This was a subdivision of the original estate property with an address of 1 Moffett Road that extended from the lakefront on the east to Moffett Road on the west and along the northerly limit of the Lake Forest Cemetery and the City of Lake Forest. The Imperial Woods subdivision broke up the estate into a total of 9 parcels. Included as "Attachment B" is an aerial photograph showing the easterly end of the lots in the subdivision, including the lot on which the estate house is located on Lake Michigan; a large vacant parcel known as Lot 8 with the exception of a storage structure; and Lot 7 on which the existing single family residence known as 515 Cambridge Lane is located.

At the time of the Imperial Woods Subdivision in 1965, the owner of the estate home on the lake also retained ownership of Lot 8. 1n 1977, Lot 8 was subdivided into two parcels and this subdivision of Lot 8 was approved by the Village. The easterly portion of Lot 8 was retained by the owner of the lakefront property while the westerly portion of Lot 8 was eventually acquired by the owner of Lot 7, commonly known as 515 Cambridge Lane. With the exception of an older storage structure in the southwest corner of the westerly portion of the original Lot 8, both portions of Lot 8 have remained vacant to this time.

Zoning Analysis

Village Staff has conducted the required zoning analysis of the current property known as 515 Cambridge Lane (Lot 7 on which the single family home is located and the westerly portion of the original Lot 8 on which just a storage building is located).

Lot 7 on which the single family home is located has a total lot area of 68,763 square feet which is in excess of the minimum lot size required of 65,340 square feet (1&1/2 Acres) in the E-1 Single Family Estate District. Lot 7 has a lot frontage and lot width in excess of 300 feet which exceeds the minimum lot width and lot frontage requirement of 150 feet.

The western half of Lot 8, which is the portion of the 515 Cambridge Lane parcel proposed for sale has a lot area of 65,621 square feet which also exceeds the minimum required lot size of 65,340 square feet. However, Lot 8 only has a lot frontage on the Cambridge Lane Right-of-Way of 9.71 feet. This is the same lot frontage that has existed since 1977 when the Village approved the subdivision of Lot 8. In 1977, the Village's zoning code did not include a minimum lot frontage requirement. The 9.71 foot length of frontage is depicted as a short "red" line on "Attachment C".

By definition lot width is to be measured along a line parallel to the lot frontage at a distance 50-feet back from the right-of-way line (50-feet being the front yard setback requirement in the E-1 District). An arc measured along the 50 foot setback line has a total length of approximately 123-feet which is under the minimum required technical lot width of 150-feet for lots in the E-1 District. The western half of Lot 8

has an average east to west dimension of approximately 280 feet and an average north to south dimension of 220 feet. For this irregular lot layout relative to the public right-of-way it is Village Staff's opinion that the lot width of the westerly half of Lot 8 does meet the intent of the minimum lot width regulation for the E-1 District.

As noted, the lot frontage of the western half of Lot 8 (the lot proposed for sale and construction of a new single family home) is only 9.71 feet. This dimension is the absolute bare minimum required for a single lane driveway for acess to and from Cambridge Lane. As a result of this constriction the owner of 515 Cambridge has proposed a minor resubdivision of Lot 7 and the western portion of Lot 8 so that approximately 120 square feet of land will become part of the lot for sale (the western half of the original Lot 8. This land transfer will result in the lot frontage of the westerly portion of Lot 8 increasing from 9.71 feet to 35.92 feet. This small area of land transfer is indicated in the color "yellow" on "Attachment C".

Included as "Attachment D" is an enlargement of the far northwesterly corner of the westerly portion of Lot 8. The proposed land transfer is shown in the highlighted color "pink".

Included with the Application Materials is the draft plat of resubdivision showing the transfer of approximately 120 square feet from Lot 7 to the westerly portion of Lot 8. The subdivision will be considered by the Village Board upon a receipt of a recommendation by the PCZBA on the necessary zoning variations.

Zoning Variations Required

Upon Completion of the land transfer the westerly portion of Lot 8 will require the following variations:

- A 76% variation from the minimum lot frontage requirements of Section 10-5-1, Lot Frontage, and Section 10-5-2, Lot Width, to permit a lot frontage of 35.92 feet where 150-feet is required: and

- A 18% variation from the minimum lot width requirements of Section 10-5-2, Lot Width, and Section 10-5B-5, Lot Area and Width, to permit a technical lot width of 123 feet where 150 feet is required.

The Petitioners have addressed the Standards for Variation in their application which is attached. The PCZBA should consider if the Petitioners' statements and submitted materials satisfy the established standards for variation.

PCZBA Authority

Because Minimum Lot Frontage and Minimum Lot Width Requirements are not Bulk Regulations the PCZBA has recommending authority only regardless of the percentage of variation. Therefore, the PCZBA has the authority to:

- Recommend the Village Board approve, approve with conditions or deny the request for:
    - A 76% variation from the **minimum lot frontage requirements** to allow for the westerly portion of Lot 8 to become a buildable lot.
    - An 18% variation from the **minimum lot width requirements** to allow for the westerly portion of Lot 8 to become a buildable lot.

Recommendation

Following the public hearing to consider the requested zoning relief, the PCZBA should take one of the following actions:

- If more information is required, continue the public hearing to a date certain to allow the Petitioners to provide additional information; or
- If more information is not required, vote to:
    - Recommend the Village Board approve, approve with conditions, or deny the request for a 76% variation from the **minimum lot frontage requirements**
    - Recommend the Village Board approve with conditions, or deny the request for a 18% variation from the **minimum lot width requirements.**

Attachments

- Attachment "A" – 515 Cambridge Lane Vicinity Map
- Attachment "B" – Exhibit Showing Easterly End of Imperial Woods Subdivision
- Attachment "C" – Lot Frontage Conditions for Westerly Portion of Lot 8
- Attachment "D" – Detail Exhibit of Lot Frontage Conditions for Westerly Portion of Lot 8
- Petitioners' zoning application and related material.

If you should have any questions concerning the information provided in this memorandum please feel free to contact me at 847-283-6889.

515 Cambridge Lane

Attachment A

LakeCounty
Geographic Information System

Lake County
Department of Information Technology
18 N County St
Waukegan IL 60085
(847) 377-2373

Map Printed on 6/10/2016

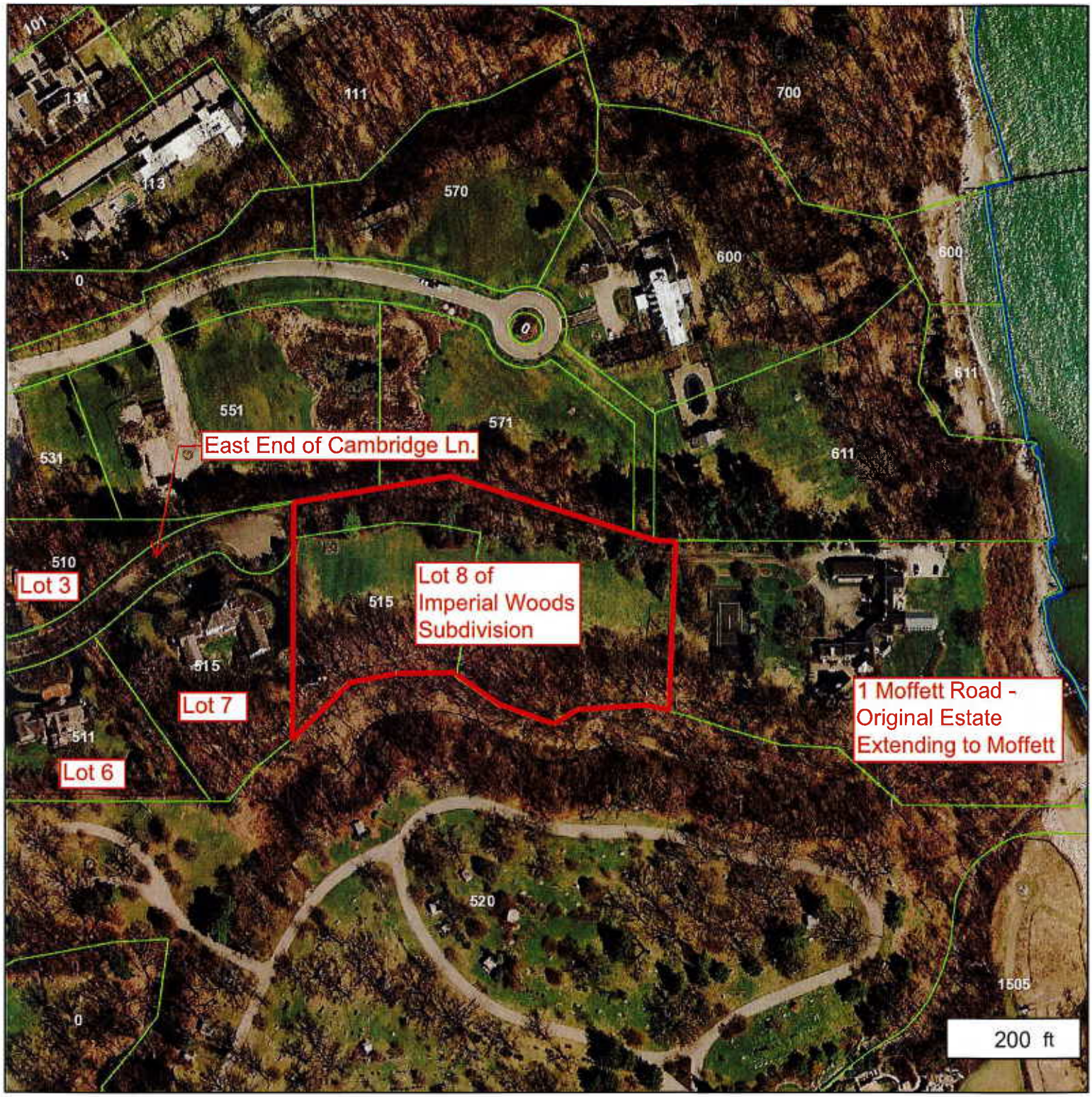
N

— Tax Parcels

Disclaimer: The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

Easterly End of Imperial Woods Subdivision Approved In 1965

Attachment B



LakeCounty
Geographic Information System

Lake County
Department of Information Technology
18 N County St
Waukegan IL 60085
(847) 377-2373

Map Printed on 6/10/2016

N

Tax Parcels

Disclaimer: The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

Lot Frontage Conditions - Westerly Portion of Original Lot 8 of Imperial Woods Subdivision

Attachment C

LakeCounty
Geographic Information System

Lake County
Department of Information Technology
18 N County St
Waukegan IL 60085
(847) 377-2373

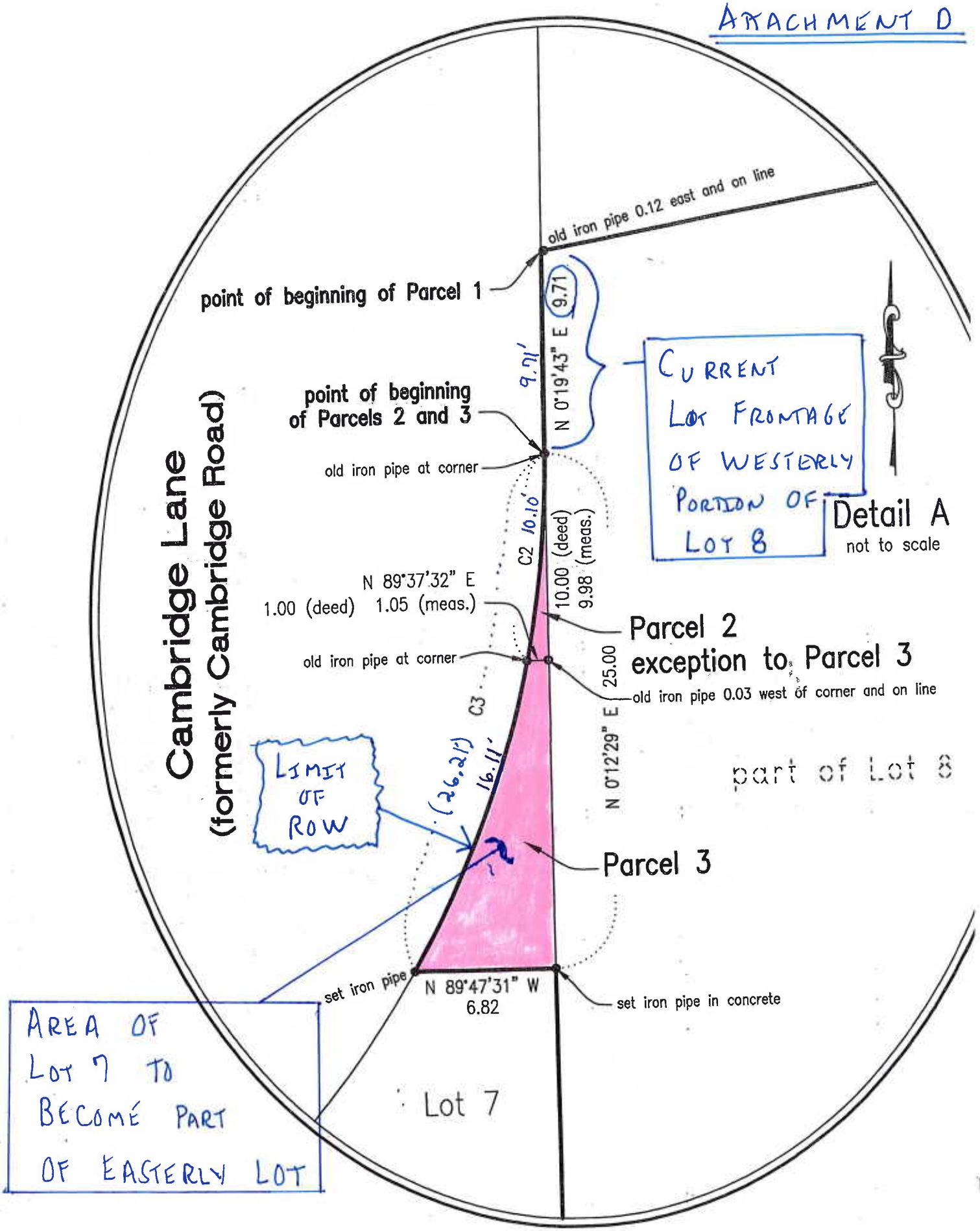
Map Printed on 6/10/2016

N

— Tax Parcels

Disclaimer: The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

ATTACHMENT D



FEE PAID:
RECEIPT NUMBER:

DATE RECEIVED BY VILLAGE:

RECEIVED
MAY 20 2016
VILLAGE OF LAKE BLUFF

VILLAGE OF LAKE BLUFF

APPLICATION FOR ZONING VARIATION, SPECIAL USE PERMIT, REZONING, OR PRD

SUBJECT PROPERTY

Address: 515 Cambridge Road Zoning District: E-1
(Property address for which application is submitted)

Current Use: VACANT
(Residential, Commercial, Industrial, Vacant, Etc.)

PIN Number: 12-342-8939

APPLICANT

Applicant: Christopher J. + Marguerite T. Burke

Address: 693 Spruce Avenue
(Address if different than subject property)

Relationship of Applicant to Property: Contract Purchaser
(Owner, Contract Purchaser, Etc.)

Home Telephone: 847-234-8223 Business Telephone: 312-612-6110

OWNER

Owner - Title Holder
Name: Cambridge Lane Land Trust
Address: Grove Mower: Trustee
John Merritt: Beneficiary
Daytime Phone: 1-847-735-0826

If Joint Ownership
Joint Owner:
Address:
Daytime Phone:

If ownership is other than individual and/or joint ownership, please check appropriate category and provide all additional ownership information as an attachment.

- ☐ Corporation
- ☒ Land Trust
- ☐ Partnership
- ☐ Trust
- ☐ Other: _____

Are all real estate taxes, special assessments and other obligations on the subject property paid in full?

☒ **Yes** ☐ **No** **If No, Explain:** _____

ACTION REQUESTED

To provide time for legal notification requirements, any application requiring a Public Hearing before the Zoning Board of Appeals must be received **at least 25 days** prior to the next meeting date.

- [x] Zoning Variation
- [ ] Special Use Permit
- [ ] Text Amendment
- [ ] Rezoning
- [ ] Planned Residential Development
- [ ] Other: _____

Applicable Section(s) of Zoning Ordinance, if known: Section 10-5B-5

Narrative description of request: Subdividing a property That has necessary lot area but lot frontage is insufficient to satisfy requirements of E-1 zoning district.

STANDARDS FOR VARIATIONS AND SPECIAL USE PERMITS

The Zoning Board is required by the Illinois State Statutes to apply the following standards in reviewing requests for Variations and Special Use Permits. The Board may only grant a variation or recommend that the Village Board grant a variation in cases where there are practical difficulties and particular hardships brought about by the strict application of the Zoning Ordinance and not by any persons, presently or formerly, having an interest in the property. **The applicant has the burden of establishing each of these standards both in writing and at the Public Hearing**. Please attach additional materials if necessary.

[X] **STANDARDS FOR VARIATIONS:**

1. **Practical Difficulty or Hardship**: Describe the practical difficulty or particular hardship that would result from the strict application of the Zoning Ordinance.

   The configuration of The surrounding lots and topography of the land prevents subdividing in a way that complies with frontage lot requirements.

2. **Unique Physical Condition**: Describe the unique characteristics of the lot or structures on the subject property which are exceptional, such as: a) existing unique structures or uses, b) irregular lot shape, size, or location, c) exceptional topographical features, or d) other extraordinary physical conditions.

   a. —
   b. Irregular lot shape
   c. Ravine to South restricts reconfiguration to a conforming status.

3. **Special Privilege**: Describe how the request will not simply provide the applicant with a special privilege that other property owners do not enjoy. The request must be for relief from the regulations due to hardship, and not simply to reduce inconvenience or to provide for financial gain.

The property has already been configured to allow a substandard frontage. It is irregularly shaped due to the topography.

4. **Code Purposes**: Describe how the request does not violate the intentions of the regulations. The applicant must show that the request does not adversely impact surrounding properties or the general welfare.

Configuration of the street causes it to have less frontage than is currently required. Otherwise the lot fulfills size requirements of the zoning code.

5. **Public Health and Safety**: Describe how the request will not: a) adversely impact the supply of light and air to adjacent properties, b) increase traffic congestion, c) increase the hazard of fire, d) endanger public safety, e) diminish the value of property within the surrounding area, or f) impair the public health, safety, comfort, morals, and welfare of the people.

a. At 1.5 acres - property is large enough to satisfy E-1
b. Residential use - impact is diminimous.
c. Set back requirements will be met
d. Set back requirements " " "
e. Currently all homes in this area + one additional impact is diminimous
f. all zoning requirements will be met

NO **STANDARDS FOR SPECIAL USE PERMITS:**

1. **General Standard**: Describe how the proposed use will not adversely impact adjacent properties.

2. **No Interference with Surrounding Development**: Describe how the proposed use will not hinder or interfere with the development or use of surrounding properties.

3. **Adequate Public Facilities**: Describe how the proposed use will be served by streets, public utilities, police and fire service, drainage, refuse disposal, parks, libraries and other public services.

4. **No Traffic Congestion:** Describe how the proposed use will not cause undue traffic and traffic congestion.

5. **No Destruction of Significant Features:** Describe how the proposed use will not destroy or damage natural, scenic or historic features.

NO X

STANDARDS FOR TEXT AMENDMENTS

The wisdom of amending the Village Zoning Map or the text of the Zoning Code is a matter committed to the sound legislative discretion of the Village Board of Trustees and is not dictated by any set standard. In determining whether a proposed amendment will be granted or denied the Board of Trustees may be guided by the principle that its power to amend this title should be exercised in the public good.

TEXT AMENDMENT GUIDING PRINCIPLES:

In considering whether the principle is satisfied in amending the text of the Zoning Code, the Board of trustees may weigh, among other factors, the following:

1. **The consistency of the proposed amendment with the purposes of this title:**

2. **The community need for the proposed amendment and any uses or development it would allow:**

3. **The conformity of the proposed amendment with the village's comprehensive plan and zoning map, or the reasons justifying its lack of conformity:**

APPLICATION MATERIALS

LEGAL DESCRIPTION - MUST BE PROVIDED

See attached

Required*

- ☒ Plat of survey including legal description.
- ☒ Evidence of title to property for which relief is sought or written documentation of contractual lease.
- ☒ Scale site plan showing building locations and dimensions.
- ☐ Scale site plan showing addition, new construction, modification, etc.
- ☐ Schematic drawings showing floor plan, elevations, and exterior mechanical equipment.
- ☐ Floor Area Calculation Table (if applicable)
- ☐ Other: _____

Optional

- ☐ Landscape Plan
- ☐ Photographs of subject property and surrounding properties.
- ☐ Testimony from neighbors is strongly encouraged.

*15 copies, no larger then 11x17, must be submitted

SIGNATURES

The undersigned hereby represent, upon all of the penalties of the law, for the purpose of inducing the Village of Lake Bluff to take the action herein requested, that all statements herein and on all related attachments are true and that all work here mentioned will be done in accordance with the ordinances of the Village of Lake Bluff and the laws of the State of Illinois. **The owner must sign the application.**

Owner **Signature:** G. N. Mower **Date:** 5/19/16

AS TRUSTEE FOR CAMBRIDGE LANE LAND TRUST (John B. Merritt Beneficiary)

Print Name: GROVE N. MOWER

Applicant **Signature:** Christopher J. Burke **Date:** 5/19/16

(If other than owner)

Print Name: Christopher J. Burke

AFFIDAVIT OF TITLE, COVENANT AND WARRANTY

(Illinois)

FEDERAL REPUBLIC OF GERMANY
LAND BAVARIA
CITY OF MUNICH
CONSULATE GENERAL OF THE
UNITED STATES OF AMERICA

STATE OF _____)
SS) SS.
COUNTY OF _____)

The undersigned affiant, being first duly sworn, on oath says, and also covenants with and warrants to the grantee hereinafter named:

That affiant has an interest in the premises described below or in the proceeds thereof or is the grantor in the deed dated Nov 07 1997, 1997, to Grove N. Mower as Trustee under the Cambridge Lane Land Trust dated November 5, 1997 and his successor trustees thereunder, grantee, conveying the following described premises:

SEE EXHIBIT A ATTACHED HERETO AND
BY THIS REFERENCE MADE A PART HEREOF

That no labor or material has been furnished for premises within the last four months, that is not fully paid for.

That since the title date of September 2, 1997, in the report on title issued by Chicago Title Insurance Company, affiant has not done or suffered to be done anything that could in any way affect the title to premises, and no proceedings have been filed by or against affiant, nor has any judgment or decree been rendered against affiant, nor is there any judgment note or other instrument that can result in a judgment or decree against affiant within five days from the date hereof.

That the parties, if any, in possession of premises are bona fide tenants only, and have paid promptly and in full their rent to date, and are renting from N/A to N/A, and not for any longer term, and have no other or further interest whatsoever in premises.

That all water taxes, except the current bill, have been paid, and that all the insurance policies assigned have been paid for.

That this instrument is made to induce, and in consideration of, the said grantee's consummation of the purchase of premises.

Affiant further states: NAUGHT

Subscribed and Sworn to before me
this _____ day of _____, 1997.
Nov 07 1997

Notary Public

Robert Settje
Vice Consul

ROBERT DISSMANN, TRUSTEE

Service No. _____
Tariff Item No. 331
Fee Paid: $ 10.-
30090874

EXHIBIT A

LEGAL DESCRIPTION

THOSE PARTS OF LOTS 7 AND 8 IN IMPERIAL WOODS ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT NO. 1273071 ON AUGUST 12, 1965, IN THE SOUTH EAST 1/4 OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, VILLAGE OF LAKE BLUFF, LAKE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PART OF LOT 8 DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT OF INTERSECTION OF THE WESTERLY LINE OF SAID LOT 8 AND A LINE 50.00 FEET SOUTHERLY OF AND PARALLEL WITH A NORTHERLY LINE OF SAID LOT 8; THENCE NORTH 80° 46' 45" EAST ALONG SAID LINE 50.00 FEET SOUTHERLY OF AND PARALLEL WITH THE AFOREMENTIONED NORTHERLY LINE OF LOT 8, 167.50 FEET; THENCE SOUTH 88° 11' 25" EAST 64.98 FEET; THENCE SOUTH 80° 30' 45" EAST 65.85 FEET; THENCE SOUTH 7° 09' 35" WEST 208.28 FEET, MORE OR LESS, TO A POINT ON A SOUTHERLY LIMIT OF LOT 8 BEARING SOUTH 58° 12' 30" EAST 12.00 FEET FROM AN ANGLE POINT IN THE SOUTHERLY LIMITS OF AFORESAID LOT 8; THENCE NORTH 58° 12' 30" WEST ALONG SAID SOUTHERLY LIMIT OF LOT 8, 12.00 FEET TO SAID ANGLE POINT; THENCE SOUTH 88° 22' 30" WEST ALONG A SOUTHERLY LIMIT OF SAID LOT 8, 82.00 FEET, MORE OR LESS, TO AN ANGLE POINT; THENCE SOUTH 76° 13' 30" WEST ALONG A SOUTHERLY LIMIT OF SAID LOT 8, 78.23 FEET, MORE OR LESS, TO AN ANGLE POINT; THENCE SOUTH 50° 18' 30" WEST ALONG A SOUTHERLY LIMIT OF SAID LOT 8, 136.56 FEET, MORE OR LESS, TO THE SOUTHWESTERLY CORNER OF SAID LOT 8; AND THENCE NORTH 0° 44' 13" EAST ALONG THE WESTERLY LINE OF SAID LOT 8, 294.60 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, IN IMPERIAL WOODS SUBDIVISION, BEING A RESUBDIVISION OF LOTS 6 AND 7 AND PART OF LOT 5 IN FERRY FIELD AND FERRY WOODS IN THE SOUTH EAST 1/4 OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 12, 1965 AS DOCUMENT 1273071, IN BOOK 42 OF PLATS, PAGE 24, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF SAID LOT 7 DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTH EAST CORNER OF SAID LOT 7; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 7, 10.00 FEET; THENCE DUE WEST AT RIGHT ANGLES WITH THE LAST DESCRIBED LINE 1.00 FEET, MORE OR LESS, TO A CURVED LINE, BEING A NORTHERLY LINE OF SAID LOT 7; AND THENCE NORTHEASTERLY ALONG SAID

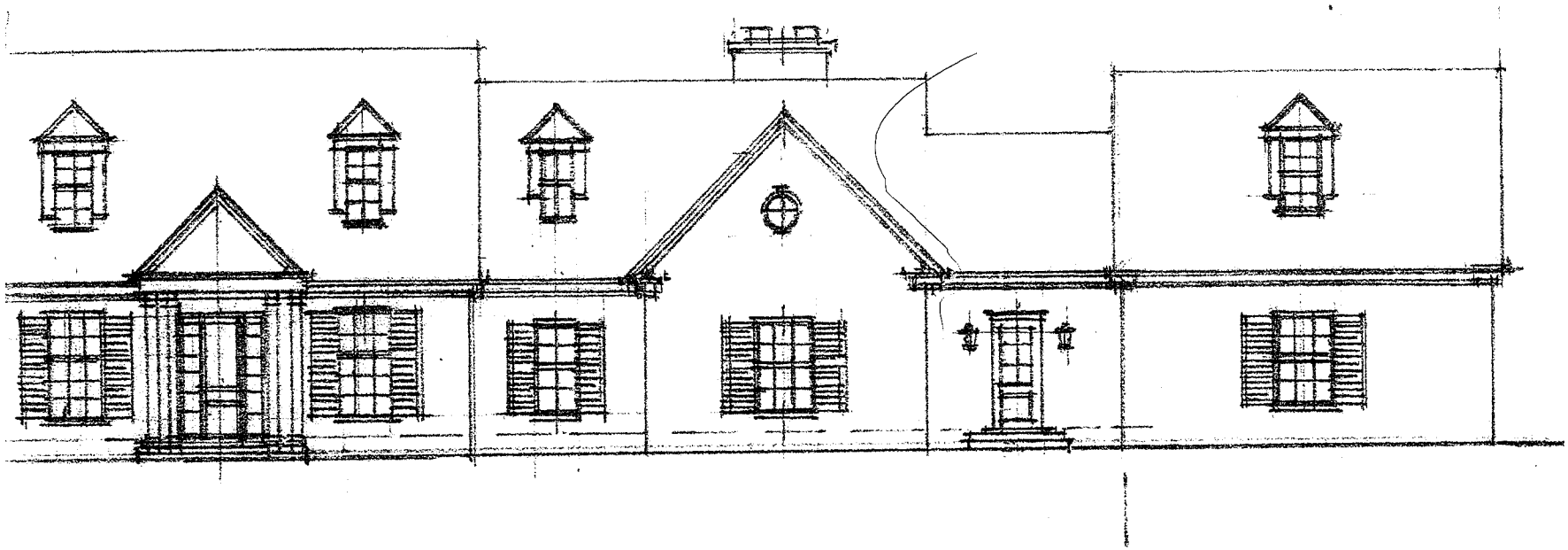
CURVED LINE, BEING A NORTHERLY LINE OF SAID LOT 7 AND A SOUTHERLY LINE OF CAMBRIDGE ROAD, HAVING A RADIUS OF 50.00 FEET, 10.10 FEET, MORE OR LESS, TO THE CORNER OF BEGINNING.

Subject to: (i) General taxes not yet due and payable; (ii) special taxes or assessments, if any, for improvements not yet completed; (iii) installments, if any, not due and payable of any special taxes or assessments for improvements theretofore completed; (iv) building lines which are either (A) shown on that certain survey dated July 18, 1992 prepared by North Central Land Survey Company, Inc., ("Survey"), or (B) reasonably acceptable to Grantee; (v) building and liquor restrictions, so long as none of the same unreasonably and adversely affects the residential use of the property; (vi) zoning and building laws and ordinances, so long as none of the same unreasonably and adversely affects the residential use of the property; (vii) private, public and utility easements which are either (A) shown on the Survey, or (B) reasonably acceptable to Grantee; (viii) covenants and restrictions of record as to use and occupancy, so long as none of the same unreasonably and adversely affects the residential use of the property, and (ix) acts done or suffered by or through Grantee.

30090866.1

BURKE RESIDENCE

3/32" = 1'-0



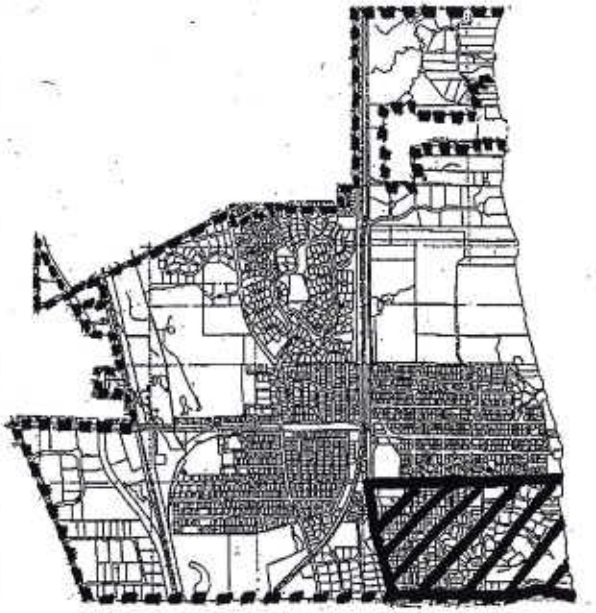
URKE RESIDENCE

3/32 = 1'-0

Objective - Land Use Area 3

LU3. A) Preserve the unique residential character of the area.

B) Encourage rehabilitation and control redevelopment in an orderly manner compatible with neighboring properties.



East of Sheridan Road, south of East Sheridan Place and south of Ravine Avenue.

Policies - Land Use Area 3

LU3-1. Maintain the existing zoning classifications for the area considering the following special features:

a) Develop an ordinance regulating development of properties near or in ravines. *See policy PO3-2.*

b) Inventory and then vacate and dispose of surplus public alleys.

c) Consider an ordinance pertaining to architectural preservation/ conservation or historic district designation.

LU3-2. Ensure that the development and redevelopment of the properties east of Moffett Road occurs in a manner that is compatible with neighboring land uses, through:

a) Restricting curb cuts to encourage cul-de-sac development.

b) Encouraging natural buffers along Moffett Road. *See policy AD2-3.*

LU3-3. Retain the public open space buffer areas adjacent to Sheridan Road.

LU3-4. As a general policy, retain existing public rights-of-way throughout the Village. Inventory and categorize existing Village rights-of-way. Develop a process, standards and criteria for identifying rights-of-way which, if vacated, sold or otherwise disposed of, would not adversely impact the character of the Village.

VILLAGE OF LAKE BLUFF

Memorandum

TO: Chair Kraus and Members of the Joint Plan Commission & Zoning Board of Appeals

FROM: Brandon J. Stanick, Assistant to the Village Administrator

DATE: June 10, 2016

SUBJECT: **Agenda Item #5 –** Text Amendment Allowing Tram Lift Systems on Bluffs

Applicant Information:	Ed and Margaret Fiorentino (Petitioners)
Purpose:	To consider a text amendment to create a new special use permit for electric lift systems (trams) for certain qualifying properties or a text amendment to permit the same as of right, subject to certain standards.
Public Notice:	*Lake County News Sun* – May 30, 2016
Applicable Land Use Regulations:	**Section 10-12-4:** Buildings and Structures; and **Section 10-12-5:** Construction Activity in Bluff and Ravine Protection Areas

Background and Summary

The Village of Lake Bluff's Zoning Regulations allow for paths/steps at grade, decks, benches and stairs, to be constructed in a bluff or ravine provided the improvement(s) do not adversely affect stormwater drainage, or unnecessarily accelerate erosion of the bluff or ravine, or otherwise create a hazardous condition or public nuisance. Despite the relatively less destructive construction impacts, the installation of trams (or electric lift systems) have required zoning relief which historically has taken the form of "use variations." For your reference, the Village has granted use variations to allow for the installation of electric lift systems at two different Country Estate zoned, lake front properties in 2004 and 2007. As you will recall, the Village has stopped granting use variations opting for the more appropriate legal approach of considering text amendments and creating new special use permits to authorize improvements or uses not expressly authorized under the Code.

The petitioners, Ed and Margaret Fiorentino, are seeking to amend the Lake Bluff Zoning Code section regarding bluff and ravine regulations that prohibit the construction of an accessory structure in any bluff or ravine. You may recall the Petitioners recently sought and were granted zoning relief by the Village to construct a new pool house (with light, heat and bathing facilities) which is being built at the same time as their new residence on Lot 5 in the Lansdowne Subdivision; at this time, they are proposing to install an electric lift system (with necessary landings) to provide access from the top of the

bluff to the bottom for access to the shoreline and waste via a Special Use Permit or as of right. The proposed design and location of the electric lift can be found in the diagram provided by the applicant. The location is near an existing deteriorating wooden stair system generally located in the center of the eastern portion of the property. The exact location has been marked on the property should Members wish to review the project site.

Required Zoning Relief

The PCZBA has some flexibility, depending on comfort with this application and how future similar requests for trams are processed, in how this type of improvement is authorized. Again, the only exceptions to the prohibition of structures in/on bluffs and ravines are paths/steps at grade, decks, benches and stairs. The Petitioners are seeking to either (i) amend the code to add trams (electric lifts) to the list of exceptions or, should the PCZBA wish to continue to review improvements of this nature, (ii) create and grant a Special Use Permit that will allow them to install the tram subject to any special conditions that might further the Village's general objective to protect and maintain bluffs and ravines in the Village.

The standards for special use permits and the guiding principles for text amendments are addressed in the zoning petition. Please disregard responses to the standards for variation since the petition requests a text amendment and a special use permit.

PCZBA Authority

The PCZBA has authority to:

- Recommend the Village Board approve or deny the request for:
    - a text amendment to create a new special use permit for electric lift systems (trams) for certain qualifying properties or a text amendment to permit the same as of right, subject to certain standards; and
    - a Special Use Permit that will allow the Petitioners to install the tram on the property subject to any special conditions that might further the Village's general objective to protect and maintain bluffs and ravines in the Village.

Recommendation

Following the public hearing to consider the requests, the PCZBA should take one of the following actions:

- If more information is required, continue the public hearing to a date certain to allow the Petitioners to provide additional information.
- If more information is not required, vote to:
    - Recommend the Village Board approve or deny the request for:
        i. a text amendment to create a new special use permit for electric lift systems (trams) for certain qualifying properties or a text amendment to permit the same as of right, subject to certain standards; and
        ii. in the event the PCZBA wishes to review such structures, a Special Use Permit that will allow the Petitioners to install the tram on the property subject to any

special conditions that might further the Village's general objective to protect and maintain bluffs and ravines in the Village.

Attachments

- Petitioners' zoning application and related material; and
- Memorandum Dated June 10, 2016 From Engineering Department Representative George Russell Concerning Tram Lift System Installation on Bluffs.

If you should have any questions concerning the information provided in this memorandum please feel free to contact me at 847-283-6889.

FEE PAID:
RECEIPT NUMBER:

DATE RECEIVED
BY VILLAGE:

VILLAGE OF LAKE BLUFF

APPLICATION FOR ZONING VARIATION, SPECIAL USE PERMIT, REZONING, OR PRD

SUBJECT PROPERTY

Address: 611 Lansdowne Lane
(Property address for which application is submitted)

Zoning District:

MAY 31 2016

Current Use: Residential
(Residential, Commercial, Industrial, Vacant, Etc.)

PIN Number: 12-21-402-106 and 12-21-402-114

APPLICANT

Applicant: Jeffrey Tondola - CNM Development

Address: 1896 Techny Court, Northbrook IL 60062
(Address if different than subject property)

Relationship of
Applicant to Property: General Contractor
(Owner, Contract Purchaser, Etc.)

Home Telephone:

Business Telephone: 847-602-2327

OWNER

Owner - Title Holder

Name: Ed Fiorentino
Address: 1350 W Kennicott Drive
Lake Forest, IL 60045
Daytime Phone:

If Joint Ownership

Joint Owner: Margaret Fiorentino
Address: 1350 W Kennicott Drive
Lake Forest, IL 60045
Daytime Phone:

If ownership is other than individual and/or joint ownership, please check appropriate category and provide all additional ownership information as an attachment.

- ☐ Corporation
- ☐ Partnership
- ☐ Land Trust
- ☐ Trust
- ☐ Other:

Are all real estate taxes, special assessments and other obligations on the subject property paid in full?

☒ **Yes** ☐ **No** **If No, Explain:**

ACTION REQUESTED

To provide time for legal notification requirements, any application requiring a Public Hearing before the Zoning Board of Appeals must be received **at least 25 days** prior to the next meeting date.

- ☐ Zoning Variation
- ■ Special Use Permit
- ■ Text Amendment
- ☐ Rezoning
- ☐ Planned Residential Development
- ☐ Other: _____

Applicable Section(s) of Zoning Ordinance, if known: -12-4: BUILDINGS AND STRUCTURES

Narrative description of request:

Installation of a Tram system on the bluff to provide safe access from the tableland to the beach. This includes landings of approximately 4' x 4' to provide safe access to tram on the top and bottom.

STANDARDS FOR VARIATIONS AND SPECIAL USE PERMITS

The Zoning Board is required by the Illinois State Statutes to apply the following standards in reviewing requests for Variations and Special Use Permits. The Board may only grant a variation or recommend that the Village Board grant a variation in cases where there are practical difficulties and particular hardships brought about by the strict application of the Zoning Ordinance and not by any persons, presently or formerly, having an interest in the property. **The applicant has the burden of establishing each of these standards both in writing and at the Public Hearing**. Please attach additional materials if necessary.

STANDARDS FOR VARIATIONS:

1. **Practical Difficulty or Hardship**: Describe the practical difficulty or particular hardship that would result from the strict application of the Zoning Ordinance.

As a result from the strict application of the Zoning Ordinance, the Owner would not have safe access to the lake-shore. The existing wooden timber stair structure is in disrepair and no longer provides safe access to the lake-shore. (See picture)

2. **Unique Physical Condition**: Describe the unique characteristics of the lot or structures on the subject property which are exceptional, such as: a) existing unique structures or uses, b) irregular lot shape, size, or location, c) exceptional topographical features, or d) other extraordinary physical conditions.

The bluff has an elevation change of approximately 60' from the tableland to the beach and does not currently have safe lake-shore access. The existing stairs on the bluff are in disrepair.

3. **Special Privilege**: Describe how the request will not simply provide the applicant with a special privilege that other property owners do not enjoy. The request must be for relief from the regulations due to hardship, and not simply to reduce inconvenience or to provide for financial gain.

Many lakefront homeowners in Lake Bluff have installed trams as an alternative to timber or concrete stair systems on the bluff. We have documented two trams installed with a special use permit and several other tram systems that had already been installed prior to the bluff regulations enacted in 1999.

4. **Code Purposes**: Describe how the request does not violate the intentions of the regulations. The applicant must show that the request does not adversely impact surrounding properties or the general welfare.

The installation of a bluff tram will not violate the intentions of the regulations and will not adversely impact surrounding properties. A tram is simply an alternative means to travel up and down the bluff.

5. **Public Health and Safety**: Describe how the request will not: a) adversely impact the supply of light and air to adjacent properties, b) increase traffic congestion, c) increase the hazard of fire, d) endanger public safety, e) diminish the value of property within the surrounding area, or f) impair the public health, safety, comfort, morals, and welfare of the people.

The installation of a bluff tram will not adversely impact any of the above items.

STANDARDS FOR SPECIAL USE PERMITS:

1. **General Standard**: Describe how the proposed use will not adversely impact adjacent properties.

The installation of a bluff tram will not adversely impact adjacent properties.

2. **No Interference with Surrounding Development**: Describe how the proposed use will not hinder or interfere with the development or use of surrounding properties.

The installation of a bluff tram will not hinder or interfere with the development or use of surrounding properties.

3. **Adequate Public Facilities**: Describe how the proposed use will be served by streets, public utilities, police and fire service, drainage, refuse disposal, parks, libraries and other public services.

The installation of a bluff tram requires one 220 volt electrical service and will not burden other public services.

4. **No Traffic Congestion**: Describe how the proposed use will not cause undue traffic and traffic congestion.

The proposed bluff tram will not increase or affect traffic at or to the site.

5. **No Destruction of Significant Features**: Describe how the proposed use will not destroy or damage natural, scenic or historic features.

The proposed bluff tram will not affect the natural bluff. We recommend the installation of a tram as an alternative to a timber stair system in a location with a steep bluff as the footing for the tram disturb considerably less soil than the required foundation for stairs.

STANDARDS FOR TEXT AMENDMENTS

The wisdom of amending the Village Zoning Map or the text of the Zoning Code is a matter committed to the sound legislative discretion of the Village Board of Trustees and is not dictated by any set standard. In determining whether a proposed amendment will be granted or denied the Board of Trustees may be guided by the principle that its power to amend this title should be exercised in the public good.

TEXT AMENDMENT GUIDING PRINCIPLES:

In considering whether the principle is satisfied in amending the text of the Zoning Code, the Board of trustees may weigh, among other factors, the following:

1. **The consistency of the proposed amendment with the purposes of this title:**

The amendment being proposed is to allow any resident to apply for a special use permit to install a bluff tram on his or her property without the need to prove a hardship is present.

2. **The community need for the proposed amendment and any uses or development it would allow:**

Bluff trams are a convenient alternative to a timber stair system as a means of traveling up and down steep bluffs. Much like an elevator in a multi-level building, trams should be an available option for any residents that would prefer to ride to and from their beach as opposed to a strenuous climb up and down stairs. Residents should no longer have to "prove hardship" in order to qualify for this special use permit.

3. **The conformity of the proposed amendment with the village's comprehensive plan and zoning map, or the reasons justifying its lack of conformity:**

The proposed amendment with not affect the village's comprehensive plan and zoning map, it will simply allow all residents to apply for a special use permit for a tram regardless of physical capability, hardship or lack thereof.

APPLICATION MATERIALS

LEGAL DESCRIPTION - MUST BE PROVIDED

LOT 5 IN THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION, BEING A RESUBDIVISION OF LOTS 1, 2, 3, 4, 5, 6, 7, OUTLOTS A, B AND LANSDOWNE LANE OF LANSDOWNE SUBDIVISION, BEING A RESUBDIVISION OF LOT 4 IN FERRY FIELD AND FERRY WOODS, BEING A SUBDIVISION IN THE SOUTHEAST 1/4 OF SECTION 21, TOWNSHIP 44, NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION RECORDED FEBRUARY 18, 2008, AS DOCUMENT 6306887, IN LAKE COUNTY, ILLINOIS.

AND ALSO,

LOT 3 IN MAGGOS SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHEAST 1/4 OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 22, 2013, AS DOCUMENT 7048113, IN LAKE COUNTY, ILLINOIS

Required*

- ■ Plat of survey including legal description.
- ■ Evidence of title to property for which relief is sought or written documentation of contractual lease.
- ■ Scale site plan showing building locations and dimensions.
- ☐ Scale site plan showing addition, new construction, modification, etc.
- ☐ Schematic drawings showing floor plan, elevations, and exterior mechanical equipment.
- ☐ Floor Area Calculation Table (if applicable)
- ☐ Other: _____

Optional

- ☐ Landscape Plan
- ■ Photographs of subject property and surrounding properties.
- ☐ Testimony from neighbors is strongly encouraged.

*15 copies, no larger then 11x17, must be submitted

SIGNATURES

The undersigned hereby represent, upon all of the penalties of the law, for the purpose of inducing the Village of Lake Bluff to take the action herein requested, that all statements herein and on all related attachments are true and that all work here mentioned will be done in accordance with the ordinances of the Village of Lake Bluff and the laws of the State of Illinois. **The owner must sign the application.**

Owner **Signature:** Ed Fi _____ **Date:** 5/24/16

Print Name: Ed Fiorentino

Applicant **Signature:** Jeff Tondola _____ **Date:** 05/31/2016
(If other than owner)

Print Name: Jeff Tondola

GENERAL INFORMATION

The information that follows is for the petitioner's reference and is not to be submitted with the application.

The Zoning Board of Appeals

The Zoning Board of Appeals is a seven member volunteer board of Village residents appointed by the Village President and Board of Trustees. The Zoning Board hears all requests for variations, special use permits, planned residential developments, and all appeals of administrative decisions relative to interpretation of the Village's Zoning Ordinance. The Zoning Board meets in the Village Hall Board Room (40 East Center Avenue) on the 3rd Wednesday of each month at 7:00 p.m., unless otherwise noticed. ***The petitioner must provide 15 copies of the application and the supporting documentation 25 days prior to the Zoning Board meeting.***

Public Hearing Process

At the public hearing, the owner(s) of the property, or the owner's designated representative, must be present. Any person wishing to speak before the Zoning Board will be sworn in by the Chairperson. The applicant will then be requested to make a brief presentation to the Board regarding their request. Any supplemental information, such as photographs, should be presented at this time. Please bring 10 copies of anything you wish to pass out to the Board. Also, additional correspondence will be delivered to the Zoning Board, by Village Staff, if it is received in a timely manner.

After the applicant has completed their presentation, the Chairman generally asks if there is anyone who wishes to speak for or against the petition. Following any comments, the Board will then discuss the matter, ask questions of the petitioner and/or Staff, and then render a decision by a roll call vote. The steps following the decision by the Zoning Board will vary depending upon the nature of the request. Staff will inform the petitioner on how to proceed.

Prior to the issuance of a building permit, approval by any or all of the following may be required: Village Board of Trustees, Plan Commission, Architectural Board of Review, Lake Bluff Community Development, Public Works and Fire Departments; State Fire Marshall, State or County Health Department, North Shore Sanitary District, IL Department of Transportation, or other governmental agencies.

Successive Applications

Pursuant to Section 10-2-7 of the Zoning Code, before a petitioner is granted a second hearing on the same petition, they must show; 1) that the application (project) has been significantly altered, 2) that there is substantial new evidence or testimony which needs to be presented, or 3) that there was a mistake of law or fact which significantly affected the prior denial. An applicant may apply for a new hearing on the same petition after one year. The Zoning Code provides the Village Administrator with the authority to deny a successive application if the aforementioned grounds are not shown.

Limitations on Variations

Pursuant to Section 10-2-4F of the Zoning Code, any variation or special use permit which is approved by the Zoning Board of Appeals or the Village Board of Trustees must be acted upon, i.e. a building permit issued, within 1 year of approval or it will become null and void. Extensions are available.

Escrow Account

Any petition filed and processed in the Village that requires the Village to incur third party costs or expenses, an escrow account will be established through a legal agreement between the petitioner and the Village of Lake Bluff. The amount is determined by the Village Administrator and any amount remaining in the escrow account will be refunded to the petitioner once the actual costs incurred by the Village have been paid. These costs generally include, but are not limited to: legal fees, copying fees, legal notice publication costs, etc. ***Checks should be made payable to the Village of Lake Bluff and attached to the application.***

1896 Techny Court, Northbrook, IL 60062
847-602-2327 phone 858-923-1125 fax

CNM DEVELOPMENT
Professional General Contractors

jeff@cnmdevelopment.com
www.cnmdevelopment.com

EXISTING CONDITIONS

1896 Techny Court, Northbrook, IL 60062
847-602-2327 phone 858-923-1125 fax

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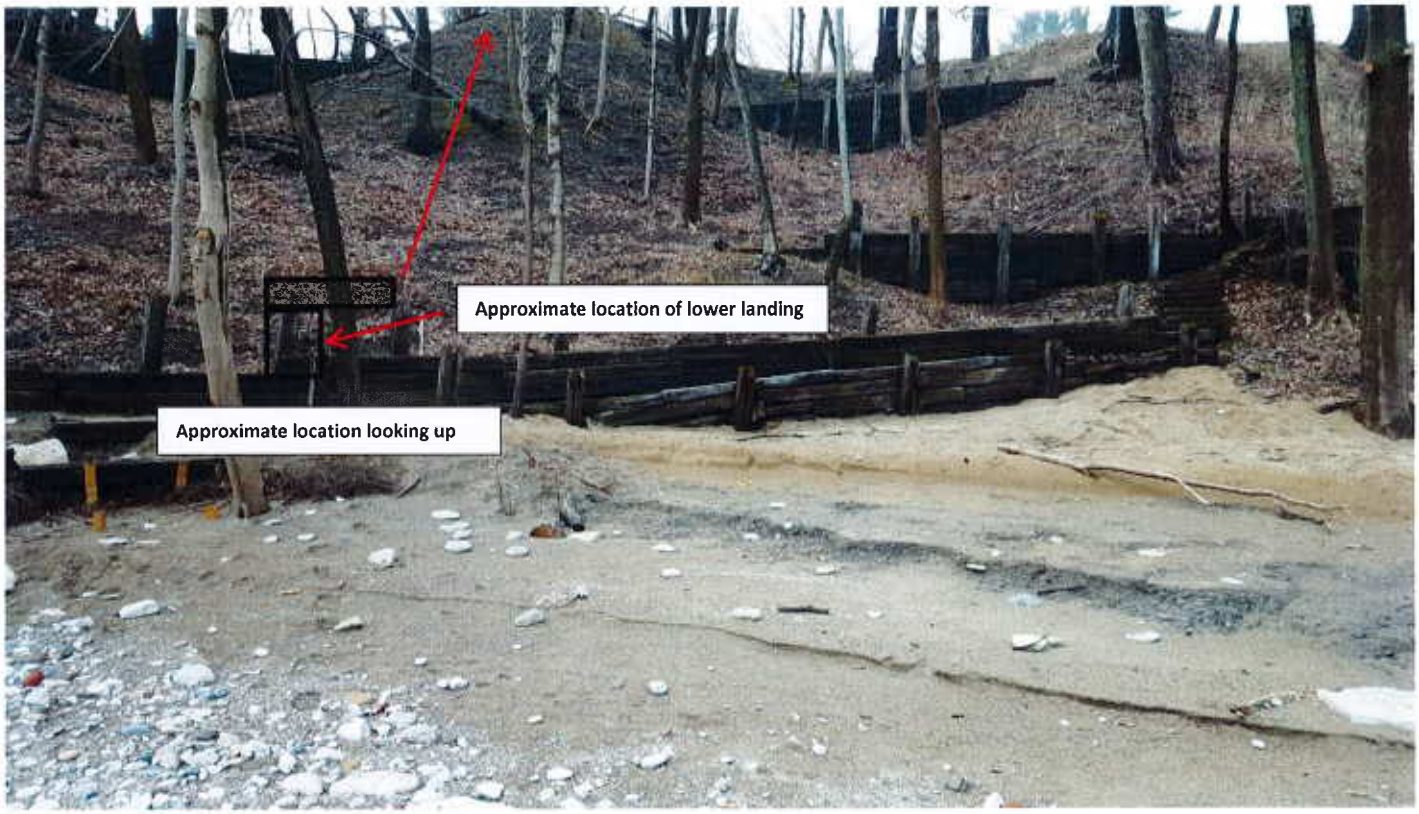

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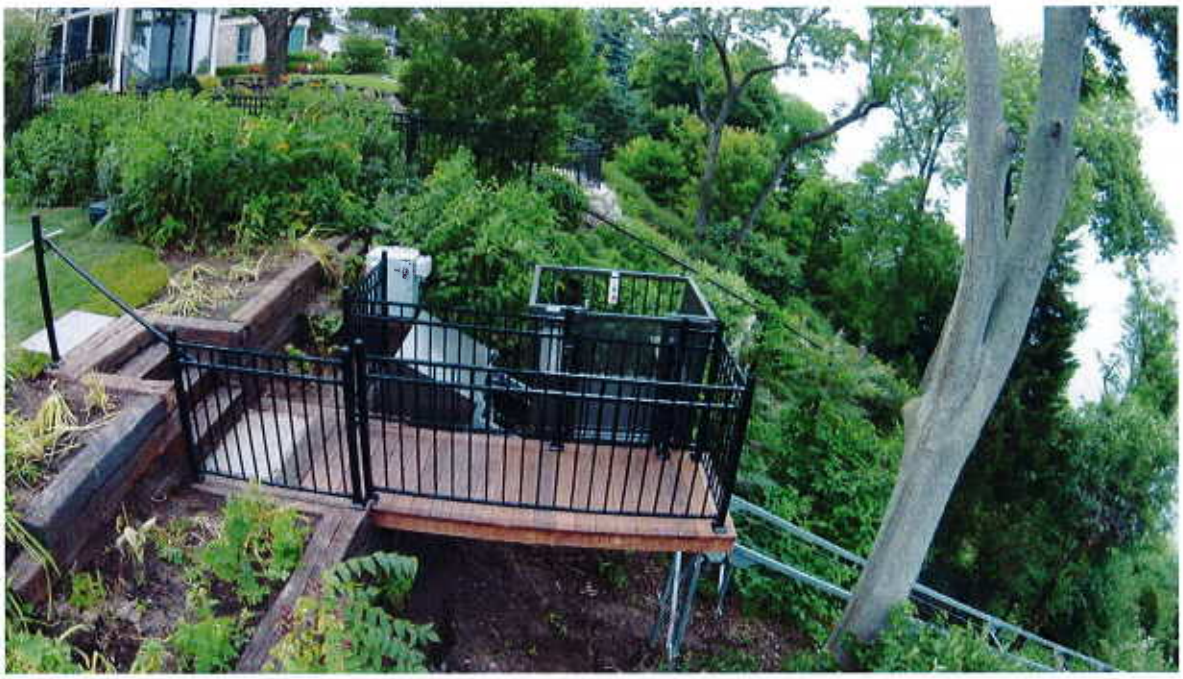
PROPOSED LANDING STYLE



STRUCTURAL CALCULATIONS

FIORENTINO HILLSIDE LIFT

Lake Bluff, Illinois

Prepared for:
Marine Innovations

April 26, 2016

Professional Engineer:

Patrick Bird, PE/SE

In association with Footprint Engineering

footprint

FOOTPRINT ENGINEERING, PLLC * PO BOX 9424 Boise, ID 83707 * 208.989.4192

April 26, 2016

Marine Innovations
Attn: Brent Thompson
910 Frazee Road
Frazee, MN 56544

RE: Fiorentino Hillside Lift
611 Landsdowne Ln.
Lake Bluff, Illinois 60044
Footprint Engineering Job Number: B16-740

General:
Per your request, we have reviewed the general design for the above referenced project. Additionally we have performed structural analysis of the equipment and supports to be used for the facility.

Attached please find the layout and detail drawings for the project which bears an Illinois professional engineer's stamp. The actual design of the tram system did not originate from our office; however, we have maintained direct control over the design with authority to change structural elements and details as we see fit. We have performed the necessary review, analysis, and calculations to determine that the system is compliant with the 2003 NEHRP Provisions, ASCE 7-10, 2012 IBC and other relevant design criteria.

Site Specific:
We have determined the tram will run from the existing pedestrian surface down a hill with a 35 degree slope (worst case) and terminates at a pedestrian landing at the area below. The length of the tram is 150 feet (which is within capabilities for this model.)

The construction and placements of the tram is best suited at sites where the slope is relatively uniform, straight, and unobstructed. The micro-pile footings shall be embedded in the soils per the geotechnical engineer's recommendations and as shown on the drawings. Designs are based on seismic design spectral response acceleration parameters of:

$S_{DS} = 0.157$
$S_{D1} = 0.087$

These translate to a Seismic Design Category (SDC) of B. Design has also taken into account site wind loading criteria of 115 MPH Exp category C.

Environmental Considerations:
The slope beneath the rails must be protected from rainfall erosion during and after construction until the slope is properly re-seeded and/or vegetated. The use of the straw bales or slope roughening to retain slope stability may be necessary.

The rail slope should be hydro-seeded and/or planted with indigenous grasses and small shrubs following construction to stabilize the system. Only low lying plants should be used to reduce interference and maintenance problems.

Equipment Specific and Installation:
The upper end of the rail system and the power units are free standing and are not supported from the deck, stairs, or residence. The rail supports are to be constructed in accordance with the following recommendations:

- 2" Schedule 40 (SS40) Galvanized pipes driven to a minimum of 10' into the soil (additional embedment may be required to obtain refusal as defined in the Geotechnical Report). Additional connection requirements are shown on Track Cross Section detail on sheet 1 of 3 of the drawings.

Installation must carefully follow manufacturer's recommendations. Any modifications must be brought to the attention of the manufacturer, the local building department, and this office.

Conclusions:
It is our professional opinion that the personal tram for the reference project can operate properly provided it is constructed in accordance with these recommendations, the approved plans, the manufacturer's standard procedures, and accepted construction practices.

The quality control of the entire system, the actual performance of individual components, the durability of all parts, and the reliability of the mechanical appurtenances is beyond the scope of our work. Additionally, we require the installer to notify our office immediately, in writing, regarding any unusual topographical or soils conditions which may jeopardize construction personnel or equipment, the environment, or performance of the tram.

If you have any further comments or questions on this matter, feel free to contact our office at your convenience.

Sincerely,

Scott A. Soule, SE
Footprint Engineering Pllc.

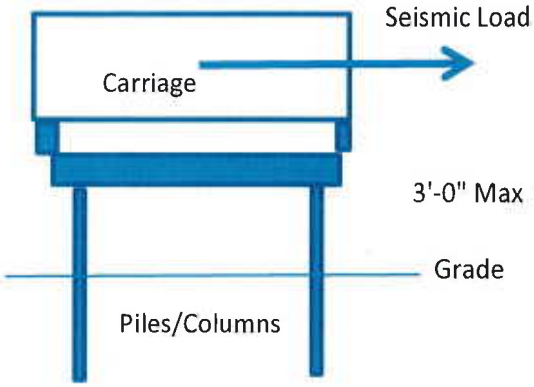
Structural Engineers
2200 Warm Springs Avenue
Suite 102, Boise, Idaho 83712
Ph. (208) 989-4192
Fax (208) 343-2247
www.footprintengineering.com

Job Name: Fiorentino Lift **By:** SAS

Core Job Number: B16-740 **Date:** Apr-16

Seismic Loads:

Power Unit Weight =	300 Pounds
Tram Weight =	300 Pounds
Weight of Track (10' section) =	130 Pounds
Capacity Weight (Live Load) =	860 Pounds
Total Weight =	1290 Pounds
Seismic Load =	55.47 Pounds

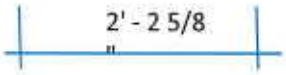


Wind Loads:

20 SF of surface area - Ignore permeability of materials
Worst case wind load = 16.9 psf
Wind Load = 338 #

Foundation Piers:

Mot =	2480 Ft LBs	(Wind controls)
Mr =	3175.382 Ft LBs	
Uplift =	-320.453 Pounds	



Vertical at Each Pier =	1395.948 Pounds	Dead + 0.75Live+.75E_{allow}
Lateral at Each Pier =	169 Pounds	

Per Geo-Tech:

Allowable Vertical < Assumed allowable is greater than 2,500 pounds per pier
Allowable Horizontal (Passive Pressure)= 150 pcf, ignore top 2'
Required Minimum Skin Friction:

Outside Diameter of Pile =	2.38 inches	
Depth of Pile (from lateral loads) =	10 feet	
Surface area of Pile =	896.8 SQ IN	
Req'd Skin Friction = Uplift/Surface area =	-0.357 PSI	Within anticipated limits

footprint

Structural Engineers
2200 Warm Springs Avenue
Suite 102, Boise, Idaho 83712
Ph. (208) 989-4192
Fax (208) 343-2247
www.footprintengineering.com

Job Name: Fiorentino Lift **By:** SAS

Core Job Number: B16-740 **Date:** Apr-16

Per Attached Enercalc Analysis:
Lateral load on pier and soil is okay with 6'-0" min. embed.

Check 2" diameter Steel Pile (Sched 40):

Area =	1.07 in^2	Fy=	50 ksi
I=	0.666 in^4		
S=	0.4881 in^3	Allowable Moment =	1.34 Ft K
r=	0.787 in		

Maximum Height of Pile above grade prior to requiring cross-bracing = 7.94 Feet
Allow Moment / Lateral Load
See attached Enercalc Output for Pipe Design

Vertical Loads on Rails:

Total Load = 1290 Pounds (Dead + Live)
Point Load at Center Span
Max Horizontal Span: 10 FT
Moment = 3225 FT LB

5 x 2 x 11GA Rectangular Rail:

S=	1.083 In^3	Fy =	33 KSI
I =	1.787 In^4		
A =	1.214 In^2		

fb = 35734 PSI Fb = 28967.4 PSI > fb, Therefore OK.

Title Block Line 1
You can changes this area using the "Settings" menu item and then using the "Printing & Title Block" selection.
Title Block Line 6

Title : Fiorentino Lift
Dsgnr:
Project Desc.: 35 Degrees - 150 ft long

Job # B16-740

Project Notes :

Printed: 22 NOV 2010, 1:53PM

Pole Footing Embedded in Soil

ENERCALC, INC. 1983-2010, Ver: 6.1.51, N:89702

Lic. # : KW-06005725

Description : Typical Pile To Resist Lateral Loads

General Information

Pole Footing Shape	Circular
Footing Diameter	2.0 in
Calculate Min. Depth for Allowable Pressures	
No Lateral Restraint at Ground Surface	
Allow Passive	150.0 pcf
Max Passive	psf

Controlling Values

Governing Load Combination : +D+0.70E+H

Lateral Load	0.02660 k
Moment	0.2306 k-ft

NO Ground Surface Restraint

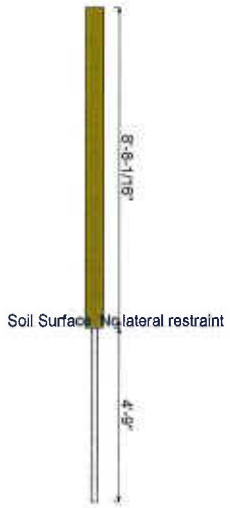
Pressures at 1/3 Depth

Actual	**235.83** psf
Allowable	**237.03** psf

Minimum Required Depth	**4.750** ft

Footing Base Area	0.02182 ft^2
Maximum Soil Pressure	44.381 ksf

Assumes footing is square



Footing Diameter = 2"

Applied Loads

Lateral Concentrated Load		Lateral Distributed Load	Applied Moment	Vertical Load
D : Dead Load	k	k/ft	k-ft	0.4830 k
Lr : Roof Live	k	k/ft	k-ft	k
L : Live	k	k/ft	k-ft	0.430 k
S : Snow	k	k/ft	k-ft	k
W : Wind	k	k/ft	k-ft	k
E : Earthquake	0.0380 k	k/ft	k-ft	0.310 k
H : Lateral Earth	k	k/ft	k-ft	k
Load distance above Base	8.670 ft	TOP of Load above ground ft		
		BOTTOM of Load above ground ft		

Load Combination Results

Load Combination	Forces @ Ground Surface Loads - (k)	Moments - (ft-k)	Required Depth - (ft)	Pressure at 1/3 Depth Actual - (psf)	Allow - (psf)
+D	0.0	0.0	0.13	0.0	0.0
+D+L+H	0.0	0.0	0.13	0.0	0.0
+D+0.750Lr+0.750L+H	0.0	0.0	0.13	0.0	0.0
+D+0.750L+0.750S+H	0.0	0.0	0.13	0.0	0.0
+D+0.70E+H	0.0	0.2	4.75	235.8	237.0
+D+0.750Lr+0.750L+0.750W+H	0.0	0.0	0.13	0.0	0.0
+D+0.750L+0.750S+0.750W+H	0.0	0.0	0.13	0.0	0.0
+D+0.750Lr+0.750L+0.5250E+H	0.0	0.2	4.38	211.7	213.0
+D+0.750L+0.750S+0.5250E+H	0.0	0.2	4.38	211.7	213.0
+0.60D+0.70E+H	0.0	0.2	4.75	235.8	237.0

Title Block Line 1
You can changes this area
using the "Settings" menu item
and then using the "Printing &
Title Block" selection.
Title Block Line 6

Project Notes :

Steel Column

ENERCALC, INC. 1983-2010, Ver: 6.1.51, N:89702

Lic. # : KW-06005725

Description : 2" diameter Pier

General Information

Steel Section Name : **Pipe2 Std**
Analysis Method : 2006 IBC & ASCE 7-05
Steel Stress Grade
Fy : Steel Yield 50.0 ksi
E : Elastic Bending Modulus 29,000.0 ksi
Load Combination : Allowable Stress

Overall Column Height 4.60 ft
Top & Bottom Fixity Top Free, Bottom Fixed

Brace condition for deflection (buckling) along columns :
X-X (width) axis : Fully braced against buckling along X-X Axis
Y-Y (depth) axis :Fully braced against buckling along Y-Y Axis

Applied Loads

Service loads entered. Load Factors will be applied for calculations.

Column self weight included : 20.40 lbs * Dead Load Factor
AXIAL LOADS . . .
Axial Load at 6.0 ft, D = 0.430, L = 0.430, W = 0.550 k
BENDING LOADS . . .
Lat. Point Load at 6.0 ft creating Mx-x, W = 0.210, E = 0.020 k

DESIGN SUMMARY

Bending & Shear Check Results

PASS Max. Axial+Bending Stress Ratio = **0.7250** : 1
Load Combination +D+W+H
Location of max.above base 0.0 ft
At maximum location values are . . .
Pu : Axial 1.0 k
Pn / Omega : Allowable 29.940 k
Mu-x : Applied -1.260 k-ft
Mn-x / Omega : Allowable 1.779 k-ft
Mu-y : Applied 0.0 k-ft
Mn-y / Omega : Allowable 1.779 k-ft

PASS Maximum Shear Stress Ratio = **0.02564** : 1
Load Combination +D+0.70E+H
Location of max.above base 0.0 ft
At maximum location values are . . .
Vu : Applied 0.2303 k
Vn / Omega : Allowable 8.982 k

Maximum SERVICE Load Reactions . .
Top along X-X 0.0 k
Bottom along X-X 0.0 k
Top along Y-Y 0.0 k
Bottom along Y-Y 0.3290 k

Maximum SERVICE Load Deflections . . .
Along Y-Y -1.009 in at 4.60ft above base
for load combination : E Only
Along X-X 0.0 in at 0.0ft above base
for load combination :

Load Combination Results

Load Combination	Maximum Axial + Bending Stress Ratios: Stress Ratio	Status	Location	Maximum Shear Ratios: Stress Ratio	Status	Location
+D	0.015	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+L+H	0.029	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+0.750Lr+0.750L+H	0.026	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+0.750L+0.750S+H	0.026	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+0.70E+H	0.725	PASS	0.00 ft	0.026	PASS	0.00 ft
+D+0.750Lr+0.750L+0.750W+H	0.055	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+0.750L+0.750S+0.750W+H	0.551	PASS	0.00 ft	0.000	PASS	0.00 ft
+D+0.750Lr+0.750L+0.5250E+H	0.551	PASS	0.00 ft	0.019	PASS	0.00 ft
+D+0.750L+0.750S+0.5250E+H	0.463	PASS	0.00 ft	0.019	PASS	0.00 ft
+0.60D+0.70E+H	0.604	PASS	0.00 ft	0.026	PASS	0.00 ft

Maximum Reactions - Unfactored

Note: Only non-zero reactions are listed.

Load Combination	X-X Axis Reaction @ Base	X-X Axis Reaction @ Top	Y-Y Axis Reaction @ Base	Y-Y Axis Reaction @ Top
D Only				
L Only				
E Only			0.329	
D+L				
D+E			0.329	
D+L+E			0.329	

Steel Column

ENERCALC, INC. 1983-2010, Ver: 6.1.51, N:89702

Lic. # : KW-06005725

Description : 2" diameter Pier

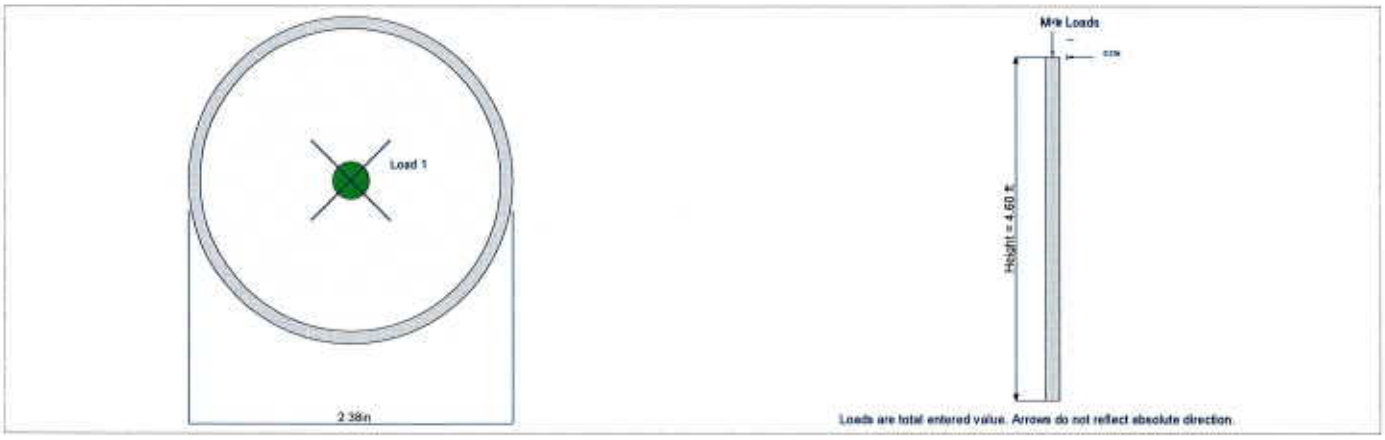
Maximum Deflections for Load Combinations - Unfactored Loads

Load Combination	Max. X-X Deflection	Distance	Max. Y-Y Deflection	Distance
D Only	0.0000 in	0.000 ft	0.000 in	0.000 ft
L Only	0.0000 in	0.000 ft	0.000 in	0.000 ft
E Only	0.0000 in	0.000 ft	-1.009 in	4.600 ft
D+L	0.0000 in	0.000 ft	0.000 in	0.000 ft
D+E	0.0000 in	0.000 ft	-1.009 in	4.600 ft
D+L+E	0.0000 in	0.000 ft	-0.999 in	4.569 ft

Steel Section Properties : Pipe2 Std

Depth	=	2.375 in	I xx	=	0.63 in^4	J	=	1.250 in^4
Web Thick	=	0.000 in	S xx	=	0.53 in^3			
Flange Width	=	2.375 in	R xx	=	0.791 in			
Flange Thick	=	0.154 in						
Area	=	1.000 in^2	I yy	=	0.627 in^4			
Weight	=	3.660 plf	S yy	=	0.528 in^3			
			R yy	=	0.791 in			

Ycg = 0.000 in



Title Block Line 1
You can changes this area using the "Settings" menu item and then using the "Printing & Title Block" selection.
Title Block Line 6

Title :
Dsgnr:
Job # B16-740
Project Desc.: 35 Degrees - 150 ft long

Project Notes :

General Section Properties

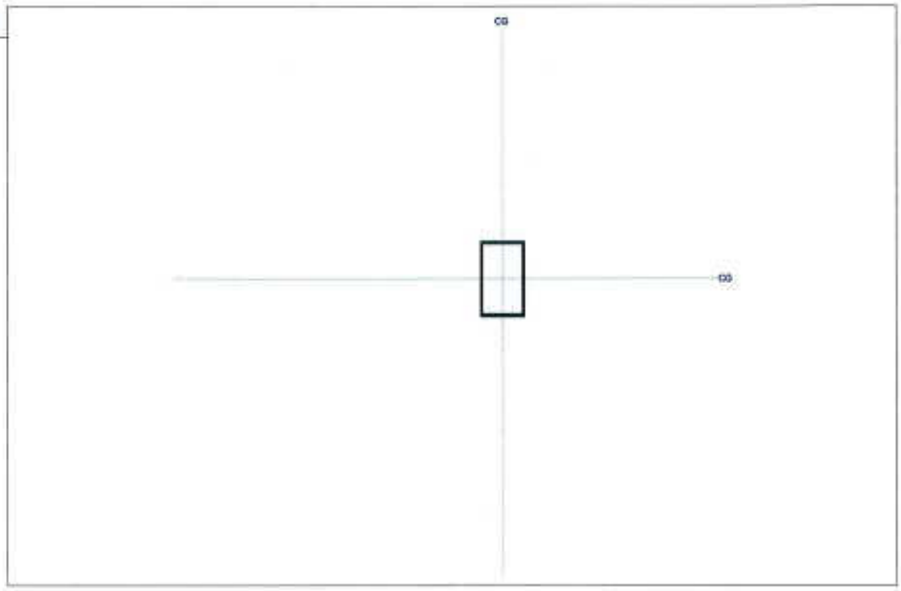
ENERCALC, INC. 1983-2010, Ver: 6.1.51, N:89702

Lic. # : KW-06005725

Description : 5 x 2 x 11GA Rectangle

Final Section Properties

Total Area	:	1.214 in^2
Calculated final C.G. distance from Datum :		
X cg Dist.	:	2.50 in
Y cg Dist.	:	1.0 in
Edge Distances from CG. :		
+X	:	1.0 in
-X	:	-1.0 in
+Y	:	1.650 in
-Y	:	-1.650 in
Ixx =	:	1.787 in^4
Iyy =	:	0.8098 in^4
Sxx : -X	:	1.083 in^3
Sxx : +X	:	1.083 in^3
Syy : -Y	:	0.8098 in^3
Syy : +Y	:	0.8098 in^3
r xx	:	1.213 in
r yy	:	0.8166 in



General Shapes

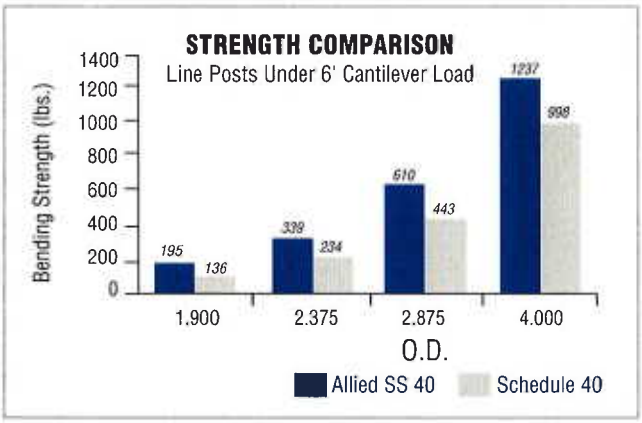
[redacted] Tube : #1 Xcg = 2.500 in Ycg = 1.000 in Rotation = 0 dec CCW

Total Height =	3.300in	Total Width =	2.000in	Left Thickness =	0.120in
Right Thickness =	0.120in	Bottom Thickness =	0.120in	Top Thickness =	0.120in

Area =	1.214 in^2	Ixx =	1.787 in^4	Sxx =	1.083 in^3	Rxx =	1.213 in
		Iyy =	0.810 in^4	Syy =	0.810 in^3	Ryy =	0.817 in

Allied SS40® vs. Schedule 40

Posts		Outside Dimensions (in.)	Pipe Wall Thickness (in.)	Weight (lbs./ft)	Section Modulus (inches³)	Yield Strength (psi)	Bending Moment (lbs. in.)	Bending Strength (lbs.) 6' Cantilever Load
1-7/8" O.D.	**SS 40**	**1.900**	**.120**	**2.28**	**0.2810**	**50,000**	**14,050**	**195**
1-7/8" O.D.	Sch 40	1.900	.145	2.72	0.3262	30,000	9,786	136
2-3/8" O.D.	**SS 40**	**2.375**	**.130**	**3.12**	**0.4881**	**50,000**	**24,405**	**339**
2-3/8" O.D.	Sch 40	2.375	.154	3.65	0.5606	30,000	16,818	234
2-7/8" O.D	**SS 40**	**2.875**	**.160**	**4.64**	**0.8778**	**50,000**	**43,890**	**610**
2-7/8" O.D.	Sch 40	2.875	.203	5.79	1.0640	30,000	31,920	443
3-1/2" O.D.	**SS 40**	**3.500**	**.160**	**5.71**	**1.3408**	**50,000**	**67,040**	**931**
3-1/2" O.D.	Sch 40	3.500	.216	7.58	1.7241	30,000	51,723	718
4" O.D.	**SS 40**	**4.000**	**.160**	**6.56**	**1.7819**	**50,000**	**89,095**	**1237**
4" O.D.	Sch 40	4.000	.226	9.11	2.3940	30,000	71,820	998
Top Rail								**10' Supported**
1-5/8" O.D.	**SS 40**	**1.660**	**.111**	**1.84**	**0.1961**	**50,000**	**9,805**	**327**
1-5/8" O.D.	Sch 40	1.660	.140	2.27	0.2350	30,000	7,050	235



Bundle Counts for SS 40

Shape	O.D.	Bundle Qty.
Round	1.315	91
Round	1.660	61
Round	1.900	61
Round	2.375	37
Round	2.875	30
Round	3.500	19
Round	4.000	19

SS 40® is available with POLYKOTE color finish: Allied Tube's patented Flo-Coat® process with polyester coating conforms to ASTM F 1043 the recommended standards of Section 8, Additional Coatings Requirements. Contact your distributor for details.

SS 40® is available in long and extra long lengths and in cut posts.

Manufacturing Locations:
Harvey, IL / Pine Bluff, AR / Philadelphia, PA / Phoenix, AZ

For information on Razor Ribbon® brand barbed tape products, please visit ***www.razorribbon.com***

Fence Division
16100 S. Lathrop Avenue, Harvey, IL 60426
Phone: 800.643.1523 Fax: 870.535.4006
www.atcfence.com fence@alliedtube.com

allied® TUBE & CONDUIT

tyco Electrical & Metal Products

MEMBER

Harvey, IL
Pine Bluff, AR
Philadelphia, PA

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CT 1082/15018446WH

WARRANTY DEED
(Joint Tenancy)

Image# 054424800003 Type: DW
Recorded: 10/01/2015 at 10:36:00 AM
Receipt#: 2015-00059956
Page 1 of 3
Fees: $39.00
IL Rental Housing Fund: $9.00
Lake County IL Recorder
Mary Ellen Vanderventer Recorder
File 7235529

AFTER RECORDING,
MAIL TO:

Law Office of Thomas F. Meyer
33 N. Waukegan Rd., Suite 105
Lake Bluff, IL 60044

NAME AND ADDRESS OF
TAXPAYER:

Edward and Margaret Fiorentino
1350 Kennicott Drive
Lake Forest, IL 60045

Bluff 7, LLC, an Illinois limited liability, with an address of 12 Salt Creek Lane, Suite 400, Hinsdale, IL 60521 ("Grantor"), for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, CONVEYS and WARRANTS to Edward Fiorentino and Margaret Fiorentino, husband and wife, 1350 Kennicott Drive, Lake Forest, IL 60045 ("Grantee"), not in tenancy in common, but as joint tenants, the following described real estate situated in Lake County in the State of Illinois to wit:

SEE EXHIBIT A ATTACHED HERETO AND BY THIS REFERNCE MADE A PART HEREOF.

SUBJECT TO THE FOLLOWING: GENERAL REAL ESTATE TAXES NOT DUE AND PAYABLE AT THE TIME OF THIS CONVEYANCE; COVENANTS, CONDITIONS AND RESTRICTIONS OF RECORD; AND BUILDING LINES AND EASEMENTS.

Permanent Real Estate Index Number(s): 12-21-402-106 and 12-21-402-114

Address(es) of Real Estate: 611 Lansdowne, Lake Bluff, IL

To have and to hold said premises, not in tenancy in common, but as joint tenants forever.

3 mm

DATED this 25 day of September, 2015

BLUFF 7, LLC,
an Illinois limited liability company

By: _____
Its: _____

State of Illinois, County of DuPage ss. I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that before me on this 25th day of September, 2015, appeared William C. Ryan, member of **BLUFF 7, LLC,** an Illinois limited liability company, and known to me to be the same person who signed and acknowledged that he signed the foregoing instrument as such member of said limited liability company for and on behalf of the limited liability company, and that he executed the same as his free and voluntary act and deed and as the free and voluntary act and deed of the limited liability company, for the uses and purposes set forth in the instrument.

Given under my hand and official seal this 25th day of September, 2015.

Commission expires _____

"OFFICIAL SEAL"
JEAN YIN
Notary Public, State of Illinois
My Commission Expires 07/07/19

NOTARY PUBLIC

$2,749,900.00

STATE & COUNTY TAX
STATE OF ILLINOIS
SEP.30.15
LAKE COUNTY
00000014256
REAL ESTATE TRANSFER TAX
0412500
FP326708

NAME AND ADDRESS OF PREPARER:

Martin P. Murphy
The Murphy Law Firm
One Westbrook Corporate Center
Suite 300
Westchester, Illinois 60154

EXHIBIT A

Legal Description

PARCEL 1:

LOT 5 IN THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION, BEING A RESUBDIVISION OF LOTS 1, 2, 3, 4, 5, 6, 7, OUTLOTS A, B AND LANSDOWNE LANE OF LANSDOWNE SUBDIVISION, BEING A RESUBDIVISION OF LOT 4 IN FERRY FIELD AND FERRY WOODS, BEING A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION RECORDED FEBRUARY 18, 2008 AS DOCUMENT 6306887, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:

LOT 3 OF MAGGOS SUBDIVISION BEING A SUBDIVISION IN PART OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 22, 2013, AS DOCUMENT 7048113 IN LAKE COUNTY, ILLINOIS.

ALTA OWNER'S POLICY OF TITLE INSURANCE

CHICAGO TITLE INSURANCE COMPANY

Policy Number:

15018446WH

Any notice of claim and any other notice or statement in writing required to be given to the Company under this Policy must be given to the Company at the address shown in Section 18 of the Conditions.

COVERED RISKS

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B, AND THE CONDITIONS, CHICAGO TITLE INSURANCE COMPANY, a Nebraska corporation (the "Company") insures, as of Date of Policy and, to the extent stated in Covered Risks 9 and 10, after Date of Policy, against loss or damage, not exceeding the Amount of Insurance, sustained or incurred by the Insured by reason of:

1. Title being vested other than as stated in Schedule A.
2. Any defect in or lien or encumbrance on the Title. This Covered Risk includes but is not limited to insurance against loss from
   (a) A defect in the Title caused by
      (i) forgery, fraud, undue influence, duress, incompetency, incapacity, or impersonation;
      (ii) failure of any person or Entity to have authorized a transfer or conveyance;
      (iii) a document affecting Title not properly created, executed, witnessed, sealed, acknowledged, notarized, or delivered;
      (iv) failure to perform those acts necessary to create a document by electronic means authorized by law;
      (v) a document executed under a falsified, expired, or otherwise invalid power of attorney;
      (vi) a document not properly filed, recorded, or indexed in the Public Records including failure to perform those acts by electronic means authorized by law; or
      (vii) a defective judicial or administrative proceeding.
   (b) The lien of real estate taxes or assessments imposed on the Title by a governmental authority due or payable, but unpaid.
   (c) 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. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
3. Unmarketable Title.
4. No right of access to and from the Land.
5. The violation or enforcement of any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (a) the occupancy, use, or enjoyment of the Land;
   (b) the character, dimensions, or location of any improvement erected on the Land;
   (c) the subdivision of land; or
   (d) environmental protection

   if a notice, describing any part of the Land, is recorded in the Public Records setting forth the violation or intention to enforce, but only to the extent of the violation or enforcement referred to in that notice.
6. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 5 if a notice of the enforcement action, describing any part of the Land, is recorded in the Public Records, but only to the extent of the enforcement referred to in that notice.

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7. The exercise of the rights of eminent domain if a notice of the exercise, describing any part of the Land, is recorded in the Public Records.
8. Any taking by a governmental body that has occurred and is binding on the rights of a purchaser for value without Knowledge.
9. Title being vested other than as stated in Schedule A or being defective
   (a) as a result of the avoidance in whole or in part, or from a court order providing an alternative remedy, of a transfer of all or any part of the title to or any interest in the Land occurring prior to the transaction vesting Title as shown in Schedule A because that prior transfer constituted a fraudulent or preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws; or
   (b) because the instrument of transfer vesting Title as shown in Schedule A constitutes a preferential transfer under federal bankruptcy, state insolvency, or similar creditors' rights laws by reason of the failure of its recording in the Public Records
      (i) to be timely, or
      (ii) to impart notice of its existence to a purchaser for value or to a judgment or lien creditor.
10. Any defect in or lien or encumbrance on the Title or other matter included in Covered Risks 1 through 9 that has been created or attached or has been filed or recorded in the Public Records subsequent to Date of Policy and prior to the recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The Company will also pay the costs, attorneys' fees, and expenses incurred in defense of any matter insured against by this Policy, but only to the extent provided in the Conditions.

IN WITNESS WHEREOF, CHICAGO TITLE INSURANCE COMPANY has caused this policy to be signed and sealed by its duly authorized officers.

Chicago Title Insurance Company

By:

President

Attest:

Secretary

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EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

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Issued By: Chicago Title Company, LLC
1725 South Naperville Road
Wheaton, IL 60189

SCHEDULE A

Address Reference: 611 Lansdowne, Lake Bluff, IL 60044

Date of Policy	Amount of Insurance
October 1, 2015	$2,749,900.00

1. Name of Insured:

   Edward Fiorentino and Margaret Fiorentino

2. The estate or interest in the Land that is insured by this policy is:

   Fee Simple

3. Title is vested in:

   Edward Fiorentino and Margaret Fiorentino, husband and wife, not in tenancy in common, but as joint tenants

4. The Land referred to in this policy is described as follows:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

THIS POLICY VALID ONLY IF SCHEDULE B IS ATTACHED

END OF SCHEDULE A

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EXHIBIT "A"

Legal Description

Parcel 12-21-402-106; Parcel 12-21-402-114

PARCEL 1:

LOT 5 IN THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION, BEING A RESUBDIVISION OF LOTS 1, 2, 3, 4, 5, 6, 7, OUTLOTS A, BAND LANSDOWNE LANE OF LANSDOWNE SUBDIVISION, BEING A RESUBDIVISION OF LOT 4 IN FERRY FIELD AND FERRY WOODS, BEING A SUBDIVISION IN THE SOUTHEAST 1/4 OF SECTION 21, TOWNSHIP 44, NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION RECORDED FEBRUARY 18, 2008, AS DOCUMENT 6306887, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:

LOT 3 IN MAGGOS SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHEAST 1 /4 OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 22, 2013, AS DOCUMENT 7048113, IN LAKE COUNTY, ILLINOIS.

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SCHEDULE B
EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees or expenses that arise by reason of:

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 the 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. Taxes for the years 2014 and 2015.

   Taxes for the year 2014 are payable in two installments.

   The first installment amounting to $19,961.32 is paid of record.

   The second installment amounting to $19,961.32 is paid of record.

   Taxes for the year 2015 are not yet due and payable.

   Permanent Tax No.: 12-21-402-106

7. Taxes for the years 2014 and 2015.

   Taxes for the year 2014 are payable in two installments.

   The first installment amounting to $942.80 is paid of record.

   The second installment amounting to $942.81 is paid of record.

   Taxes for the year 2015 are not yet due and payable.

   Permanent Tax No.: 12-21-402-114

8. Rights, if any, of the united states of america, State of Illinois and the municipality, in and to so much, if any of the Land herein as may have been formed by means other than natural accretions and in and to so much, if any, as may be covered by the waters of Lake Michigan

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SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

9. Agreement entered into by the Chicago Title and Trust Company, as trustee and Elizabeth Frances Clow dated october 20, 1909 and recorded november 15, 1909, as document 125764 that no part of the Land herein and certain other property therein described, is to be used for cemetery purposes; also referred to in the deed from said company to Elizabeth F. Clow dated august 22, 1910 and recorded august 25, 1910, as document 130920.

   (Affects Parcel 1)

10. Village of Lake bluff ordinance No. 2007-23 Recorded february 18, 2008 as document number 6306746 revoking resolution 2007-32, vacating an existing Plat of Subdivision, approving a new final Plat of Subdivision, and granting two variations from the Lake bluff zoning regulations for 128 moffett road (lansdowne), and the terms, provisions, covenants and conditions contained therein.

11. Covenants and restrictions (but omitting any such covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said covenant (A) is exempt under chapter 42, Section 3607 of the United States Code or (B) relates to handicap but does not discriminate against handicapped persons) contained in Plat of Subdivision recorded february 18, 2008 as Document No. 6306887, Which does not contain a reversionary or forfeiture clause.
    (Affects Parcel 1)

12. Easements, building setback lines, buffer yards, buffer limits, wetlands, and provisions relating thereto contained in the final Plat of Resubdivision Lansdowne recorded february 18, 2008 as document 6306887.
    (Affects Parcel 1)

13. Owner's unconditional agreement and consent recorded november 17, 2011 as document 6788988, and the terms, provisions and conditions contained therein.
    (Affects Parcel 1)

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SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

14. Covenants, conditions and restrictions (but omitting any such covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said covenant (A) is exempt under chapter 42, Section 3607 of the United States Code or (B) relates to handicap but does not discriminate against handicapped persons), relating in part to association, assessments and Lien therefor, as contained in the declaration of covenants, conditions, restrictions and easements for lansdowne Subdivision, recorded september 18, 2013 as Document No. 7037242 Which does not contain a reversionary or forfeiture clause.
(Affects Parcel 1)

15. Agreement entered into by the Chicago Title and Trust Company, as trustee and Elizabeth Frances Clow, dated October 20, 1909 and recorded November 15, 1909 as document 125764, that no part of the Land herein and certain other property therein described is to be ever used for cemetery purposes.

(Affects Parcel 2)

16. Rights, if any, of the United States of America, State of Illinois, the municipality and the public in and to so much of the Land, if any, as may have been formed by means other than natural accretions or may be covered by the waters of Lake Michigan.

(Affects Parcel 2)

17. Covenants and conditions contained in the deed from the Chicago Title and Trust Company, as trustee, to Albert A. Sprague II, dated April 3, 1911 and recorded April 24, 1911 as document 135154 that the Land herein shall be used for residence purposes only, and there shall not be erected thereon at any time within 25 years, a hospital, hotel, cemetery, church or other buildings of a public nature and any improvement placed upon said premises during said period shall be for residential purposes only or in connection therewith and further that said premises shall not be used for cemetery purposes at any time (but omitting any such covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said Covenant (A) is exempt under Chapter 42, Section 3607 of the United States Code or (B) relates to handicap but does not discriminate against Handicapped Persons)

Note: a breach or violation of the above noted covenants and conditions Will not cause a forfeiture or reversion of title.

(Affects Parcel 2)

18. Principal Structure Setback Line as shown on Plat of Said Subdivision.

(Affects Parcel 2)

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SCHEDULE B
EXCEPTIONS FROM COVERAGE
(continued)

19. The Plat of Subdivision recorded November 19, 1996 as document number 3901994 includes a certification by the surveyor that the Land is located within a special flood area as identified by the Federal Emergency Management Agency.

    (Affects Parcel 2)

20. STORMWATER DRAINAGE EASEMENT AS SHOWN ON PLAT OF SUBDIVISION.

21. Building Line(s) as shown on the Plat of Subdivision recorded as Document No. 6953656.

    (Affects Parcel 2)

END OF SCHEDULE B

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CONDITIONS

1. DEFINITION OF TERMS

The following terms when used in this policy mean:

(a) "Amount of Insurance": The amount stated in Schedule A, as may be increased or decreased by endorsement to this policy, increased by Section 8(b), or decreased by Sections 10 and 11 of these Conditions.

(b) "Date of Policy": The date designated as "Date of Policy" in Schedule A.

(c) "Entity": A corporation, partnership, trust, limited liability company, or other similar legal entity.

(d) "Insured": The Insured named in Schedule A.

(i) The term "Insured" also includes

(A) successors to the Title of the Insured by operation of law as distinguished from purchase, including heirs, devisees, survivors, personal representatives, or next of kin;

(B) successors to an Insured by dissolution, merger, consolidation, distribution, or reorganization;

(C) successors to an Insured by its conversion to another kind of Entity;

(D) a grantee of an Insured under a deed delivered without payment of actual valuable consideration conveying the Title

(1) if the stock, shares, memberships, or other equity interests of the grantee are wholly-owned by the named Insured,

(2) if the grantee wholly owns the named Insured,

(3) if the grantee is wholly-owned by an affiliated Entity of the named Insured, provided the affiliated Entity and the named Insured are both wholly-owned by the same person or Entity, or

(4) if the grantee is a trustee or beneficiary of a trust created by a written instrument established by the Insured named in Schedule A for estate planning purposes.

(ii) With regard to (A), (B), (C), and (D) reserving, however, all rights and defenses as to any successor that the Company would have had against any predecessor Insured.

(e) "Insured Claimant": An Insured claiming loss or damage.

(f) "Knowledge" or "Known": Actual knowledge, not constructive knowledge or notice that may be imputed to an Insured by reason of the Public Records or any other records that impart constructive notice of matters affecting the Title.

(g) "Land": The land described in Schedule A, and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is insured by this policy.

(h) "Mortgage": Mortgage, deed of trust, trust deed, or other security instrument, including one evidenced by electronic means authorized by law.

(i) "Public Records": Records established under state statutes at Date of Policy for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge. With respect to Covered Risk 5(d), "Public Records" shall also include environmental protection liens filed in the records of the clerk of the United States District Court for the district where the Land is located.

(j) "Title": The estate or interest described in Schedule A.

(k) "Unmarketable Title": Title affected by an alleged or apparent matter that would permit a prospective purchaser or lessee of the Title or lender on the Title to be released from the obligation to purchase, lease, or lend if there is a contractual condition requiring the delivery of marketable title.

2. CONTINUATION OF INSURANCE

The coverage of this policy shall continue in force as of Date of Policy in favor of an Insured, but only so long as the Insured retains an estate or interest in the Land, or holds an obligation secured by a purchase money Mortgage given by a purchaser from the Insured, or only so long as the Insured shall have liability by reason of warranties in any transfer or conveyance of the Title. This policy shall not continue in force in favor of any purchaser from the Insured of either (i) an estate or interest in the Land, or (ii) an obligation secured by a purchase money Mortgage given to the Insured.

3. NOTICE OF CLAIM TO BE GIVEN BY INSURED CLAIMANT

The Insured shall notify the Company promptly in writing (i) in case of any litigation as set forth in Section 5(a) of these Conditions, (ii) in case Knowledge shall come to an Insured hereunder of any claim of title or interest that is adverse to the Title, as insured, and that might cause loss or damage for which the Company may be liable by virtue of this policy, or (iii) if the Title, as insured, is rejected as Unmarketable Title. If the Company is prejudiced by the failure of the Insured Claimant to provide prompt notice, the Company's liability to the Insured Claimant under the policy shall be reduced to the extent of the prejudice.

4. PROOF OF LOSS

In the event the Company is unable to determine the amount of loss or damage, the Company may, at its option, require as a condition of payment that the Insured Claimant furnish a signed proof of loss. The proof of loss must describe the defect, lien, encumbrance, or other matter insured against by this policy that constitutes the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage.

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(continued)

5. DEFENSE AND PROSECUTION OF ACTIONS

(a) Upon written request by the Insured, and subject to the options contained in Section 7 of these Conditions, the Company, at its own cost and without unreasonable delay, shall provide for the defense of an Insured in litigation in which any third party asserts a claim covered by this policy adverse to the Insured. This obligation is limited to only those stated causes of action alleging matters insured against by this policy. The Company shall have the right to select counsel of its choice (subject to the right of the Insured to object for reasonable cause) to represent the Insured as to those stated causes of action. It shall not be liable for and will not pay the fees of any other counsel. The Company will not pay any fees, costs, or expenses incurred by the Insured in the defense of those causes of action that allege matters not insured against by this policy.

(b) The Company shall have the right, in addition to the options contained in Section 7 of these Conditions, at its own cost, to institute and prosecute any action or proceeding or to do any other act that in its opinion may be necessary or desirable to establish the Title, as insured, or to prevent or reduce loss or damage to the Insured. The Company may take any appropriate action under the terms of this policy, whether or not it shall be liable to the Insured. The exercise of these rights shall not be an admission of liability or waiver of any provision of this policy. If the Company exercises its rights under this subsection, it must do so diligently.

(c) Whenever the Company brings an action or asserts a defense as required or permitted by this policy, the Company may pursue the litigation to a final determination by a court of competent jurisdiction, and it expressly reserves the right, in its sole discretion, to appeal from any adverse judgment or order.

6. DUTY OF INSURED CLAIMANT TO COOPERATE

(a) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding and any appeals, the Insured shall secure to the Company the right to so prosecute or provide defense in the action or proceeding, including the right to use, at its option, the name of the Insured for this purpose. Whenever requested by the Company, the Insured, at the Company's expense, shall give the Company all reasonable aid (i) in securing evidence, obtaining witnesses, prosecuting or defending the action or proceeding, or effecting settlement, and (ii) in any other lawful act that in the opinion of the Company may be necessary or desirable to establish the Title or any other matter as insured. If the Company is prejudiced by the failure of the Insured to furnish the required cooperation, the Company's obligations to the Insured under the policy shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation, with regard to the matter or matters requiring such cooperation.

(b) The Company may reasonably require the Insured Claimant to submit to examination under oath by any authorized representative of the Company and to produce for examination, inspection, and copying, at such reasonable times and places as may be designated by the authorized representative of the Company, all records, in whatever medium maintained, including books, ledgers, checks, memoranda, correspondence, reports, e-mails, disks, tapes, and videos whether bearing a date before or after Date of Policy, that reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Insured Claimant shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect, and copy all of these records in the custody or control of a third party that reasonably pertain to the loss or damage. All information designated as confidential by the Insured Claimant provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Insured Claimant to submit for examination under oath, produce any reasonably requested information, or grant permission to secure reasonably necessary information from third parties as required in this subsection, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this policy as to that claim.

7. OPTIONS TO PAY OR OTHERWISE SETTLE CLAIMS; TERMINATION OF LIABILITY

In case of a claim under this policy, the Company shall have the following additional options:

(a) To Pay or Tender Payment of the Amount of Insurance.

To pay or tender payment of the Amount of Insurance under this policy together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment or tender of payment and that the Company is obligated to pay.

Upon the exercise by the Company of this option, all liability and obligations of the Company to the Insured under this policy, other than to make the payment required in this subsection, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

(b) To Pay or Otherwise Settle With Parties Other Than the Insured or With the Insured Claimant.

(i) To pay or otherwise settle with other parties for or in the name of an Insured Claimant any claim insured against under this policy. In addition, the Company will pay any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay; or

(ii) to pay or otherwise settle with the Insured Claimant the loss or damage provided for under this policy, together with any costs, attorneys' fees, and expenses incurred by the Insured Claimant that were authorized by the Company up to the time of payment and that the Company is obligated to pay.

Upon the exercise by the Company of either of the options provided for in subsections (b)(i) or (ii), the Company's obligations to the Insured under this policy for the claimed loss or damage, other than the payments required to be made, shall terminate, including any liability or obligation to defend, prosecute, or continue any litigation.

8. DETERMINATION AND EXTENT OF LIABILITY

This policy is a contract of indemnity against actual monetary loss or damage sustained or incurred by the Insured Claimant who has suffered loss or damage by reason of matters insured against by this policy.

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(continued)

(a) The extent of liability of the Company for loss or damage under this policy shall not exceed the lesser of
   (i) the Amount of Insurance; or
   (ii) the difference between the value of the Title as insured and the value of the Title subject to the risk insured against by this policy.

(b) If the Company pursues its rights under Section 5 of these Conditions and is unsuccessful in establishing the Title, as insured,
   (i) the Amount of Insurance shall be increased by Ten percent (10%), and
   (ii) the Insured Claimant shall have the right to have the loss or damage determined either as of the date the claim was made by the Insured Claimant or as of the date it is settled and paid.

(c) In addition to the extent of liability under (a) and (b), the Company will also pay those costs, attorneys' fees, and expenses incurred in accordance with Sections 5 and 7 of these Conditions.

9. LIMITATION OF LIABILITY

(a) If the Company establishes the Title, or removes the alleged defect, lien, or encumbrance, or cures the lack of a right of access to or from the Land, or cures the claim of Unmarketable Title, all as insured, in a reasonably diligent manner by any method, including litigation and the completion of any appeals, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused to the Insured.

(b) In the event of any litigation, including litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals, adverse to the Title, as insured.

(c) The Company shall not be liable for loss or damage to the Insured for liability voluntarily assumed by the Insured in settling any claim or suit without the prior written consent of the Company.

10. REDUCTION OF INSURANCE; REDUCTION OR TERMINATION OF LIABILITY

All payments under this policy, except payments made for costs, attorneys' fees, and expenses, shall reduce the Amount of Insurance by the amount of the payment.

11. LIABILITY NONCUMULATIVE

The Amount of Insurance shall be reduced by any amount the Company pays under any policy insuring a Mortgage to which exception is taken in Schedule B or to which the Insured has agreed, assumed, or taken subject, or which is executed by an Insured after Date of Policy and which is a charge or lien on the Title, and the amount so paid shall be deemed a payment to the Insured under this policy.

12. PAYMENT OF LOSS

When liability and the extent of loss or damage have been definitely fixed in accordance with these Conditions, the payment shall be made within thirty (30) days.

13. RIGHTS OF RECOVERY UPON PAYMENT OR SETTLEMENT

(a) Whenever the Company shall have settled and paid a claim under this policy, it shall be subrogated and entitled to the rights of the Insured Claimant in the Title and all other rights and remedies in respect to the claim that the Insured Claimant has against any person or property, to the extent of the amount of any loss, costs, attorneys' fees, and expenses paid by the Company. If requested by the Company, the Insured Claimant shall execute documents to evidence the transfer to the Company of these rights and remedies. The Insured Claimant shall permit the Company to sue, compromise, or settle in the name of the Insured Claimant and to use the name of the Insured Claimant in any transaction or litigation involving these rights and remedies.

If a payment on account of a claim does not fully cover the loss of the Insured Claimant, the Company shall defer the exercise of its right to recover until after the Insured Claimant shall have recovered its loss.

(b) The Company's right of subrogation includes the rights of the Insured to indemnities, guaranties, other policies of insurance, or bonds, notwithstanding any terms or conditions contained in those instruments that address subrogation rights.

14. ARBITRATION

Either the Company or the Insured may demand that the claim or controversy shall be submitted to arbitration pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("Rules"). Except as provided in the Rules, there shall be no joinder or consolidation with claims or controversies of other persons. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Insured arising out of or relating to this policy, any service in connection with its issuance or the breach of a policy provision, or to any other controversy or claim arising out of the transaction giving rise to this policy. All arbitrable matters when the Amount of Insurance is Two Million and No/100 Dollars ($2,000,000) or less shall be arbitrated at the option of either the Company or the Insured. All arbitrable matters when the Amount of Insurance is in excess of Two Million and No/100 Dollars ($2,000,000) shall be arbitrated only when agreed to by both the Company and the Insured. Arbitration pursuant to this policy and under the Rules shall be binding upon the parties. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court of competent jurisdiction.

15. LIABILITY LIMITED TO THIS POLICY; POLICY ENTIRE CONTRACT

(a) This policy together with all endorsements, if any, attached to it by the Company is the entire policy and contract between the Insured and the Company. In interpreting any provision of this policy, this policy shall be construed as a whole.

(b) Any claim of loss or damage that arises out of the status of the Title or by any action asserting such claim shall be restricted to this policy.

(c) Any amendment of or endorsement to this policy must be in writing and authenticated by an authorized person, or expressly incorporated by Schedule A of this policy.

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(continued)

(d) Each endorsement to this policy issued at any time is made a part of this policy and is subject to all of its terms and provisions. Except as the endorsement expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsement, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance.

16. SEVERABILITY

In the event any provision of this policy, in whole or in part, is held invalid or unenforceable under applicable law, the policy shall be deemed not to include that provision or such part held to be invalid, but all other provisions shall remain in full force and effect.

17. CHOICE OF LAW; FORUM

(a) Choice of Law: The Insured acknowledges the Company has underwritten the risks covered by this policy and determined the premium charged therefor in reliance upon the law affecting interests in real property and applicable to the interpretation, rights, remedies, or enforcement of policies of title insurance of the jurisdiction where the Land is located.

Therefore, the court or an arbitrator shall apply the law of the jurisdiction where the Land is located to determine the validity of claims against the Title that are adverse to the Insured and to interpret and enforce the terms of this policy. In neither case shall the court or arbitrator apply its conflicts of law principles to determine the applicable law.

(b) Choice of Forum: Any litigation or other proceeding brought by the Insured against the Company must be filed only in a state or federal court within the United States of America or its territories having appropriate jurisdiction.

18. NOTICES, WHERE SENT

Any notice of claim and any other notice or statement in writing required to be given to the Company under this policy must be given to the Company at:

Chicago Title Insurance Company
P.O. Box 45023
Jacksonville, FL 32232-5023
Attn: Claims Department

END OF CONDITIONS

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ENDORSEMENT - SE 287

POLICY MODIFICATION

Issued By:

CHICAGO TITLE INSURANCE COMPANY

Attached to Policy Number:

15018446WH

General Exception number(s) 1-5 of Schedule B of this policy are hereby deleted.

This endorsement is issued as part of the policy. Except as it expressly states, it does not (i) modify any of the terms and provisions of the policy, (ii) modify any prior endorsements, (iii) extend the Date of Policy, or (iv) increase the Amount of Insurance. To the extent a provision of the policy or a previous endorsement is inconsistent with an express provision of this endorsement, this endorsement controls. Otherwise, this endorsement is subject to all of the terms and provisions of the policy and of any prior endorsements.

Chicago Title Insurance Company

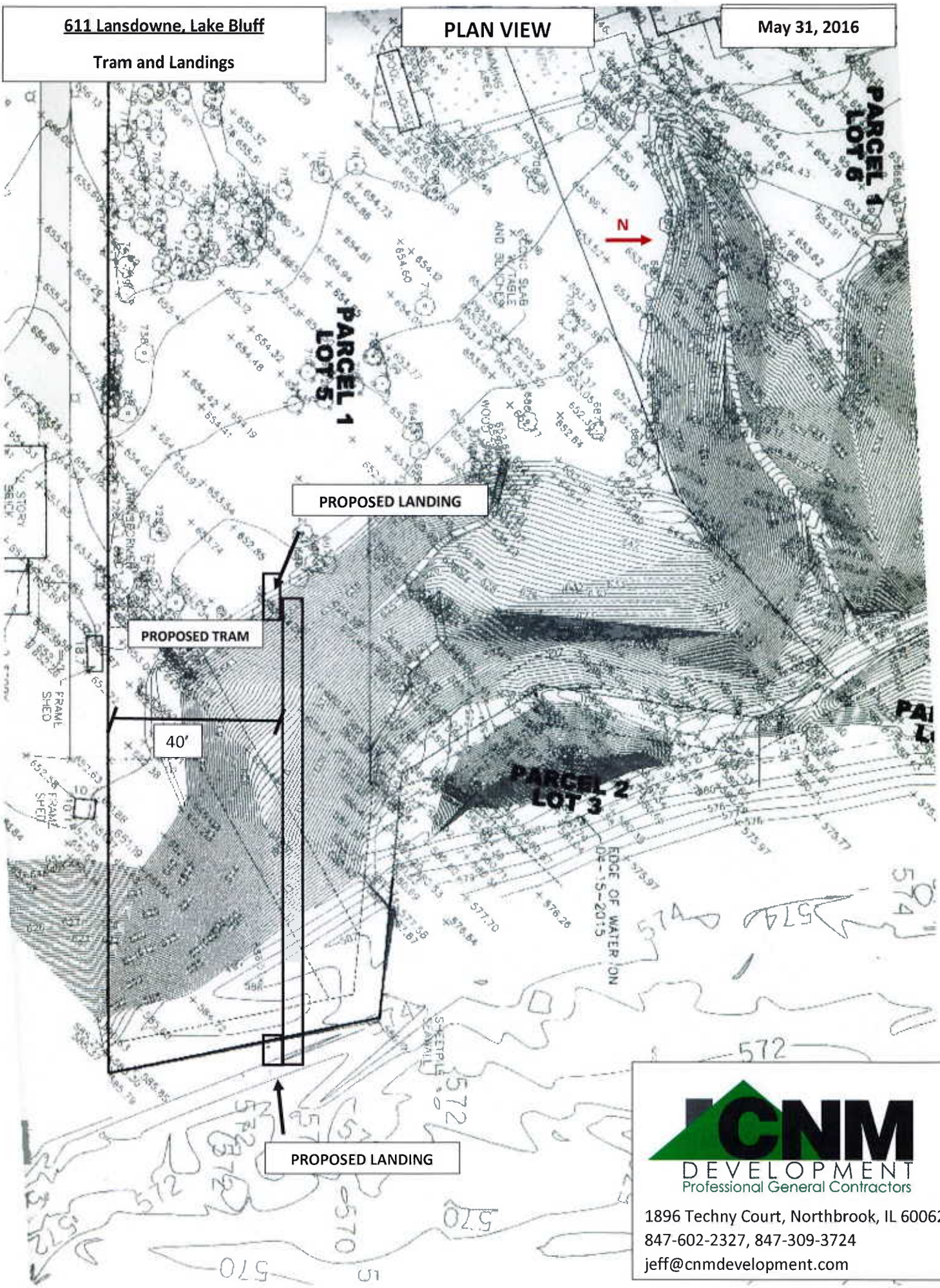
Dated: October 1, 2015

611 Lansdowne, Lake Bluff

Tram and Landings

PLAN VIEW

May 31, 2016



CNM DEVELOPMENT
Professional General Contractors

1896 Techny Court, Northbrook, IL 60062
847-602-2327, 847-309-3724
jeff@cnmdevelopment.com

PLAT OF SURVEY

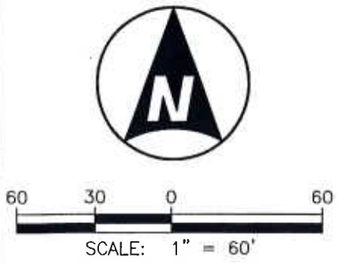
SURVEYOR'S NOTES:

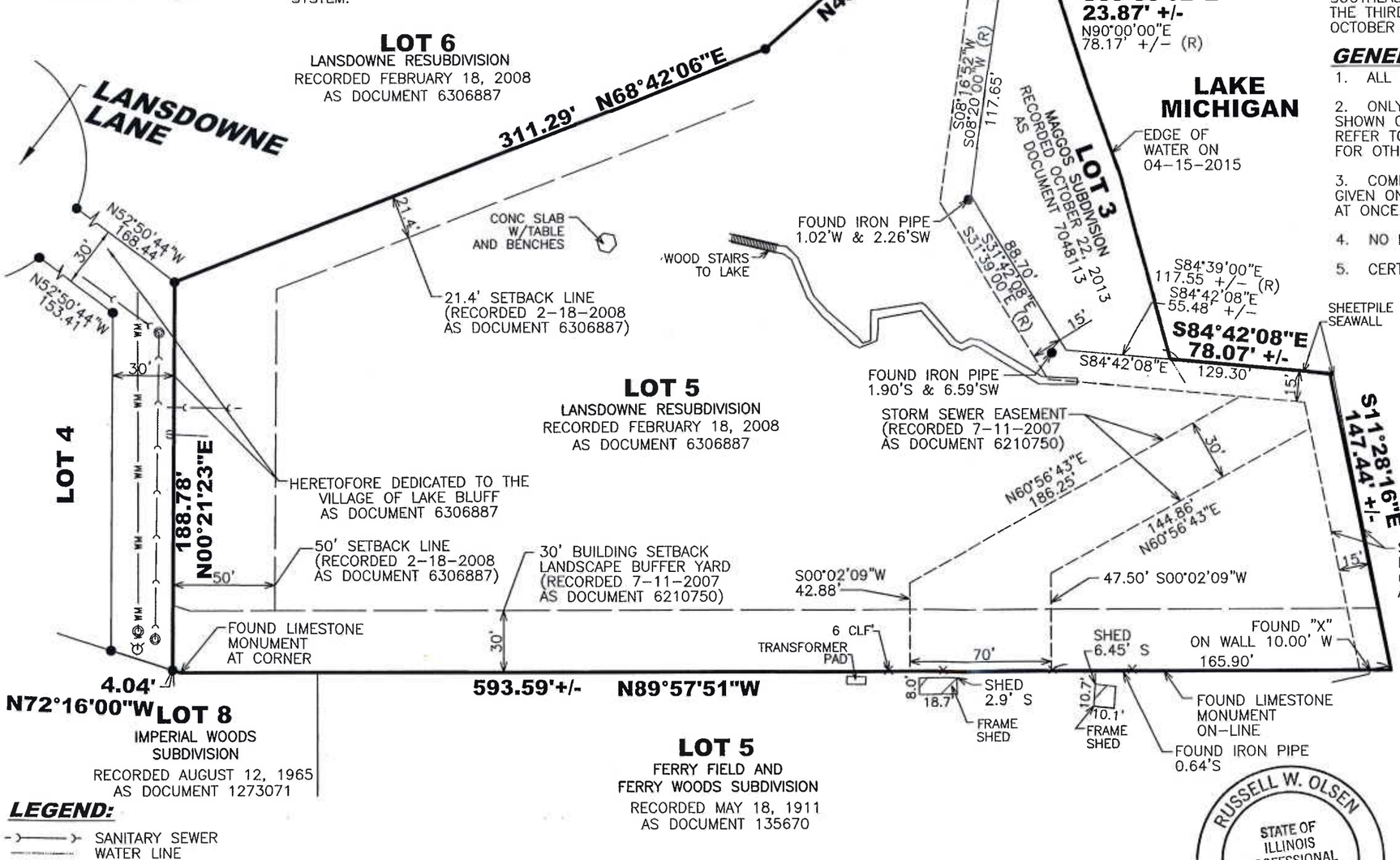
1. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.

2. BUILDING DIMENSIONS AND TIES SHOWN HEREON ARE MEASURED FROM THE OUTSIDE FACE OF CONCRETE FOUNDATION.

3. SURVEY IS BASED ON FIELD WORK COMPLETED 05-21-15.

4. BEARINGS BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM.





LEGEND:

- SANITARY SEWER
- WATER LINE
- EASEMENT
- FOUND IRON ROD AT CORNER

PROPERTY DESCRIPTION:

LOT 5 IN THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION, BEING A RESUBDIVISION OF LOTS 1, 2, 3, 4, 5, 6, 7, OUTLOTS A, B AND LANSDOWNE LANE OF LANSDOWNE SUBDIVISION, BEING A RESUBDIVISION OF LOT 4 IN FERRY FIELD AND FERRY WOODS, BEING A SUBDIVISION IN THE SOUTHEAST 1/4 OF SECTION 21, TOWNSHIP 44, NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE FINAL PLAT OF RESUBDIVISION OF LANSDOWNE RESUBDIVISION RECORDED FEBRUARY 18, 2008, AS DOCUMENT 6306887, IN LAKE COUNTY, ILLINOIS.

AND ALSO,

LOT 3 IN MAGGOS SUBDIVISION, BEING A SUBDIVISION IN PART OF THE SOUTHEAST 1/4 OF SECTION 21, TOWNSHIP 44 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 22, 2013, AS DOCUMENT 7048113, IN LAKE COUNTY, ILLINOIS.

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

2. ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISIONS ARE SHOWN HERE ON. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR OTHER RESTRICTIONS.

3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT AND DISCREPANCIES TO THE SURVEYOR AT ONCE.

4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENTS.

5. CERTIFIED COPIES OF THIS SURVEY BEAR AN IMPRESSED SEAL.

P.I.N'S:

12-21-402-106
12-21-402-114

AREA:

LOT 3	12,000 SQUARE FEET	0.275 ACRES
LOT 5	138,713 SQUARE FEET	3.184 ACRES

TOTAL PROPERTY CONTAINS:
150,713 SQUARE FEET OR 3.459 ACRES MORE OR LESS

STATE OF ILLINOIS }
COUNTY OF COOK } SS

WE, MACKIE CONSULTANTS LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT REPRESENTS THE CONDITIONS FOUND AT THE TIME OF SAID SURVEY.

GIVEN UNDER MY HAND AND SEAL THIS 18TH DAY OF AUGUST, 2015 IN ROSEMONT, ILLINOIS.

MACKIE CONSULTANTS LLC

RUSSELL W. OLSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002718
LICENSE EXPIRES: NOVEMBER 30, 2016

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

RUSSELL W. OLSEN
STATE OF ILLINOIS
PROFESSIONAL LAND SURVEYOR
NO. 035-002718
NAPERVILLE, IL

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

CLIENT:
FOXFORD LLC
12 SALT CREEK LANE, SUITE 200
HINSDALE, ILLINOIS 60521
PHONE: 630-887-1706

DATE	DESCRIPTION OF REVISION	BY

DESIGNED	
DRAWN	SMP/GKF
APPROVED	RWO
DATE	08-18-15
SCALE	1" = 60'

PLAT OF SURVEY
LOT 3 MAGGOS SUBDIVISION
LOT 5 LANSDOWNE RESUBDIVISION
LAKE BLUFF, ILLINOIS

SHEET 1 OF 1
PROJECT NUMBER: 1181
©MACKIE CONSULTANTS LLC, 2015
ILLINOIS FIRM LICENSE 184-002694

8/18/2015 2:29:07 PM
N:\1181\Survey\Existing\181-Plat Survey Lot 3 and 5.pit

VILLAGE OF LAKE BLUFF

Memorandum

To: Drew Irvin, Village Administrator
Brandon Stanick, Assistant to The Administrator

From: George Russell, Engineering Department

Date: June 10, 2016

Subject: 611 Lansdowne Lane
Proposed Tram Installation on Lake Michigan Bluff

The Village has received a request from the owners of the new single family home that is under construction at 611 Lansdowne Lane to install a tram system down the face of the bluff of this lakefront property. 611 Lansdowne Lane is located at the far southeasterly corner of the Lansdowne Subdivision. Please see "Attachment A" which is a 2014 aerial photograph of the eastern most part of the Lansdowne Subdivision property which has been marked to indicate the general location of the new home under construction on this property as well as the general location of the proposed tram. It is noted that the proposed Tram at 611 Lansdowne Lane is to be located more than 120-feet off the south property line of the subject lot. The applicant mistakenly labeled the offset distance as 60-feet.

Several construction lath have been placed near the top of the bluff along the proposed alignment of the proposed tram. The lath have been labeled "Proposed Tram Route". Their location is roughly east of the southerly end of the new pool house under construction.

Background

Chapter 12, Bluff and Ravine regulations, of the Village of Lake Bluff's zoning regulations allows for paths/steps at grade up to 6-feet in width to be constructed in any bluff or ravine, and also allows for the construction of stairs on any ravine/bluff property greater than 1.5 acres (611 Lansdowne Lane is 3+ acres). While the general intent of the Village's bluff and ravine regulations was to prohibit homes and accessory structures from being constructed within the ravines and on the Lake Michigan bluffs, the regulations do permit path and stair systems in order to allow residents to access the base of portions of their properties located within ravines and at the base of the Lake Michigan bluffs. Because the Village's zoning regulations do not specifically permit the construction of tram/lift systems, these systems are currently <u>not</u> permitted as a matter of right.

Since the adoption of the Village's ravine and bluff regulations in 1999, the Village has received two requests for variations to allow the installation of trams on the Lake Michigan Bluff. On both occasions, once in 2004 and once in 2007 the Village granted the variations. Both of these systems are located on lakefront lots in the Shore Acres Subdivision. Village staff is aware of one other existing tram system on the bluffs within the Village limits at 733 Ravine Avenue. This tram system dates back to the early 1990's prior to the adoption of the Village's ravine and bluff regulations.

Current Request

Because the Village has granted variations for the two tram systems requested to be installed since the adoption of the ravine and bluff regulations, and based upon the experience with the systems installed to date, the Village Staff has recommend to the applicants that they apply for a text amendment allowing for the tram systems to be installed on lakefront parcels.

The system proposed to be installed at 611 Lansdowne Lane is typical of the small tram systems proposed for private residential use, in that the tram system is supported on the bluff by a series of micro-piles (small diameter posts) which are driven into the bluff face. In the case of the system at 611 Lansdowne Lane, the posts are 2-inches in diameter and are driven into the soil to a recommend vertical loading as recommended by a licensed structural engineer. On an average condition the posts are driven to a depth of approximately 12-feet below grade. This type of support system is far less disturbing to the bluff face than the surface excavation that is necessary to install steps at grade. The driving equipment that is attached to the posts is hand carried by personnel - no vehicular type of equipment is part of the method of construction on the bluff slopes.

The construction of steps at grade typically will require locations where small retaining walls must be constructed on either side of the steps where the steps move laterally across a bluff slope, resulting in more slope disturbing activity. Staircase construction, while similar to the tram systems, in that the stairs are supported on a series of posts, typically will involve the use of augurs for post hole excavation and a surplus of excavated soil on the slopes, which does not exist with the tram system.

Ravine and Bluff experts have determined that invasive species, such as Norway Maples are harmful to the stability of the bluffs, because the excess shade created by the Norway Maples deters the growth of native plants and grasses which typically will have root systems that extend much further into the soil than Norway Maples and other invasives.

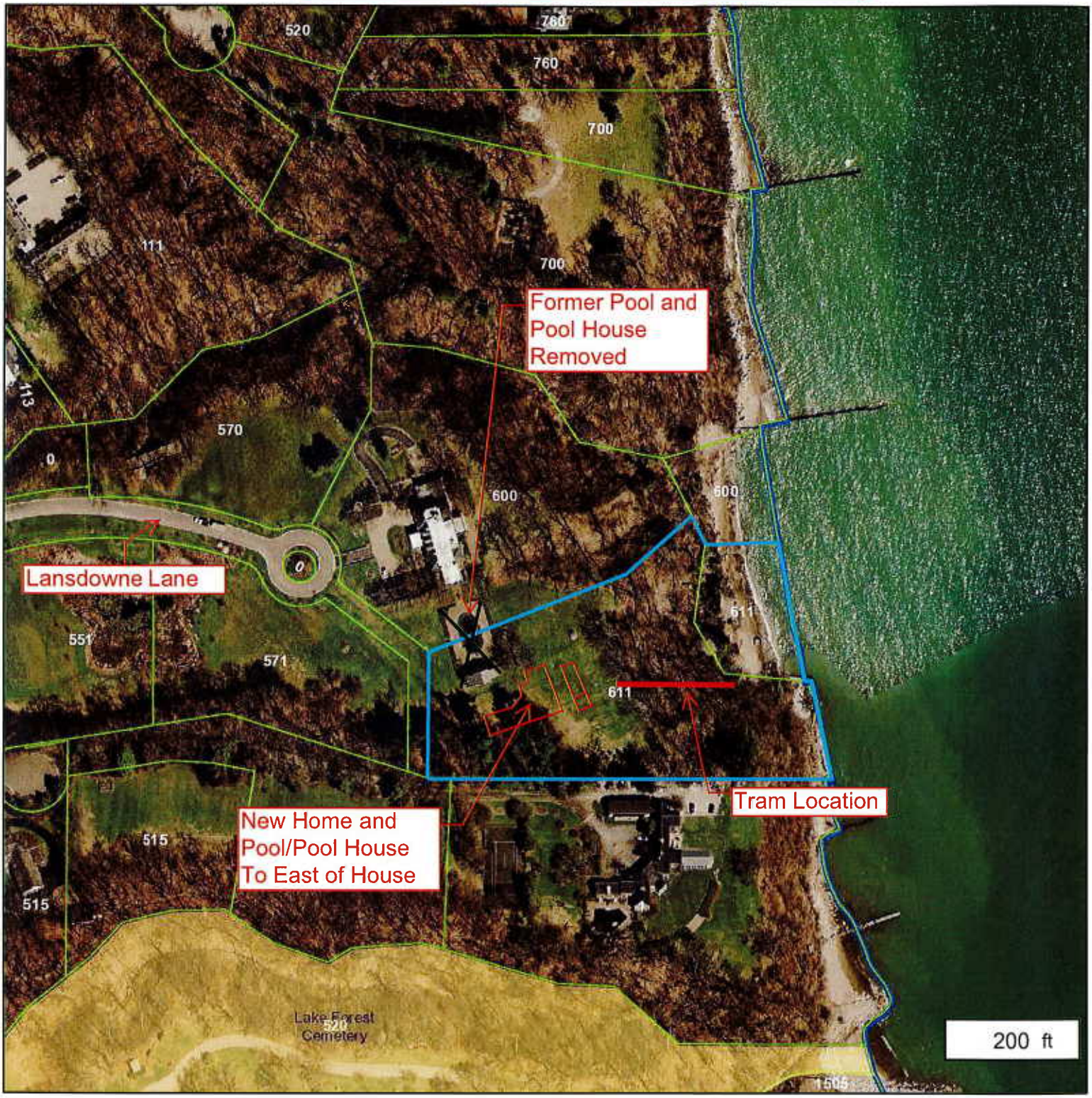
The tram type systems require inspection by state licensed qualified inspectors on a yearly basis, similar to that required for building elevator systems. These inspection reports must be filed with the Village. Therefore there is a greater level of monitoring than which will generally occur for other access systems down the bluffs.

While construction on sloped soils always requires careful examination of existing conditions, the installation of the tram systems more than likely will provide the most long term stability of the various access systems due to the footing depth and very minimal surface soil disturbance. Also, tram systems are the least likely to create point sources of stormwater runoff when compared to steps at grade and/or staircases due to minimal surface area of the system.

It is therefore my recommendation that the Village should support a text amendment of the Village's zoning code to allow for the installation of the tram type systems for residential lakefront properties. The text amendment should include the requirement for the planting of native species of appropriate types which would not interfere with the operation of the tram, wherever vegetation has been removed as a result of the construction activity.

Vicinity Map - 611 Lansdowne Lane
Proposed Tram Down Bluff

Attachment "A"



LakeCounty
Geographic Information System

Lake County
Department of Information Technology
18 N County St
Waukegan IL 60085
(847) 377-2373

Map Printed on 6/9/2016

N

Information Plotted on
2014 Base Aerial Photograph

— Tax Parcels

Disclaimer: The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.