



Village of Winnetka

Village Council Regular Meeting

September 16, 2025 at 7:00 PM

Village Hall
510 Green Bay Road

AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Quorum**
 - a. October 7, 2025 Regular Meeting
 - b. October 14, 2025 Study Session
 - c. October 21, 2025 Regular Meeting
 - d. October 30, 2025 All Day Budget Review Meeting
4. **Public Comments**
5. **Reports**
6. **Establishment of Consent Agenda**
7. **Approval of Consent Agenda**
 - a. Approval of Warrant List Dated August 29, 2025 - September 11, 2025
 - b. Resolution No. R-70-2025: Waiving Competitive Bidding and Approving a Change Order with United Door and Dock, LLC for Police and Fire Overhead Door Preventative Services (Adoption)
 - c. Resolution No. R-71-2025: Approving a Contract with AGAE Contractors, Inc. for Construction of a Nursing Mother's Room at the Village's Public Safety Building (Adoption)
 - d. Resolution No. R-72-2025: Approving a Second Contract Extension for Interim Economic Development Coordinator Services (Adoption)
8. **Ordinances and Resolutions**
 - a. Ordinance No. MC-06-2025: Amending Title 10 of the Winnetka Village Code Regarding Electric Scooters and Other Motor Driven Vehicles (Introduction/Adoption)
 - b. Ordinance No. M-12-2025: Granting a Special Use Permit for the Operation of a Financial Counseling Office Within the C-2 Commercial Overlay District of the Village (720 Elm Street) (Introduction/Adoption)

NOTICE

Village Council meetings are video recorded. All agenda materials are available at villageofwinnetka.org (Governance > Agendas & Minutes); the Reference Desk at the Winnetka Library; or in the Manager's Office at Village Hall (2nd floor). The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator, 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.

c. Resolution No. R-69-2025: Robert M. Bahan Commendation (Adoption)

9. Old Business

10. New Business

11. Appointments

12. Closed Session

13. Adjournment



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Approval of Warrant List Dated August 29, 2025 - September 11, 2025

PRESENTER: Robert M. Bahan

AGENDA DATE: September 16, 2025

CONSENT: Yes

ITEM TYPE: Consent Agenda

ITEM HISTORY:

None.

EXECUTIVE SUMMARY:

The Warrant List Dated August 29, 2025 - September 11, 2025.

RECOMMENDATION:

Consider Approving the Warrant List Dated August 29, 2025 - September 11, 2025.

ATTACHMENTS:

None



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Resolution No. R-70-2025: Waiving Competitive Bidding and Approving a Change Order with United Door and Dock, LLC for Police and Fire Overhead Door Preventative Services (Adoption)

PRESENTER: Tom Powers

AGENDA DATE: September 16, 2025

CONSENT: Yes

ITEM TYPE: Consent Agenda

ITEM HISTORY:

None.

EXECUTIVE SUMMARY:

The Public Works Department directly manages the Village's facilities, including several overhead doors and security gates. These critical access points require regular maintenance to ensure their reliable operation. Public Works recently began providing an expanded role in consolidating contracts that were previously managed by individual Departments (Police, Fire, W&E, etc.). These critical access points require regular maintenance to ensure their reliable operation.

In June 2025, staff prepared and issued a Request for Bid 025-14 for overhead door and security gate preventative maintenance services. This bid included the overhead doors and gates at the Village Yards and Village Hall. The bid establishes a maintenance cycle and pricing for emergency repair services. The low-bidder was United Door & Dock with a proposal for \$27,840 covering maintenance over a three-year base agreement. After reviewing the bids, staff determined the total expenses were projected to remain under \$50,000. The contract was awarded under the Village Manager's spending authority.

After closure of the bid, staff found that the warranty for the Fire Department's new overhead doors would soon be expiring. Additionally, a new maintenance agreement was needed for the Police Department's doors. Consolidated contracts achieve economy of scale and a single point of contact for maintenance issues. Consolidation also creates consistency in terms of services. Staff contacted the low-bidder and asked for consolidated pricing to include the Public Safety work under this same agreement.

The low-bidder submitted a quote for \$5,867.00 to add this new Public Safety work to the existing agreement. Per the Village's policies, a change order is required since the contract's expenses may now exceed \$50,000 when repair work is included. Staff reviewed the quote and determined that it is

substantially similar in terms of cost. For example, in Year 1, the cost per sectional door at Police & Fire would be \$85 vs. \$82.22 at the Yards. The rate provided for the Police & Fire doors is lower than the average bid unit pricing for the Yards. Finally, a consistent time and material rate also applies for any repairs at all locations. For those reasons, staff is confident that the quote is competitive and to the Village's benefit.

Sufficient funds are available in Account Nos. 100.26.01-570 (Police Department) and 100.28.01-570 (Fire Department).

RECOMMENDATION:

Staff recommends the Council consider waiving competitive bidding and approving a change order with United Door & Dock, LLC for Police and Fire Department overhead door preventative maintenance services.

ATTACHMENTS:

1. Resolution No. R-70-2025: Waiving Competitive Bidding and Approving a Change Order for Police and Fire Overhead Door Preventative Services

RESOLUTION NO. R-70-2025

**A RESOLUTION WAIVING COMPETITIVE BIDDING AND APPROVING A
CHANGE ORDER WITH UNITED DOOR AND DOCK, LLC FOR
POLICE AND FIRE OVERHEAD DOOR PREVENTATIVE SERVICES**

WHEREAS, Article VII, Section 10 of the 1970 Illinois Constitution authorizes the Village of Winnetka ("***Village***") to contract with individuals, associations, and corporations in any manner not prohibited by law or ordinance; and

WHEREAS, the Village issued Bid #025-014, ("***Request for Bids***") for overhead door preventative and security gate maintenance services for various Village buildings ("***Services***"); and

WHEREAS, pursuant to Chapter 4.12 of the Village Code and the Village's purchasing manual, it was determined that United Door and Dock, LLC ("***Contractor***") was the lowest responsible and responsive bidder for the Services; and

WHEREAS, the Village entered into a contract with Contractor for the Services for a total of \$27,840 over FY 2025-2028 ("***Contract***"); and

WHEREAS, the Village would like to include the Village Police and Fire Departments' overhead doors in the Services ("***Additional Work***"); and

WHEREAS, the Contractor has agreed to honor the prices submitted in the Request for Bids and has offered to perform the Additional Work for an amount not to exceed \$5,867.00, pursuant to a change order to the Contract ("***Change Order***"); and

WHEREAS, the Village President and Board of Trustees have determined that it is in the best interests of the Village and its residents to waive formal bidding and enter into Change Order with the Contractor;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Village of Winnetka, Cook County, Illinois, as follows:

SECTION 1: RECITALS. The Village Council adopts the foregoing recitals as its findings, as if fully set forth herein.

SECTION 2: WAIVER OF COMPETITIVE BIDDING. Pursuant to Section 4.12.010.C of the Village Code, Section IV.3.D of the Village's Purchasing Manual, and the Village's home rule authority, the Village Council waives the requirement of competitive bidding for the Additional Work.

SECTION 3: APPROVAL OF CHANGE ORDER. The Village Council approves the Change Order in a final form approved by the Village Manager.

September 16, 2025

R-70-2025

SECTION 4: AUTHORIZATION TO EXECUTE CHANGE ORDER. The Village Council authorizes and directs the Village President and the Village Clerk to execute and attest, respectively, on behalf of the Village, the final Change Order after receipt by the Village Manager of two executed copies of the final Change Order from the Contractor; provided, however, that if the Village Manager does not receive two executed copies of the final Change Order from the Contractor within 60 days after the date of adoption of this Resolution, then this authority to execute and seal the Change Order will, at the option of the Village Council, be null and void.

SECTION 5. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

ADOPTED this 16th day of September, 2025, pursuant to the following roll call vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

Signed

Village President

Countersigned:

Village Clerk

EXHIBIT A

CHANGE ORDER



380 Windy Point Drive | Glendale Heights, Illinois 60139
(312) 549-8897 | info@unitedil.com | www.unitedil.com

RECIPIENT:

Village of Winnetka, Illinois

428 Green Bay Road
Winnetka, Illinois 60093

Phone: 847-501-6000

Quote #17281

Sent on	07/25/2025
Account Manager	Mike Kerley
Job Title	Overhead Door Preventative Maintenance Additional Cost for FD and PD Doors

Total	\$5,867.00
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Product/Service	Description	Qty.	Unit Price	Total
2025 Annual Cost (One PM Cycle)	428 Green Bay - Fire Department (8) OH Sectional Doors and Operators	1	\$935.00	\$935.00
	410 Green Bay - Police Department (3) OH Sectional Doors and Operators			
2026 Annual Cost (Two PM Cycles)	428 Green Bay - Fire Department (8) OH Sectional Doors and Operators	1	\$1,926.00	\$1,926.00
	410 Green Bay - Police Department (3) OH Sectional Doors and Operators			
2027 Annual Cost (Two PM Cycles)	428 Green Bay - Fire Department (8) OH Sectional Doors and Operators	1	\$1,984.00	\$1,984.00
	410 Green Bay - Police Department (3) OH Sectional Doors and Operators			
2028 Annual Cost (One PM Cycle)	428 Green Bay - Fire Department (8) OH Sectional Doors and Operators	1	\$1,022.00	\$1,022.00
	410 Green Bay - Police Department (3) OH Sectional Doors and Operators			
			Total	\$5,867.00

This quote is valid for the next 30 days, after which values may be subject to change.

We accept credit cards, please note that there is a 3.5% convenience fee.

Signature: _____ Date: _____



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Resolution No. R-71-2025: Approving a Contract with AGAE Contractors, Inc. for Construction of a Nursing Mother's Room at the Village's Public Safety Building (Adoption)

PRESENTER: Tom Powers

AGENDA DATE: September 16, 2025

CONSENT: Yes

ITEM TYPE: Consent Agenda

ITEM HISTORY:

None.

EXECUTIVE SUMMARY:

The State of Illinois Nursing Mothers in the Workplace Act (820 ILCS 260/1), as amended by Public Act 100-1003, and the Federal Patient Protection and Affordable Care Act of 2010 (PPACA), provide working mothers with reasonable break time during normal business hours to express breast milk for one year after the child's birth. These rest periods must be provided in a suitable, private location, other than a bathroom, which is located in close proximity to the employee's work area. This contract provides for the construction of a private Nursing Mothers Room in the Fire Department at the Public Safety building in compliance with State and Federal law.

This contract was procured via the Sourcewell Indefinite Quantities Contract which meets the requirements for Public bidding. Bidder place their bids against the construction cost book for known scopes of work (similar to RS means). The line items in the construction cost book are then used to determine the competitive price.

RECOMMENDATION:

Staff recommends that the Council consider awarding the Contract for Construction of a Nursing Mothers Room at the Public Safety Building (Adoption)

ATTACHMENTS:

1. Resolution No. R-71-2025: Approving a Contract with AGAE for Construction of a Nursing Mother's Room at the Village's Public Safety Building
2. Sourcewell IDQ Advertisement

RESOLUTION NO. R-71-2025

**A RESOLUTION APPROVING A CONTRACT WITH
AGAE CONTRACTORS, INC. FOR CONSTRUCTION OF A
NURSING MOTHER'S ROOM AT THE VILLAGE'S PUBLIC SAFETY BUILDING**

WHEREAS, the Village of Winnetka ("***Village***") is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970; and

WHEREAS, the Village is a member of Sourcewell ("***Sourcewell***"), a municipal national contracting agency for units of local government, and educational and non-profit organizations; and

WHEREAS, Sourcewell permits units of local governments to purchase commodities and services according to nationally leveraged and competitively solicited purchasing contracts, resulting in significant savings for the Village; and

WHEREAS, the Village Fire Department has identified the need to construct a lactation room at the Winnetka Fire Station ("***Work***"); and

WHEREAS, Sourcewell sought bids for the award of a contract for the Work ("***Contract***"); and

WHEREAS, Sourcewell identified AGAE Contractors, Inc. of Elk Grove, Illinois ("***AGAE***"), as the lowest responsible bidder for the Contract with a price of \$97,326.18; and

WHEREAS, the Village President and Board of Trustees have determined that it will serve and be in the best interest of the Village to enter into the Contract with AGAE, in an amount not to exceed \$97,326.18;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Village of Winnetka, Cook County, Illinois, as follows:

SECTION 1. RECITALS. The Village Council adopts the foregoing recitals as its findings, as if fully set forth herein.

SECTION 2. APPROVAL OF CONTRACT. The Village Council hereby approves the Contract in substantially the form attached to this Resolution as **Exhibit A** and in a final form approved by the Village Attorney.

SECTION 3. AUTHORIZATION TO EXECUTE CONTRACT. The Village Council hereby authorizes and directs the Village President and the Village Clerk to execute and attest, respectively, on behalf of the Village, the final Contract after receipt by the Village Manager of two executed copies of the final Contract from AGAE; provided, however, that if the Village Manager does not receive two executed copies of the final Contract from AGAE within 60 days after the date of adoption of this Resolution, then this authority to execute and seal the Contract will, at the option of the Village Council, be null and void.

SECTION 4. EFFECTIVE DATE. This Resolution will be in full force and effect from and after its passage and approval as provided by law.

ADOPTED this 16th day of September, 2025, pursuant to the following roll call vote:

AYES: _____
NAYS: _____
ABSENT: _____
ABSTAIN: _____

Signed

Village President

Countersigned:

Village Clerk

EXHIBIT A
CONTRACT

CONTRACT BETWEEN
VILLAGE OF WINNETKA
AND
AGAE CONTRACTORS INC.
FOR THE CONSTRUCTION OF
Village of Winnetka Fire Department Lactation Room Build

CONTRACT BETWEEN
VILLAGE OF WINNETKA
AND
AGAE CONTRACTORS INC.
FOR THE CONSTRUCTION OF

Village of Winnetka Fire Department Lactation Room Build

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CONTRACTOR'S CERTIFICATION

ATTACHMENT A - Supplemental Schedule of Contract Terms

ATTACHMENT B - Specifications

ATTACHMENT C - List of Drawings

ATTACHMENT D - Special Project Requirements

APPENDIX 1 - Prevailing Wage Ordinance

PERFORMANCE BOND

LABOR AND MATERIAL PAYMENT BOND

CONTRACT BETWEEN
VILLAGE OF WINNETKA
AND
AGAE CONTRACTORS INC.
FOR THE CONSTRUCTION OF
Fire Department Lactation Room Build

In consideration of the mutual promises set forth below, the Village of Winnetka, 510 Green Bay Road, Winnetka, Illinois 60093, a home rule municipal corporation ("Owner"), and ***AGAE CONTRACTORS INC., 189 GORDON STREET, ELK GROVE VILLAGE, IL, 60007, a CORPORATION*** ("Contractor"), make this Contract as of the **16th day of September, 2025** and hereby agree as follows:

ARTICLE I
THE WORK

1.1 Performance of the Work

Contractor shall, at its sole cost and expense, provide, perform, and complete all of the following, all of which is herein referred to as the "Work":

1. Labor, Equipment, Materials, and Supplies. Provide, perform, and complete, in the manner described and specified in this Contract, all necessary work, labor, services, transportation, equipment, materials, apparatus, machinery, tools, fuels, gas, electric, water, waste disposal, information, data, and other means and items necessary to accomplish the Project at the Work Site, both as defined in Attachment A, in accordance with the specifications attached hereto as Attachment B, the drawings identified in the list attached hereto as Attachment C, and the Special Project Requirements attached hereto as Attachment D.
2. Permits. Except as otherwise provided in Attachment A, procure and furnish all permits, licenses, and other governmental approvals and authorizations necessary in connection therewith.
3. Bonds and Insurance. Procure and furnish all Bonds and all certificates and policies of insurance specified in this Contract.
4. Taxes. Pay all applicable federal, state, and local taxes.
5. Miscellaneous. Do all other things required of Contractor by this Contract, including, without limitation, arranging for utility and other services needed for the Work and for testing, including the installation of temporary utility lines, wiring, switches, fixtures, hoses, connections, and meters, and providing sufficient sanitary conveniences and shelters to accommodate all workers and all personnel of Owner engaged in the Work.
6. Quality. Provide, perform and complete all of the foregoing in a proper and workmanlike manner, consistent with the highest standards of professional and

construction practices and in full compliance with, and as required by or pursuant to, this Contract, and with the greatest economy, efficiency, and expedition consistent therewith, with only new, undamaged and first quality equipment, materials and supplies.

1.2 Commencement and Completion Dates

Contractor shall commence the Work not later than the "Commencement Date" set forth on Attachment A and shall diligently and continuously prosecute the Work at such a rate as will allow the Work to be fully provided, performed, and completed in full compliance with this Contract not later than the "Completion Date" set forth in Attachment A. The time of commencement, rate of progress, and time of completion are referred to in this Contract as the "Contract Time."

1.3 Required Submittals

A. Submittals Required. Contractor shall submit to Owner all documents, data, and information specifically required to be submitted by Contractor under this Contract and shall, in addition, submit to Owner all such drawings, specifications, descriptive information, and engineering documents, data, and information as may be required, or as may be requested by Owner, to show the details of the Work, including a complete description of all equipment, materials, and supplies to be provided under this Contract ("Required Submittals"). Such details shall include, but shall not be limited to, design data, structural and operating features, principal dimensions, space required or provided, clearances required or provided, type and brand of finish, and all similar matters, for all components of the Work.

B. Number and Format. Except as otherwise provided in Attachment B, Contractor shall provide three complete sets for each Required Submittal. All Required Submittals, except drawings, shall be prepared on white 8-1/2 inch by 11 inch paper. Two black and white prints and one electronic copy in Adobe Acrobat (.pdf) format of each drawing shall be provided. All prints of drawings shall be folded to 8-1/2 inches by 11 inches, or less. All drawings shall be clearly marked in the lower right-hand corner with the names of Owner and Contractor.

C. Time of Submission and Owner's Review. All Required Submittals shall be provided to Owner no later than the time, if any, specified in this Contract for their submission or, if no time for submission is specified, in sufficient time, in Owner's sole opinion, to permit Owner to review the same prior to the commencement of the part of the Work to which they relate and prior to the purchase of any equipment, materials, or supplies that they describe. Owner shall have the right to require such corrections as may be necessary to make such submittals conform to this Contract. All such submittals shall, after final processing and review with no exception (or its equivalent) noted by Owner, become a part of this Contract. No Work related to any submittal shall be performed by Contractor until Owner has completed review of such submittal with no exception (or its equivalent) noted. Owner's review and stamping of any Required Submittal shall be for the sole purpose of examining the general management, design, and details of the proposed Work, shall not relieve Contractor of the entire responsibility for the performance of the Work in full compliance with, and as required by or pursuant to this Contract, and shall not be regarded as any assumption of risk or liability by Owner.

D. Responsibility for Delay. Contractor shall be responsible for any delay in the Work due to delay in providing Required Submittals conforming to this Contract.

1.4 Review and Interpretation of Contract Provisions

Contractor represents and warrants that it has carefully reviewed this Contract, including all of its Attachments and the drawings identified in Attachment C, all of which are by this reference incorporated into and made a part of this Contract. Contractor shall, at no increase in the Contract Price, provide workmanship, equipment, materials, and supplies that fully conform to this Contract. Whenever any equipment, materials or supplies are specified or described in this Contract by using the name or other identifying feature of a proprietary product or the name or other identifying feature of a particular manufacturer or vendor, the specific item mentioned shall be understood as establishing the type, function and quality desired. Other manufacturers' or vendors' products may be accepted, provided that the products proposed are equivalent in substance and function to those named as determined by Owner in its sole and absolute discretion.

Contractor shall promptly notify Owner of any discrepancy, error, omission, ambiguity, or conflict among any of the provisions of this Contract before proceeding with any Work affected thereby. If Contractor fails to give such notice to Owner, then the subsequent decision of Owner as to which provision of this Contract shall govern shall be final, and any corrective work required shall not entitle Contractor to any damages, to any compensation in excess of the Contract Price, or to any delay or extension of the Contract Time.

When the equipment, materials, or supplies furnished by Contractor cannot be installed as specified in this Contract, Contractor shall, without any increase in the Contract Price, make all modifications required to properly install the equipment, materials, or supplies. Any such modification shall be subject to the prior review and consent of Owner.

1.5 Conditions at the Work Site; Record Drawings

Contractor represents and warrants that it has had a sufficient opportunity to conduct a thorough investigation of the Work Site and the visible surrounding area and has completed such investigation to its satisfaction. Contractor shall have no claim for damages, for compensation in excess of the Contract Price, or for a delay or extension of the Contract Time based upon conditions found at, or in the vicinity of, the Work Site except for concealed matters that are not visible or discoverable until a wall or floor is opened by way of example. When information pertaining to subsurface, underground or other concealed conditions, soils analysis, borings, test pits, utility locations or conditions, buried structures, condition of existing structures and other investigations is or has been provided by Owner, or is or has been otherwise made available to Contractor by Owner, such information is or has been provided or made available solely for the convenience of Contractor and is not part of this Contract. Owner assumes no responsibility whatever in respect to the sufficiency or accuracy of such information, and there is no guaranty or warranty, either expressed or implied, that the conditions indicated are representative of those existing throughout the Work or the Work Site, or that the conditions indicated are representative of those existing at any particular location, or that the conditions indicated may not change, or that unanticipated conditions may not be present.

Contractor shall be solely responsible for locating all existing underground installations by prospecting no later than two workdays prior to any scheduled excavation or trenching, whichever is earlier. Contractor shall check all dimensions, elevations, and quantities indicated in this Contract within the same time period as set forth above for prospecting underground installations. Contractor shall lay out the Work in accordance with this Contract and shall establish and maintain such locations, lines and levels. Wherever pre-existing work is

encountered, Contractor shall verify and be responsible for dimensions and location of such pre-existing work. Contractor shall notify Owner of any discrepancy between the dimensions, elevations and quantities indicated in this Contract and the conditions of the Work Site or any other errors, omissions or discrepancies which Contractor may discover during such inspections. Full instructions will be furnished by Owner should such error, omission, or discrepancy be discovered, and Contractor shall carry out such instructions as if originally specified and without any increase in Contract Price.

Before Final Acceptance of the Work, Contractor shall submit to Owner two sets of Drawings of Record, unless a greater number is specified elsewhere in this Contract, indicating all field deviations from Attachment B or the drawings identified in Attachment C. Upon acceptance of the Contractor's printed Drawings of Record, Contractor shall also submit to Owner electronic Drawings of Record in electronic CADD files and/or other electronic file format acceptable to Owner operating under a Windows operating system.

1.6 Technical Ability to Perform

Contractor represents and warrants that it is sufficiently experienced and competent, and has the necessary capital, facilities, plant, organization, and staff, to provide, perform and complete the Work in full compliance with, and as required by or pursuant to, this Contract.

1.7 Financial Ability to Perform

Contractor represents and warrants that it is financially solvent, and Contractor has the financial resources necessary to provide, perform and complete the Work in full compliance with, and as required by or pursuant to, this Contract.

1.8 Time

Contractor represents and warrants that it is ready, willing, able and prepared to begin the Work on the Commencement Date and that the Contract Time is sufficient time to permit completion of the Work in full compliance with, and as required by or pursuant to, this Contract for the Contract Price, all with due regard to all natural and man-made conditions other than conditions of Force Majeure that may affect the Work or the Work Site and all difficulties, hindrances, and delays that may be incident to the Work.

1.9 Safety at the Work Site

Contractor shall be solely and completely responsible for providing and maintaining safe conditions at the Work Site, including the safety of all persons and property during performance of the Work. This requirement shall apply continuously and shall not be limited to normal working hours. Contractor shall take all safety precautions as shall be necessary to comply with all applicable laws and to prevent injury to persons and damage to property.

Contractor shall conduct all of its operations without interruption or interference with vehicular and pedestrian traffic on public and private rights-of-way, unless it has obtained permits therefor from the proper authorities. If any public or private right-of-way shall be rendered unsafe by Contractor's operations, Contractor shall make such repairs or provide such temporary ways or guards as shall be acceptable to the proper authorities.

1.10 Cleanliness of the Work Site and Environs

Contractor shall keep the Work Site and adjacent areas clean at all times during performance of the Work and shall, upon completion of the Work, leave the Work Site and adjacent areas in a clean and orderly condition.

1.11 Damage to the Work, the Work Site, and Other Property

The Work and everything pertaining thereto shall be provided, performed, completed, and maintained at the sole risk and cost of Contractor from the Commencement Date until Substantial Completion of the Work. Contractor shall be fully responsible for the protection of all public and private property and all persons. Without limiting the foregoing, Contractor shall, at its own cost and expense, provide all permanent and temporary shoring, anchoring and bracing required by the nature of the Work in order to make all parts absolutely stable and rigid, even when such shoring, anchoring and bracing is not explicitly specified, and support and protect all buildings, bridges, roadways, conduits, wires, water pipes, gas pipes, sewers, pavements, curbs, sidewalks, fixtures and landscaping of all kinds and all other public or private property that may be encountered or endangered in providing, performing and completing the Work. Contractor shall have no claim against Owner because of any damage or loss to the Work or to Contractor's equipment, materials, or supplies from any cause whatsoever, including damage or loss due to simultaneous work by others. Contractor shall, promptly and without charge to Owner, repair or replace, to the satisfaction of Owner, any damage done to, and any loss suffered by, the Work and any damage done to, and any loss suffered by, the Work Site or other property as a result of the Work. Notwithstanding any other provision of this Contract, Contractor's obligations under this Section shall exist without regard to, and shall not be construed to be waived by, the availability or unavailability of any insurance, either of Owner or Contractor, to indemnify, hold harmless, or reimburse Contractor for the cost of any repair or replacement work required by this Section.

1.12 Subcontractors and Suppliers

A. Approval and Use of Subcontractors and Suppliers. Contractor shall perform the Work with its own personnel and under the management, supervision, and control of its own organization unless otherwise approved by Owner in writing. All subcontractors, suppliers, and subcontracts used by Contractor shall be acceptable to, and approved in advance by, Owner. Owner's approval of any subcontractor, supplier, and subcontract shall not relieve Contractor of full responsibility and liability for the provision, performance, and completion of the Work in full compliance with, and as required by or pursuant to, this Contract. All Work performed under any subcontract shall be subject to all of the provisions of this Contract in the same manner as if performed by employees of Contractor. Every reference in this Contract to "Contractor" shall be deemed also to refer to all subcontractors and suppliers of Contractor. Every subcontract shall include a provision binding the subcontractor or supplier to all provisions of this Contract.

B. Removal of Subcontractors and Suppliers. If any subcontractor or supplier fails to perform the part of the Work undertaken by it in a manner satisfactory to Owner, Contractor shall immediately upon notice from Owner terminate such subcontractor or supplier. Contractor shall have no claim for damages, for compensation in excess of the Contract Price, or for a delay or extension of the Contract Time as a result of any such termination.

1.13 Simultaneous Work By Others

Owner shall have the right to perform or have performed such other work as Owner may desire in, about, or near the Work Site during the performance of the Work by Contractor. Contractor shall make every reasonable effort to perform the Work in such manner as to enable both the Work and such other work to be completed without hindrance or interference from each other. Contractor shall afford Owner and other contractors reasonable opportunity for the execution of such other work and shall properly coordinate the Work with such other work.

1.14 Occupancy Prior to Final Payment

Owner shall obtain Contractor's approval to place into service any party of the Work prior to Final Payment. Such approval shall not be unreasonably withheld. Such occupancy, use, or placement in service shall be conducted in such manner as not to damage any of the Work or to unreasonably interfere with the progress of the Work. No such occupancy, use, or placement in service shall be construed as an acceptance of any of the Work or a release or satisfaction of Contractor's duty to insure and protect the Work, nor shall it, unless conducted in an unreasonable manner, be considered as an interference with Contractor's provision, performance, or completion of the Work.

1.15 Owner's Right to Terminate or Suspend Work for Convenience

A. Termination or Suspension for Convenience. Owner shall have the right, for its convenience, to terminate or suspend the Work in whole or in part at any time by written notice to Contractor. Every such notice shall state the extent and effective date of such termination or suspension. On such effective date, Contractor shall, as and to the extent directed, stop Work under this Contract, cease all placement of further orders or subcontracts, terminate or suspend Work under existing orders and subcontracts, cancel any outstanding orders or subcontracts that may be cancelled, and take any action necessary to protect any property in its possession in which Owner has or may acquire any interest and to dispose of such property in such manner as may be directed by Owner.

B. Payment for Completed Work. In the event of any termination pursuant to Subsection 1.15A above, Owner shall pay Contractor (1) such direct costs, excluding overhead, as Contractor shall have paid or incurred for all Work done in compliance with, and as required by or pursuant to, this Contract up to the effective date of termination together with ten percent of such costs for overhead and profit; and (2) such other costs pertaining to the Work, exclusive of overhead and profit, as Contractor may have reasonably and necessarily incurred as the result of such termination. Any such payment shall be offset by any prior payment or payments and shall be subject to Owner's rights to withhold and deduct as provided in this Contract.

ARTICLE II **CHANGES AND DELAYS**

2.1 Changes

Owner shall have the right, by written order executed by Owner, to make changes in the Contract, the Work, the Work Site, and the Contract Time ("Change Order"). If any Change Order causes an increase or decrease in the amount of the Work, an equitable adjustment in the Contract Price or Contract Time may be made. All claims by Contractor for an equitable adjustment in either the Contract Price or the Contract Time shall be made within two business

days following receipt of such Change Order, and shall, if not made prior to such time, be conclusively deemed to have been waived. No decrease in the amount of the Work caused by any Change Order shall entitle Contractor to make any claim for damages, anticipated profits, or other compensation. Any Change Order that authorizes or necessitates an increase of fifty per cent or more in (a) the original Contract Price or (b) the original prices of any subcontractor under this Contract, shall be subject to bidding in the same manner as the original Contract or subcontract was bid.

2.2 Delays

A. Extensions for Unavoidable Delays. For any delay that may result from causes that could not be avoided or controlled by Contractor, Contractor shall, upon timely written application, be entitled to issuance of a Change Order providing for an extension of the Contract Time for a period of time equal to the delay resulting from such unavoidable cause. No extension of the Contract Time shall be allowed for any other delay in completion of the Work.

B. No Compensation for Delays. No payment, compensation, damages, or adjustment of any kind, other than the extension of the Contract Time provided in Subsection 2.2A above, shall be made to, or claimed by, Contractor because of hindrances or delays from any cause in the commencement, prosecution, or completion of the Work, whether caused by Owner or any other party and whether avoidable or unavoidable.

ARTICLE III CONTRACTOR'S RESPONSIBILITY FOR DEFECTIVE WORK

3.1 Inspection; Testing; Correction of Defects

A. Inspection. Until Final Payment, all parts of the Work shall be subject to inspection and testing by Owner or its designated representatives. Contractor shall furnish, at its own expense, all reasonable access, assistance, and facilities required by Owner for such inspection and testing.

B. Re-Inspection. Re-inspection and re-testing of any Work may be ordered by Owner at any time, and, if so ordered, any covered or closed Work shall be uncovered or opened by Contractor. If the Work is found to be in full compliance with this Contract, then Owner shall pay the cost of uncovering, opening, re-inspecting, or re-testing and restoring the re-opened Work, as the case may be. If such Work is not in full compliance with this Contract, then Contractor shall pay such cost.

C. Correction. Until Final Payment, Contractor shall, promptly and without charge, repair, correct, or replace all or any part of the Work that is defective, damaged, flawed, or unsuitable or that in any way fails to conform strictly to the requirements of this Contract.

3.2 Warranty of Work

A. Scope of Warranty. Contractor warrants that the Work and all of its components shall be free from defects and flaws in design, workmanship, and materials; shall strictly conform to the requirements of this Contract; and shall be fit, sufficient and suitable for the purposes expressed in, or reasonably inferred from, this Contract. The warranty herein expressed shall be in addition to any other warranties expressed in this Contract, or expressed or implied by law, which are hereby reserved unto Owner.

B. **Length of Warranty; Repairs; Extension of Warranty.** Contractor shall, promptly and without charge, correct any failure to fulfill the above warranty that may be discovered or develop at any time within one year after Final Payment or such longer period as may be prescribed in Attachment B or Attachment D to this Contract or by law. The above warranty shall be extended automatically to cover all repaired and replacement parts and labor provided or performed under such warranty and Contractor's obligation to correct Work shall be extended for a period of one year from the date of such repair or replacement. The time period established in this Subsection 3.2B relates only to the specific obligation of Contractor to correct Work and shall not be construed to establish a period of limitation with respect to other obligations that Contractor has under this Contract.

C. **Subcontractor and Supplier Warranties.** Whenever Attachment B or Attachment D requires a subcontractor or supplier to provide a guaranty or warranty, Contractor shall be solely responsible for obtaining said guaranty or warranty in form satisfactory to Owner and assigning said warranty or guaranty to Owner. Acceptance of any assigned warranties or guaranties by Owner shall be a precondition to Final Payment and shall not relieve Contractor of any of its guaranty or warranty obligations under this Contract.

3.3 Owner's Right to Correct

If, within five business days after Owner gives Contractor notice of any defect, damage, flaw, unsuitability, nonconformity, or failure to meet warranty subject to correction by Contractor pursuant to Section 3.1 or Section 3.2 of this Contract or such shorter period where such claimed defect requires quicker action such as by way of example a pipe leak from piping installed as part of the Work, Contractor neglects to make, or undertake with due diligence to make, the necessary corrections, then Owner shall be entitled to make, either with its own forces or with contract forces, the corrections and to recover from Contractor all resulting costs, expenses, losses, or damages, including attorneys' fees and administrative expenses.

ARTICLE IV FINANCIAL ASSURANCES

4.1 Bonds

Contemporaneous with Contractor's execution of this Contract, Contractor shall provide a Performance Bond and a Labor and Material Payment Bond, on forms provided by Owner, from a surety company licensed to do business in the State of Illinois with a general rating of A minus and a financial size category of Class VIII or better in Best's Insurance Guide, each in the penal sum of the Contract Price ("Bonds"). Contractor shall, at all times while providing, performing, or completing the Work, including, without limitation, at all times while correcting any failure to meet warranty pursuant to Section 3.2 of this Contract, maintain and keep in force, at Contractor's expense, the Bonds required hereunder.

4.2 Insurance

Contemporaneous with Contractor's execution of this Contract, Contractor shall provide certificates and policies of insurance evidencing the minimum insurance coverages and limits set forth in Attachment A. For good cause shown, Owner may extend the time for submission of the required policies of insurance upon such terms, and with such assurances of complete and prompt performance, as Owner may impose in the exercise of its sole discretion. Such policies shall be in a form, and from companies, acceptable to Owner and from companies

with a general rating of A minus, and a financial size category of Class VIII or better, in Best's Insurance Guide. Such insurance shall provide that no change, modification in, or cancellation of any insurance shall become effective until the expiration of 30 days after written notice thereof shall have been given by the insurance company to Owner. Contractor shall, at all times while providing, performing, or completing the Work, including, without limitation, at all times while correcting any failure to meet warranty pursuant to Section 3.2 of this Contract, maintain and keep in force, at Contractor's expense, the minimum insurance coverages and limits set forth in Attachment A.

4.3 Indemnification

Contractor shall indemnify, save harmless, and defend Owner against any and all lawsuits, claims, demands, damages, liabilities, losses, and expenses, including attorneys' fees and administrative expenses, that may arise, or be alleged to have arisen, out of or in connection with Contractor's performance of, or failure to perform, the Work or any part thereof, whether or not due or claimed to be due in whole or in part to the active, passive, or concurrent negligence or fault of Contractor, except to the extent caused by the sole negligence or intentional act of Owner. The provision of insurance as provided in this Contract shall not be a limit on the Contractor's obligation under this Section 4.3.

ARTICLE V PAYMENT

5.1 Contract Price

Owner shall pay to Contractor, in accordance with and subject to the terms and conditions set forth in this Article V and Attachment A, and Contractor shall accept in full satisfaction for providing, performing, and completing the Work, the amount or amounts set forth in Attachment A (the "Contract Price"), subject to any additions, deductions, or withholdings provided for in this Contract.

5.2 Taxes and Benefits

Owner is exempt from and shall not be responsible to pay, or reimburse Contractor for, any state or local sales, use, or excise taxes. The Contract Price includes all other applicable federal, state, and local taxes of every kind and nature applicable to the Work as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or other similar benefits. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, or premium is hereby waived and released by Contractor.

5.3 Progress Payments

A. Payment in Installments. The Contract Price shall be paid in monthly installments in the manner set forth in Attachment A ("Progress Payments").

B. Pay Requests. Contractor shall, as a condition precedent to its right to receive each Progress Payment, submit to Owner a pay request in the form provided by Owner ("Pay Request"). The first Pay Request shall be submitted not sooner than 30 days following commencement of the Work. Owner may, by written and reasonably timed notice to Contractor, designate a specific day of each month on or before which Pay Requests must be submitted.

Each Pay Request shall include (a) Contractor's certification of the value of, and partial or final waivers of lien covering, all Work for which payment is then requested and (b) Contractor's certification that all prior Progress Payments have been properly applied to the payment or reimbursement of the costs with respect to which they were paid.

C. Work Entire. This Contract and the Work are entire and the Work as a whole is of the essence of this Contract. Notwithstanding any other provision of this Contract, each and every part of this Contract and of the Work are interdependent and common to one another and to Owner's obligation to pay all or any part of the Contract Price or any other consideration for the Work. Any and all Progress Payments made pursuant to this Article are provided merely for the convenience of Contractor and for no other purpose.

5.4 Final Acceptance and Final Payment

A. Notice of Completion. When the Work has been completed and is ready in all respects for acceptance by Owner, Contractor shall notify Owner and request a final inspection ("Notice of Completion"). Contractor's Notice of Completion shall be given sufficiently in advance of the Completion Date to allow for scheduling of the final inspection and for completion or correction before the Completion Date of any items identified by such inspection as being defective, damaged, flawed, unsuitable, nonconforming, incomplete, or otherwise not in full compliance with, or as required by or pursuant to, this Contract ("Punch List Work").

B. Punch List and Final Acceptance. The Work shall be finally accepted when, and only when, the whole and all parts thereof shall have been completed to the satisfaction of Owner in full compliance with, and as required by or pursuant to, this Contract. Upon receipt of Contractor's Notice of Completion, Owner shall make a review of the Work and notify Contractor in writing of all Punch List Work, if any, to be completed or corrected. Following Contractor's completion or correction of all Punch List Work, Owner shall make another review of the Work and prepare and deliver to Contractor either a written notice of incomplete or incorrect Punch List Work that remains to be completed or corrected or a written notice of final acceptance of the Work ("Final Acceptance").

C. Final Payment. As soon as practicable after Final Acceptance, Contractor shall submit to Owner a properly completed final Pay Request in the form provided by Owner ("Final Pay Request"). Owner shall pay to Contractor the balance of the Contract Price, after deducting therefrom all charges against Contractor as provided for in this Contract ("Final Payment"). Final Payment shall be made not later than 60 days after Owner approves the Final Pay Request. The acceptance by Contractor of Final Payment shall operate as a full and complete release of Owner of and from any and all lawsuits, claims, demands, damages, liabilities, losses, and expenses of, by, or to Contractor for anything done, furnished for, arising out of, relating to, or in connection with the Work or for or on account of any act or neglect of Owner arising out of, relating to, or in connection with the Work.

5.5 Liens

A. Title. Nothing in this Contract shall be construed as vesting in Contractor any right of property in any equipment, materials, supplies, and other items provided under this Contract after they have been installed in, incorporated into, attached to, or affixed to, the Work or the Work Site. All such equipment, materials, supplies, and other items shall, upon being so installed, incorporated, attached or affixed, become the property of Owner, but such title shall not

release Contractor from its duty to insure and protect the Work in accordance with the requirements of this Contract.

B. Waivers of Lien. Contractor shall, from time to time at Owner's request and in any event prior to Final Payment, furnish to Owner such receipts, releases, affidavits, certificates, and other evidence as may be necessary to establish, to the reasonable satisfaction of Owner, that no lien against the Work or the public funds held by Owner exists in favor of any person whatsoever for or by reason of any equipment, material, supplies, or other item furnished, labor performed, or other thing done in connection with the Work or this Contract ("Lien") and that no right to file any Lien exists in favor of any person whatsoever. Trailing waivers shall not be permitted.

C. Removal of Liens. If at any time any notice of any Lien is filed, then Contractor shall, promptly and without charge, discharge, remove, or otherwise dispose of such Lien. Until such discharge, removal, or disposition, Owner shall have the right to retain from any money payable hereunder an amount that Owner, in its sole judgment, deems necessary to satisfy such Lien and to pay the costs and expenses, including attorneys' fees and administrative expenses, of any actions brought in connection therewith or by reason thereof.

D. Protection of Owner Only. This Section shall not operate to relieve Contractor's surety or sureties from any of their obligations under the Bonds, nor shall it be deemed to vest any right, interest, or entitlement in any subcontractor or supplier. Owner's retention of funds pursuant to this Section shall be deemed solely for the protection of its own interests pending removal of such Liens by Contractor, and Owner shall have no obligation to apply such funds to such removal but may, nevertheless, do so where Owner's interests would thereby be served.

5.6 Deductions

A. Owner's Right to Withhold. Notwithstanding any other provision of this Contract and without prejudice to any of Owner's other rights or remedies, Owner shall have the right at any time or times, whether before or after approval of any Pay Request, to deduct and withhold from any Progress or Final Payment that may be or become due under this Contract such amount as may reasonably appear necessary to compensate Owner for any actual or prospective loss due to: (1) Work that is defective, damaged, flawed, unsuitable, nonconforming, or incomplete; (2) damage for which Contractor is liable under this Contract; (3) state or local sales, use, or excise taxes from which Owner is exempt; (4) Liens or claims of Lien regardless of merit; (5) claims of subcontractors, suppliers, or other persons regardless of merit; (6) delay in the progress or completion of the Work; (7) inability of Contractor to complete the Work; (8) failure of Contractor to properly complete or document any Pay Request; (9) any other failure of Contractor to perform any of its obligations under this Contract; or (10) the cost to Owner, including attorneys' fees and administrative costs, of correcting any of the aforesaid matters or exercising any one or more of Owner's remedies set forth in Section 6.3 of this Contract.

B. Use of Withheld Funds. Owner shall be entitled to retain any and all amounts withheld pursuant to Subsection 5.6A above until Contractor shall have either performed the obligations in question or furnished security for such performance satisfactory to Owner. Owner shall be entitled to apply any money withheld or any other money due Contractor under this Contract to reimburse itself for any and all costs, expenses, losses, damages, liabilities, suits, judgments, awards, attorneys' fees and administrative expenses incurred, suffered, or sustained by Owner and chargeable to Contractor under this Contract.

ARTICLE VI

DISPUTES AND REMEDIES

6.1 Dispute Resolution Procedure

A. Notice of Disputes and Objections. If Contractor disputes or objects to any requirement, direction, instruction, interpretation, determination, or decision of Owner, Contractor may notify Owner in writing of its dispute or objection and of the amount of any equitable adjustment to the Contract Price or Contract Time to which Contractor claims it will be entitled as a result thereof; provided, however, that Contractor shall, nevertheless, proceed without delay to perform the Work as required, directed, instructed, interpreted, determined, or decided by Owner, without regard to such dispute or objection. Unless Contractor so notifies Owner within two business days after receipt of such requirement, direction, instruction, interpretation, determination, or decision, Contractor shall be conclusively deemed to have waived all such disputes or objections and all claims based thereon.

B. Negotiation of Disputes and Objections. To avoid and settle without litigation any such dispute or objection, Owner and Contractor agree to engage in good faith negotiations. Within three business days after Owner's receipt of Contractor's written notice of dispute or objection, a conference between Owner and Contractor shall be held to resolve the dispute. Within three business days after the end of the conference, Owner shall render its final decision, in writing, to Contractor. If Contractor objects to the final decision of Owner, then it shall, within three business days, give Owner notice thereof and, in such notice, shall state its final demand for settlement of the dispute. Unless Contractor so notifies Owner, Contractor shall be conclusively deemed (1) to have agreed to and accepted Owner's final decision and (2) to have waived all claims based on such final decision.

6.2 Contractor's Remedies

If Owner fails or refuses to satisfy a final demand made by Contractor pursuant to Section 6.1 of this Contract, or to otherwise resolve the dispute which is the subject of such demand to the satisfaction of Contractor, within ten days following receipt of such demand, then Contractor shall be entitled to pursue such remedies, not inconsistent with the provisions of this Contract, as it may have in law or equity.

6.3 Owner's Remedies

If it should appear at any time prior to Final Payment that Contractor has failed or refused to prosecute, or has delayed in the prosecution of, the Work with diligence at a rate that assures completion of the Work in full compliance with the requirements of this Contract on or before the Completion Date, or has attempted to assign this Contract or Contractor's rights under this Contract, either in whole or in part, or has falsely made any representation or warranty in this Contract, or has otherwise failed, refused, or delayed to perform or satisfy any other requirement of this Contract or has failed to pay its debts as they come due ("Event of Default"), and has failed to cure any such Event of Default within five business days after Contractor's receipt of written notice of such Event of Default, then Owner shall have the right, at its election and without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. Owner may require Contractor, within five days thereafter, to complete or correct all or any part of the Work that is defective, damaged, flawed,

unsuitable, nonconforming, or incomplete; to remove from the Work Site any such Work; to accelerate all or any part of the Work; and to take any or all other action necessary to bring Contractor and the Work into strict compliance with this Contract.

2. Owner may perform or have performed all Work necessary for the accomplishment of the results stated in Paragraph 1 above and withhold or recover from Contractor all the cost and expense, including attorneys' fees and administrative costs, incurred by Owner in connection therewith.
3. Owner may accept the defective, damaged, flawed, unsuitable, nonconforming, incomplete, or dilatory Work or part thereof and make an equitable reduction in the Contract Price.
4. Owner may terminate this Contract without liability for further payment of amounts due or to become due under this Contract. In the event of termination, if an unpaid balance of one or more Purchase Orders exceeds the costs of finishing the Work, such excess will be paid to the Contractor. If such costs and damages exceed the unpaid balance, the Contractor will pay the difference to the Village
5. Owner may, without terminating this Contract, terminate Contractor's rights under this Contract and either complete or correct the Work with its own forces or contracted forces, all at Contractor's expense. Owner may withhold from any Progress Payment or Final Payment, whether or not previously approved, or may recover from Contractor, any and all costs, including attorneys' fees and administrative expenses, incurred by Owner as the result of any Event of Default or as a result of actions taken by Owner in response to any Event of Default.
6. Owner may recover any damages suffered by Owner.

6.4 Owner's Special Remedy for Delay

If the Work is not completed by Contractor, in full compliance with, and as required by or pursuant to, this Contract, within the Contract Time as such time may be extended by Change Order, or Force Majeure then Owner may invoke its remedies under Section 6.3 of this Contract or may, in the exercise of its sole and absolute discretion, permit Contractor to complete the Work but charge to Contractor, and deduct from any Progress or Final Payments, whether or not previously approved, administrative expenses and costs for each day completion of the Work is delayed beyond the Completion Date, computed on the basis of the "Per Diem Administrative Charge" set forth in Attachment A, which is \$500.00/day.

ARTICLE VII LEGAL RELATIONSHIPS AND REQUIREMENTS

7.1 Binding Effect

This Contract shall be binding upon Owner and Contractor and upon their respective heirs, executors, administrators, personal representatives, and permitted successors

and assigns. Every reference in this Contract to a party shall also be deemed to be a reference to the authorized officers, employees, agents, and representatives of such party.

7.2 Relationship of the Parties

Contractor shall act as an independent contractor in providing and performing the Work. Nothing in, nor done pursuant to, this Contract shall be construed (1) to create the relationship of principal and agent, partners, or joint venturers between Owner and Contractor or (2) except as provided in Paragraph 6.3(6) above, to create any relationship between Owner and any subcontractor or supplier of Contractor.

7.3 No Collusion

Contractor hereby represents that the only persons, firms, or corporations interested in this Contract as principals are those disclosed to Owner prior to the execution of this Contract, and that this Contract is made without collusion with any other person, firm, or corporation. If at any time it shall be found that Contractor has, in procuring this Contract, colluded with any other person, firm, or corporation, then Contractor shall be liable to Owner for all loss or damage that Owner may suffer thereby, and this Contract shall, at Owner's option, be null and void.

Contractor hereby represents and warrants that neither Contractor nor any person affiliated with Contractor or that has an economic interest in Contractor or that has or will have an interest in the Work or will participate, in any manner whatsoever, in the Work is acting, directly or indirectly, for or on behalf of any person, group, entity or nation named by the United States Treasury Department as a Specially Designated National and Blocked Person, or for or on behalf of any person, group, entity or nation designated in Presidential Executive Order 13224 as a person who commits, threatens to commit, or supports terrorism, and neither Contractor nor any person affiliated with Contractor or that has an economic interest in Contractor or that has or will have an interest in the Work or will participate, in any manner whatsoever, in the Work is, directly or indirectly, engaged in, or facilitating, the Work on behalf of any such person, group, entity or nation.

7.4 Assignment

Neither party shall (1) assign this Contract in whole or in part, (2) assign any of Contractor's rights or obligations under this Contract, or (3) assign any payment due or to become due under this Contract without the prior express written approval of both parties, which approval shall not be unreasonably withheld or conditioned; provided, however, that Owner's prior written approval shall not be required for assignments of accounts, as defined in the Illinois Commercial Code, if to do so would violate Section 9-318 of the Illinois Commercial Code, 810 ILCS 5/9-318. Owner may assign this Contract, in whole or in part, or any or all of its rights or obligations under this Contract, without the consent of Contractor.

7.5 Confidential Information

All information supplied by Owner to Contractor for or in connection with this Contract or the Work shall be held confidential by Contractor and shall not, without the prior express written consent of Owner, be used for any purpose other than performance of the Work.

7.6 No Waiver

No examination, inspection, investigation, test, measurement, review, determination, decision, certificate, or approval by Owner, nor any order by Owner for the payment of money, nor any payment for, or use, occupancy, possession, or acceptance of, the whole or any part of the Work by Owner, nor any extension of time granted by Owner, nor any delay by Owner in exercising any right under this Contract, nor any other act or omission of Owner shall constitute or be deemed to be an acceptance of any defective, damaged, flawed, unsuitable, nonconforming, or incomplete Work, equipment, materials, or supplies, nor operate to waive or otherwise diminish the effect of any warranty or representation made by Contractor; or of any requirement or provision of this Contract; or of any remedy, power, or right of Owner.

7.7 No Third Party Beneficiaries

No claim as a third party beneficiary under this Contract by any person, firm, or corporation other than Contractor shall be made or be valid against Owner.

7.8 Notices

All notices required or permitted to be given under this Contract shall be in writing and shall be deemed received by the addressee thereof when delivered in person on a business day at the address set forth below or on the third business day after being deposited in any main or branch United States post office, for delivery at the address set forth below by properly addressed, postage prepaid, certified or registered mail, return receipt requested.

Notices and communications to Owner shall be addressed to, and delivered at, the following address:

Village of Winnetka
510 Green Bay Road
Winnetka, Illinois 60093
Attention: **Mark Zalewski**

with a copy to:

Elrod Friedman LLP
350 N. Clark Street, Suite 200
Chicago, Illinois 60654
Attention: Peter M. Friedman

Notices and communications to Contractor shall be addressed to, and delivered at, the following address:

AGAE CONTRACTORS INC.
189 GORDON STREET, ELK GROVE VILLAGE, IL, 60007

The foregoing shall not be deemed to preclude the use of other non-oral means of notification or to invalidate any notice properly given by any such other non-oral means.

By notice complying with the requirements of this Section, Owner and Contractor each shall have the right to change the address or addressee or both for all future notices to it, but no notice of a change of address shall be effective until actually received.

7.9 Governing Laws

This Contract and the rights of Owner and Contractor under this Contract shall be interpreted according to the internal laws, but not the conflict of laws rules, of the State of Illinois.

7.10 Changes in Laws

Unless otherwise explicitly provided in this Contract, any reference to laws shall include such laws as they may be amended or modified from time to time.

7.11 Compliance with Laws and Grants

Contractor shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Work is provided, performed, and completed in accordance with all required governmental permits, licenses or other approvals and authorizations that may be required in connection with providing, performing, and completing the Work, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Prevailing Wage Act, 820 ILCS 130/0.01 *et seq.* (in furtherance of which, a copy of Owner's ordinance ascertaining the prevailing rate of wages in effect as of the date of this Contract has been attached as an Appendix to this Contract; if the Illinois Department of Labor revises the prevailing rate of hourly wages to be paid, the revised rate shall apply to this Contract); any other prevailing wage laws; the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes requiring preference to laborers of specified classes, including, without limitation, the Employment of Illinois Workers on Public Works Act, 30 ILCS 570/0.01 *et seq.*; the Illinois Steel Products Procurement Act, 30 ILCS 565/1 *et seq.*; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq.*, the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq.*, and the Discrimination in Public Contracts Act, 775 ILCS 10/1 *et seq.*; and any statutes regarding safety or the performance of the Work, including the Illinois Structural Work Act, the Illinois Underground Utility Facilities Damage Prevention Act, and the Occupational Safety and Health Act. Contractor shall also comply with all conditions of any federal, state, or local grant received by Owner or Contractor with respect to this Contract or the Work.

Contractor shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Contractor's, or its subcontractors' or suppliers', performance of, or failure to perform, the Work or any part thereof.

Every provision of law required by law to be inserted into this Contract shall be deemed to be inserted herein.

7.12 Compliance with Patents

A. Assumption of Costs, Royalties, and Fees. Contractor shall pay or cause to be paid all costs, royalties, and fees arising from the use on, or the incorporation into, the Work, of patented equipment, materials, supplies, tools, appliances, devices, processes, or inventions.

B. Effect of Contractor Being Enjoined. Should Contractor be enjoined from furnishing or using any equipment, materials, supplies, tools, appliances, devices, processes, or inventions supplied or required to be supplied or used under this Contract, Contractor shall promptly offer substitute equipment, materials, supplies, tools, appliances, devices, processes, or inventions in lieu thereof, of equal efficiency, quality, suitability, and market value, for review by Owner. If Owner should disapprove the offered substitutes and should elect, in lieu of a substitution, to have supplied, and to retain and use, any such equipment, materials, supplies, tools, appliances, devices, processes, or inventions as may by this Contract be required to be supplied, Contractor shall pay such royalties and secure such valid licenses as may be requisite and necessary for Owner to use such equipment, materials, supplies, tools, appliances, devices, processes, or inventions without being disturbed or in any way interfered with by any proceeding in law or equity on account thereof. Should Contractor neglect or refuse to make any approved substitution promptly, or to pay such royalties and secure such licenses as may be necessary, then Owner shall have the right to make such substitution, or Owner may pay such royalties and secure such licenses and charge the cost thereof against any money due Contractor from Owner or recover the amount thereof from Contractor and its surety or sureties notwithstanding that Final Payment may have been made.

7.13 Time

The Contract Time is of the essence of this Contract. Except where otherwise stated, references in this Contract to days shall be construed to refer to calendar days.

7.14 Severability

The provisions of this Contract shall be interpreted when possible to sustain their legality and enforceability as a whole. In the event any provision of this Contract shall be held invalid, illegal, or unenforceable by a court of competent jurisdiction, in whole or in part, neither the validity of the remaining part of such provision, nor the validity of any other provisions of this Contract shall be in any way affected thereby.

7.15 Entire Agreement

This Contract sets forth the entire agreement of Owner and Contractor with respect to the accomplishment of the Work and the payment of the Contract Price therefor, and there are no other understandings or agreements, oral or written, between Owner and Contractor with respect to the Work and the compensation therefor.

Nothing in this Contract shall be construed to waive or limit any aspect of Owner's lawful authority to regulate the activities of Contractor, its subcontractors' or any other person or to regulate the Work, the Work Site or any other matter falling within its lawful regulatory jurisdiction and powers. No review, inspection, test, audit, measurement, order, determination, decision, disapproval, approval, payment for or use or acceptance of the Work, or any other act or omission of Owner shall imply, create any interest in, be deemed to be the issuance of or require Owner to issue any license or permit to Contractor or any subcontractor.

7.16 Amendments

No modification, addition, deletion, revision, alteration or other change to this Contract shall be effective unless and until such change is reduced to writing and executed and delivered by Owner and Contractor.

7.17 Force Majeure

Neither party will be held responsible for delay or default caused by acts of God or other conditions that are beyond that party's reasonable control. A party delaying or defaulting under this provision must provide the other party prompt written notice of the delay or default.

7.18 Substantial Completion

Substantial Completion shall mean that Work has been completed to the extent that Owner can use the area for its intended purpose with only the completion of Punch List Items remaining which do not prevent its use.

IN WITNESS WHEREOF, Owner and Contractor have caused this Contract to be executed in five original counterparts as of the day and year first written above.

(SEAL)

Attest/Witness:

VILLAGE OF WINNETKA

By: _____

By: _____
Rob M. Bahan

Title: _____

Title: Village Manager

Attest/Witness:

AGAE CONTRACTORS INC.

By: _____

By: _____
Frank Kutschke

Title: *Dia HR*

Title: **President**



STATE OF ILLINOIS)
) SS
COUNTY OF _____)

CONTRACTOR'S CERTIFICATION

AGAE CONTRACTORS INC., being first duly sworn on oath, deposes and states that all statements herein made are made on behalf of Contractor, that this deponent is authorized to make them, and that the statements contained herein are true and correct.

Contractor deposes, states, and certifies that Contractor is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless Contractor is contesting, in accordance with the procedures established by the appropriate Revenue Act, its liability for the tax or the amount of tax, as set forth in 65 ILCS 5/11-42.1-1 *et seq.*; or (ii) a violation of either Section 33E-3 or Section 33E-4 of the Criminal Code of 1961, 720 ILCS 5/33E-1 *et seq.*; or (iii) a violation of the USA Patriot Act of 2001, 107 Public Law 56 (October 26, 2001) (the "Patriot Act") or other statutes, orders, rules, and regulations of the United States government and its various executive departments, agencies and offices related to the subject matter of the Patriot Act, including, but not limited to, Executive Order 13224 effective September 24, 2001; or (iv) failure to have in place a written sexual harassment policy in full compliance with Section 2-105(A)(4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A)(4); or (v) failure to have a program in place that meets or exceeds the program requirements of the Substance Abuse Prevention Program on Public Works Projects Act, 820 ILCS 265, and agrees that it will file with the Owner prior to the Contract Commencement Date either a copy of the program or a notarized statement that there is a collective bargaining unit in place that applies to the employees who will be performing Work pursuant to the Contract.

DATED this [] day of [], [20__].

Attest/Witness:

AGAE CONTRACTORS INC.

By: _____

By: _____

Frank Kutschke

Title: Project Mgr.

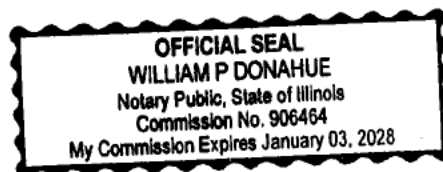
Title: **President**

Subscribed and Sworn to before me this 28th day of August, 2025.

My Commission Expires: 01/03/2028

Notary Public

[SEAL]



ATTACHMENT A

SUPPLEMENTAL SCHEDULE OF CONTRACT TERMS

[Check applicable boxes and insert required information.]

1. **Project:**

See attached proposal

2. **Work Site:**

Village of Winnetka Fire Department

3. **Permits, Licenses, Approvals, and Authorizations:**

Contractor shall obtain all required governmental permits, licenses, approvals, and authorizations, except:

☐ ***Village of Winnetka Building Permit***

☐ No Exceptions

4. **Commencement Date:**

☐ the date of execution of the Contract by Owner

☒ 15 days following execution of the Contract by Owner

☐ _____, 20__

5. **Completion Date:** 10/31/25

☐ _____ days following the Commencement Date plus extensions, if any, authorized by a Change Order issued pursuant to Subsection 2.2A of the Contract

☒ _October 31st_____, 2025____, plus extensions, if any, authorized by a Change Order issued pursuant to Subsection 2.2A of the Contract

6. **Insurance Coverages:**

A. Worker's Compensation and Employer's Liability with limits not less than:

(1) Worker's Compensation: Statutory;

(2) Employer's Liability:

\$1,000,000 injury-per occurrence

\$1,000,000 disease-per employee

\$1,000,000 disease-policy limit

Such insurance shall evidence that coverage applies in the State of Illinois.

B. Commercial Motor Vehicle Liability with a combined single limit for bodily injury and property damage of not less than \$2,000,000 per occurrence for vehicles owned, non-owned, or rented.

All employees shall be included as insureds.

C. Commercial General Liability with coverage written on an "occurrence" basis and with "per project" limits no less than a combined single limit for personal injury, bodily injury and property damage of \$2,000,000 per occurrence and \$4,000,000 general aggregate.

Coverages shall include:

- Premises/Operations
- Products/Completed Operations (to be maintained for two years following Final Payment)
- Independent Contractors
- Personal Injury (with Employment Exclusion deleted)
- Broad Form Property Damage Endorsement
- Blanket Contractual Liability (must expressly cover the indemnity provisions of this Contract)
- Bodily Injury and Property Damage

"X", "C", and "U" exclusions shall be deleted.

Railroad exclusions shall be deleted if Work Site is within 50 feet of any railroad track.

All employees shall be included as insured.

- ☐ D. Builders Risk Insurance. Not applicable
- ☐ E. Owner's and Contractor's Protective Liability Insurance. Not applicable
- ☒ F. Umbrella Policy. The required coverages may be in any combination of primary, excess, and umbrella policies. Any excess or umbrella policy must provide excess coverage over underlying insurance on a following-form basis such that when any loss covered by the primary policy exceeds the limits under the primary policy, the excess or umbrella policy becomes effective to cover such loss.
- ☒ G. Deductible. Each policy shall have a deductible or self-insured retention of not more than \$5,000.00.
- ☒ H. Owner as Additional Insured. Owner shall be named as an Additional Insured on the following policies:

Commercial General Liability

Commercial Motor Vehicle Liability

Each Additional Insured endorsement shall identify Owner as follows:

Village of Winnetka, including its President and Village Board of Trustees, and elected and appointed officials, and its officers, employees, agents, attorneys, consultants, and representatives.

The coverage afforded the Additional Insureds shall be primary and non-contributory insurance for the Additional Insureds with respect to claims arising out of operations performed by or on behalf of Contractor. If the Additional Insureds have other insurance which is applicable to the loss, such other insurance shall be on an excess or contingent basis. The amount of the insurance companies' liability under the insurance policies Contractor maintains shall not be reduced by the existence of such other insurance.

- ☒ I. Other Parties as Additional Insureds. In addition to Owner, the following parties shall be named as additional insured on the following policies:

Additional Insured	Policy or Policies
_____	_____
_____	_____
_____	_____

7. **Contract Price:**

SCHEDULE OF PRICES

☐ A. LUMP SUM CONTRACT

For providing, performing, and completing all Work, the total Contract Price of:

Ninety Seven Thousand Three Hundred Twenty Six Dollars and

_____ Eighteen _____ Cents

(in writing)

(in writing)

97,326 Dollars and 18 Cents

(in figures)

(in figures)

(in figures)

8. **Progress Payments:**

- A. General. Owner shall pay to Contractor 90 percent of the Value of Work, determined in the manner set forth below, installed and complete in place up to the day before the Pay Request, less the aggregate of all previous Progress Payments. The total amount of Progress Payments made prior to Final Acceptance by Owner shall not exceed 90 percent of the Contract Price.

- B. Value of Work. The Value of the Work shall be determined as follows:

- (1) Lump Sum Items. For all Work to be paid on a lump sum basis, Contractor shall, not later than 10 days after execution of the Contract unless otherwise provided in Attachment B and, in all events, before submitting its first Pay Request, submit to Owner a schedule showing the value of each component part of such Work in form and with substantiating data acceptable to Owner ("Breakdown Schedule"). The sum of the items listed in the Breakdown Schedule shall equal the amount or amounts set forth in the Schedule of Prices for Lump Sum Work. An unbalanced Breakdown Schedule providing for overpayment of Contractor on component parts of the Work to be performed first will not be accepted. The Breakdown Schedule shall be revised and resubmitted until acceptable to Owner. No payment shall be made for any lump sum item until Contractor has submitted, and Owner has approved, an acceptable Breakdown Schedule.

Owner may require that the approved Breakdown Schedule be revised based on developments occurring during the provision and performance of the Work. If Contractor fails to submit a revised Breakdown Schedule that is acceptable to Owner, Owner shall have the right either to suspend Progress and Final Payments for Lump Sum Work or to make such Payments based on Owner's determination of the value of the Work completed.

- (2) Unit Price Items. For all Work to be paid on a unit price basis, the value of such Work shall be determined by Owner on the basis of the actual number of acceptable units of Unit Price Items installed and complete in place, multiplied by the applicable Unit Price set forth in the Schedule of Prices. The actual number of acceptable units installed and complete in place shall be measured on the basis described in Attachment B to the Contract or, in the absence of such description, on the basis determined by Owner. The number of units of Unit Price Items stated in the Schedule of Prices are Owner's estimate only and shall not be used in establishing the Progress or Final Payments due Contractor. The Contract Price shall be adjusted to reflect the actual number of acceptable units of Unit Price Items installed and complete in place upon Final Acceptance.

- C. Application of Payments. All Progress and Final Payments made by Owner to Contractor shall be applied to the payment or reimbursement of the costs with respect to which they were paid and shall not be applied to or used for any pre-existing or unrelated debt between Contractor and Owner or between Contractor and any third party.

9. **Per Diem Administrative Charge (See Section 6.4 of Contract):**

Five hundred Dollars (\$500.00)

ATTACHMENT B

SPECIFICATIONS

See Attached Work Order

Work Order Signature Document

Contract No.:IL-R1-GC-122122-AGA

☒

New Work Order

☐

Modify an Existing Work Order

Work Order #: 144353.00 Work Order Date: _____

Owner PO No: _____

Title: Village of Winnetka - Lactation Room Build

Owner Name: SOURCEWELL - ILLINOIS - Village of Winnetka Contractor Name: AGAE Contractors, Inc.

Contact: Mark Zalewski Contact: Volha Ilyash

Phone: (847) 501-6000 Phone: _____

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of EZIQC Contract No IL-R1-GC-122122-AGA.

Brief Work Order Description:

Village would like to split a large meeting room in half. Leaving a small meeting room and adding a lactation room.

□

Work Order Firm Fixed Price: \$97,326.18

Owner Purchase Order Number: _____

Approvals

Owner

Date

Contractor

Date

Detailed Scope of Work

Date: 8/5/2025
Work Order #: 144353.00
Title: Village of Winnetka - Lactation Room Build
Contractor: AGAE Contractors, Inc.
Contractor Number: IL-R1-GC-122122-AGA
Job Order Value: \$97,326.18

Location: Village of Winnetka - Lactation Room Build

Brief Scope:

Village would like to split a large meeting room in half. Leaving a small meeting room and adding a lactation room.

Dear Mark Zalewski,

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work:

Detailed Scope:

Carpentry scope:

1. Install the new partition splitting into two smaller rooms.
2. Cut the existing wall for a new door opening and provide and install (1) 3'x7' wood solid door, frame, hardware.
3. Replace moldy drywall in current space and patch drywall after electrical raceways removal.
4. Rework ceiling grid along new wall and replace ceiling tile along new partition.
5. Provide and install (2) 36" base cabinet, (2) 36" and (1) 24" upper cabinets, install 96" countertop.
6. Provide and install 96" long tile backsplash between base and upper cabinets

Flooring scope:

1. Remove existing carpet and wall base and furnish and install new LVT and vinyl base.

Plumbing scope:

1. Run hot and cold water from restrooms across hallway through the open drop ceiling to a new sink.
2. Furnish and install new sink 28"-30" and faucet.
3. Run a sink drain line to a sewer line in which an accessible clean out has been located in a storage room approximately 3 feet from where the sink will be located and run a vent line connecting to the sinks in the restroom.

Mechanical scope:

1. Move 1 supplier to the new room and install new return in the existing space instead.

Electrical scope:

1. Install a new light switch for the existing light fixtures to remain and install new outlets.
2. Remove 4 light fixtures where the new wall will be installed and remove data & electrical on current wall (2) raceways.
3. Fire sprinkler's work, fridge - by owner

Painting scope:

1. Prime and Paint walls.

Requirements:

Should you have any questions, please do not hesitate to contact me at 773.805.0407.

Contractor Price Proposal Summaries - CSI

Date: 8/5/2025
Work Order #: 144353.00
Title: Village of Winnetka - Lactation Room Build
Contractor: AGAE Contractors, Inc.
Contractor Number: IL-R1-GC-122122-AGA
Job Order Value: \$97,326.18

Proposal Name: Village of Winnetka - Lactation Room Build rev.2
Proposal Value: \$97,326.18

To: Project Manager

From: Volha Ilyash
AGAE Contractors, Inc.

CSI Section	LineTotal
01 - General Requirements	\$51,554.87
02 - Existing Conditions	\$1,326.19
03 - Concrete	\$3,695.62
05 - Metals	\$3,520.87
06 - Wood, Plastic, and Composites	\$3,415.87
07 - Thermal And Moisture Protection	\$1,105.06
08 - Openings	\$1,876.16
09 - Finishes	\$15,468.04
12 - Furnishings	\$2,396.33
22 - Plumbing	\$10,748.55
23 - Heating, Ventilating, And Air-Conditioning (HVAC)	\$1,095.62
26 - Electrical	\$1,123.00
Grand Total:	\$97,326.18

This work order proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.

The Percent of NPP on this Proposal: 0.00

Contractor Price Proposal Details - CSI

Date: 8/5/2025
Work Order #: 144353.00
Title: Village of Winnetka - Lactation Room Build
Contractor: AGAE Contractors, Inc.
Contractor Number: IL-R1-GC-122122-AGA
Job Order Value: \$97,326.18

Proposal Name: Village of Winnetka - Lactation Room Build rev.2
Proposal Value: \$97,326.18

CSI Number	Mod	UOM	Description	LineTotal
01 - General Requirements				
1	01 22 20 00-0006	HR	CarpenterFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$29,295.10
			Qty Unit Price Factor Total	
			Installation 216.000 X \$117.71 X 1.1522 \$29,295.10	
			Contractor Notes: 9 days work, 3 people crew, 9*3*8=216 hours	
2	01 22 20 00-0006	0001 MOD	For Foreperson, Add	\$488.63
			Qty Unit Price Factor Total	
			Installation 72.000 X \$5.89 X 1.1522 \$488.62	
3	01 22 20 00-0009	HR	Drywall FinisherFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$2,893.04
			Qty Unit Price Factor Total	
			Installation 24.000 X \$104.62 X 1.1522 \$2,893.04	
			Contractor Notes: Drywall labor to perform small scope of work	
4	01 22 20 00-0009	0001 MOD	For Foreperson, Add	\$144.62
			Qty Unit Price Factor Total	
			Installation 24.000 X \$5.23 X 1.1522 \$144.62	
5	01 22 20 00-0010	HR	ElectricianFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$4,245.26
			Qty Unit Price Factor Total	
			Installation 32.000 X \$115.14 X 1.1522 \$4,245.26	
			Contractor Notes: Electrician labor to perform small scope of work	
6	01 22 20 00-0010	0001 MOD	For Foreperson, Add	\$53.09
			Qty Unit Price Factor Total	
			Installation 8.000 X \$5.76 X 1.1522 \$53.09	

CSI Number	Mod	UOM	Description	LineTotal
01 - General Requirements				
7	01 22 20 00-0015	HR	LaborerFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$3,876.92
			Qty Unit Price Factor Total	
			Installation 32.000 X \$105.15 X 1.1522 \$3,876.92	
			Contractor Notes: Labor for plumbing underground work (excavate, backfill)	
8	01 22 20 00-0029	HR	Sheet Metal WorkerFor tasks not included in the Construction Task Catalog® and as directed by owner only.	\$4,246.73
			Qty Unit Price Factor Total	
			Installation 32.000 X \$115.18 X 1.1522 \$4,246.73	
			Contractor Notes: Mechanical labor to perform small scope of work	
9	01 22 20 00-0029	0001 MOD	For Foreperson, Add	\$53.09
			Qty Unit Price Factor Total	
			Installation 8.000 X \$5.76 X 1.1522 \$53.09	
10	01 56 16 00-0009	SF	6 Mil, Plastic Sheeting, Applied To WallsIncludes removal after use.	\$200.48
			Qty Unit Price Factor Total	
			Installation 300.000 X \$0.58 X 1.1522 \$200.48	
			Contractor Notes: wall protection during demo and underground plumbing work	
11	01 56 16 00-0084	SF	1/8" Thick, Masonite For Temporary Floor ProtectionIncludes removal after use.	\$417.10
			Qty Unit Price Factor Total	
			Installation 200.000 X \$1.81 X 1.1522 \$417.10	
			Contractor Notes: existing floor finishing protection in adjacent areas (corridor and the room where the clean out is located)	
12	01 66 19 00-0002	CY	Transfer Delivered Material Between Floors Via Stairs, Per FloorQuantity equals volume of materials multiplied by number of floors traveled.	\$703.07
			Qty Unit Price Factor Total	
			Installation 30.000 X \$20.34 X 1.1522 \$703.07	
13	01 66 19 00-0007	CY	Transfer Demolition Debris Between Floors Via Stairs, Per FloorQuantity equals material volume times bulk factor times number of floors traveled.	\$703.07
			Qty Unit Price Factor Total	
			Installation 30.000 X \$20.34 X 1.1522 \$703.07	
14	01 71 36 00-0004	EA	>1 To 4 Hours On Site, Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or Asphalt	\$1,990.28
			Qty Unit Price Factor Total	
			Installation 1.000 X \$1,727.37 X 1.1522 \$1,990.28	
			Contractor Notes: Scanning to locate existing sewer line	
15	01 71 36 00-0007	EA	Standard Report For Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or AsphaltIncludes a detailed description of the scope of work, inspection methods, and equipment used. Also includes visuals such as site locations, images of data, and site photos.	\$442.28

CSI Number	Mod	UOM	Description	LineTotal
01 - General Requirements				
			Qty Unit Price Factor Total	
			Installation 1.000 X \$383.86 X 1.1522 \$442.28	
			Contractor Notes: Report for GPRS Performed Scanning	
16	01 74 13 00-0003	CY	Collect Existing Debris And Load Into Truck Or DumpsterPer CY of debris removed.	\$1,070.51
			Qty Unit Price Factor Total	
			Installation 30.000 X \$30.97 X 1.1522 \$1,070.51	
17	01 74 19 00-0015	EA	30 CY Dumpster (4 Ton) "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.	\$731.60
			Qty Unit Price Factor Total	
			Installation 1.000 X \$634.96 X 1.1522 \$731.60	
Subtotal for 01 - General Requirements:				\$51,554.87
02 - Existing Conditions				
18	02 41 19 13-0058	EA	Saw Cut Minimum ChargeFor projects where the total saw cutting charge is less than the minimum charge, use this task exclusively. This task should not be used in conjunction with any other tasks in this section.	\$1,326.19
			Qty Unit Price Factor Total	
			Installation 1.000 X \$1,151.01 X 1.1522 \$1,326.19	
Subtotal for 02 - Existing Conditions:				\$1,326.19
03 - Concrete				
19	03 01 30 71-0011	CF	Patch Decks Or Floors With Rapid Set Polymer Concrete Methylmethacrylate	\$3,695.62
			Qty Unit Price Factor Total	
			Installation 15.000 X \$213.83 X 1.1522 \$3,695.62	
Subtotal for 03 - Concrete:				\$3,695.62
05 - Metals				
20	05 05 23 00-1215	LF	5/8" Diameter, Zinc Plated Steel, Low Carbon Threaded Rod	\$694.64
	Excl Labor		Qty Unit Price Factor Total	
			Installation 64.000 X \$9.42 X 1.1522 \$694.64	
			Contractor Notes: Ceiling grid rework	
21	05 05 23 00-1292	EA	5/8" Diameter, Zinc Plated Steel, Low Carbon/Grade 2 Hex Nut	\$12.17
	Excl Labor		Qty Unit Price Factor Total	
			Installation 16.000 X \$0.66 X 1.1522 \$12.17	
			Contractor Notes: Rework Ceiling Grid	

CSI Number	Mod	UOM	Description	LineTotal
05 - Metals				
22	05 05 23 00-1408	EA	5/8" Inside Diameter, Zinc Plated Steel, Hardened Flat Washer	\$25.07
			Qty Unit Price Factor Total	
			Installation 16.000 X \$1.36 X 1.1522 \$25.07	
			Contractor Notes: Ceiling grid rework	
23	05 12 23 00-0618 Excl Labor	LF	1-1/2" x 1-1/2" x 1/4" Structural Bar Tee	\$263.25
			Qty Unit Price Factor Total	
			Installation 48.000 X \$4.76 X 1.1522 \$263.25	
			Contractor Notes: Ceiling grid rework	
24	05 12 23 00-0618	0031 MOD	For Galvanized Steel, Add	\$162.05
			Qty Unit Price Factor Total	
			Installation 48.000 X \$2.93 X 1.1522 \$162.05	
25	05 43 00 00-0045 Excl Labor	EA	Up To 3/8" Rod, Beam Clamp Clevis Hanger (Unistrut P2674)	\$202.97
			Qty Unit Price Factor Total	
			Installation 16.000 X \$11.01 X 1.1522 \$202.97	
			Contractor Notes: Ceiling grid rework	
26	05 43 00 00-0045 Excl Labor	EA	Up To 3/8" Rod, Beam Clamp Clevis Hanger (Unistrut P2674)	\$380.57
			Qty Unit Price Factor Total	
			Installation 30.000 X \$11.01 X 1.1522 \$380.57	
			Contractor Notes: Support For Lighting Conduit	
27	05 43 00 00-0045	EA	Up To 3/8" Rod, Beam Clamp Clevis Hanger (Unistrut P2674)	\$1,780.15
			Qty Unit Price Factor Total	
			Installation 50.000 X \$30.90 X 1.1522 \$1,780.15	
			Contractor Notes: Support For New Cold/Hot Water Lines	
Subtotal for 05 - Metals:				\$3,520.87
06 - Wood, Plastic, and Composites				
28	06 11 16 00-0133 Excl Labor	LF	2" x 4" Pressure Treated Wood Blocking To Wood	\$76.62
			Qty Unit Price Factor Total	
			Installation 50.000 X \$1.33 X 1.1522 \$76.62	
29	06 41 13 00-0340 Excl Labor	EA	36" Wide, 35" High x 23-3/4" Deep, Single Drawer and Double Door, Solid Wood Face Frame, Decorative Laminate Veneer Door and Drawer Front, Base Cabinet	\$1,196.86
			Qty Unit Price Factor Total	
			Installation 2.000 X \$519.38 X 1.1522 \$1,196.86	
30	06 41 13 00-0340	0129 MOD	For All Plywood Box Construction, Add	\$298.26
			Qty Unit Price Factor Total	
			Installation 2.000 X \$129.43 X 1.1522 \$298.26	
31	06 41 13 00-0398 Excl Labor	EA	36" Wide, 30" High x 12" Deep, Double Doors, Solid Wood Face Frame and Decorative Laminate Veneer Doors, Wall Cabinet	\$1,533.56
			Qty Unit Price Factor Total	
			Installation 3.000 X \$443.66 X 1.1522 \$1,533.56	

CSI Number	Mod	UOM	Description	LineTotal
06 - Wood, Plastic, and Composites				
32	06 41 13 00-0398	0130	MOD For All Plywood Box Construction, Add	\$240.06
			Qty Unit Price Factor Total	
			Installation 3.000 X \$69.45 X 1.1522 \$240.06	
33	06 41 93 00-0002 Excl Labor	EA	4" To 6" Long, 1/2" Diameter, Cabinet Bar Pull	\$70.51
			Qty Unit Price Factor Total	
			Installation 12.000 X \$5.10 X 1.1522 \$70.51	
Subtotal for 06 - Wood, Plastic, and Composites:				\$3,415.87
07 - Thermal And Moisture Protection				
34	07 21 16 00-0013 Excl Labor	SF	3-1/2" Thick, Unfaced, R-15 Fiberglass Flexible Insulation	\$210.16
			Qty Unit Price Factor Total	
			Installation 192.000 X \$0.95 X 1.1522 \$210.16	
			Contractor Notes: wall insulation	
35	07 84 13 19-0003	EA	1-1/2" Diameter Hole With 1/2" Pipe, Sealed With Intumescent Firestop Sealant (3M CP 25WB+)	\$136.28
			Qty Unit Price Factor Total	
			Installation 4.000 X \$29.57 X 1.1522 \$136.28	
			Contractor Notes: Firestop for water supply coming in	
36	07 84 13 19-0024	EA	4" Diameter Hole With 1/2" Pipe, Sealed With Intumescent Firestop Sealant (3M CP 25WB+)	\$179.24
			Qty Unit Price Factor Total	
			Installation 2.000 X \$77.78 X 1.1522 \$179.24	
			Contractor Notes: Fire Stop For Sanitary Waste and Vent Pipe	
37	07 92 13 00-0009	CLF	1/2" x 1/2" Joint, Silicone Sealant And Caulking	\$333.42
			Qty Unit Price Factor Total	
			Installation 0.500 X \$578.76 X 1.1522 \$333.42	
			Contractor Notes: Silicone Sealant Around New Fixture and Sink	
38	07 92 13 00-0025	CLF	1/2" x 1/2" Joint, Acrylic/Latex Sealant And Caulking	\$245.96
			Qty Unit Price Factor Total	
			Installation 0.500 X \$426.94 X 1.1522 \$245.96	
			Contractor Notes: Sealant Between New Wall and Existing Walls	
Subtotal for 07 - Thermal And Moisture Protection:				\$1,105.06
08 - Openings				
39	08 12 13 13-0008 Excl Labor	EA	3' x 6'-8" Through 7'-2" High, 4-3/4" Deep, 16 Gauge, Knock Down Hollow Metal Door Frame	\$703.95
			Qty Unit Price Factor Total	
			Installation 1.000 X \$610.96 X 1.1522 \$703.95	
40	08 12 13 13-0008	0074	MOD For Welded Frames, Add	\$328.09
			Qty Unit Price Factor Total	
			Installation 1.000 X \$284.75 X 1.1522 \$328.09	

CSI Number	Mod	UOM	Description	LineTotal
08 - Openings				
41	08 14 16 00-0519	EA	3'-0" x 7' x 1-3/4" Thick, 5 Ply, Particleboard Core (PC), Maple Faced Wood Door	\$395.83
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 1.000 X \$343.54 X 1.1522 \$395.83	
42	08 14 16 00-0519	0131 MOD	For Commercial Grade 45 Minute Particleboard Core (PC), Fire Rated Door, Add	\$47.37
			Qty Unit Price Factor Total	
			Installation 1.000 X \$41.11 X 1.1522 \$47.37	
43	08 71 11 00-0008	PR	3-1/2" x 3-1/2" Standard Duty, Full Mortise, Ball Bearing, Brass/Bronze, Satin Chrome Finish Hinge	\$104.27
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 1.500 X \$60.33 X 1.1522 \$104.27	
44	08 71 11 00-2279	EA	Entrance/Office F82 Bored LocksetLocked with key outside and push button inside.	\$296.65
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 1.000 X \$257.46 X 1.1522 \$296.65	
Subtotal for 08 - Openings:				\$1,876.16
09 - Finishes				
45	09 01 20 91-0004	SF	>4 To 8 SF, Cut And Patch Hole In Gypsum Board To Match ExistingPer location.	\$14.56
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 16.000 X \$0.79 X 1.1522 \$14.56	
	Contractor Notes: patch moldy drywall			
46	09 01 20 91-0018	SF	Up To 10 SF, Cut And Patch Hole In Plaster To Match Existing	\$137.64
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 66.000 X \$1.81 X 1.1522 \$137.64	
	Contractor Notes: 10 % to patch drywall after raceways removal, door installation			
47	09 01 60 91-0012	SY	Grinding Of Existing Concrete Floor Prior To Installation Of FlooringUp to 1/8" of material per pass	\$1,208.08
			Qty Unit Price Factor Total	
			Installation 90.000 X \$11.65 X 1.1522 \$1,208.08	
48	09 01 60 91-0013	LF	Up To 6" Wide, Hand Detail Work/Grinding At Wall Of Existing Concrete Floor Prior To Installation Of FlooringUp to 1/4" of material per pass	\$2,382.98
			Qty Unit Price Factor Total	
			Installation 90.000 X \$22.98 X 1.1522 \$2,382.98	
49	09 22 16 13-0010	SF	3-5/8" Width, 16" On Center, 20 Gauge, Non-Load Bearing, Non-Structural, Galvanized Steel Stud Framing With Tracks And Runners	\$283.16
	Excl Labor			
			Qty Unit Price Factor Total	
			Installation 192.000 X \$1.28 X 1.1522 \$283.16	

CSI Number	Mod	UOM	Description	LineTotal
09 - Finishes				
50	09 22 16 13-0010	0011	MOD For >100 To 300, Add	\$126.10
			Qty Unit Price Factor Total	
			Installation 192.000 X \$0.57 X 1.1522 \$126.10	
51	09 29 10 00-0006		SF 5/8" Gypsum Board	\$207.95
	Excl Labor		Qty Unit Price Factor Total	
			Installation 384.000 X \$0.47 X 1.1522 \$207.95	
52	09 29 10 00-0038		SF Up To 10' High, Walls, Tape, Spackle And Finish Gypsum Board	\$35.40
	Excl Labor		Qty Unit Price Factor Total	
			Installation 384.000 X \$0.08 X 1.1522 \$35.40	
53	09 29 10 00-0044		LF Up To 10' High, Vertical Corners, Tape, Spackle And Finish Gypsum Board	\$14.45
	Excl Labor		Qty Unit Price Factor Total	
			Installation 66.000 X \$0.19 X 1.1522 \$14.45	
54	09 29 10 00-0050		LF Casing, Galvanized Steel J-Bead For Gypsum Board	\$34.98
	Excl Labor		Qty Unit Price Factor Total	
			Installation 66.000 X \$0.46 X 1.1522 \$34.98	
55	09 29 10 00-0050	0013	MOD For Up To 100, Add	\$20.53
			Qty Unit Price Factor Total	
			Installation 66.000 X \$0.27 X 1.1522 \$20.53	
56	09 51 13 00-0005		SF 2' x 2' x 1" Thick, Square Edge, Fiberglass Acoustical Ceiling Panel (Armstrong Optima®)	\$289.43
	Excl Labor		Qty Unit Price Factor Total	
			Installation 32.000 X \$7.26 X 1.1522 \$267.68	
			Demolition 32.000 X 0.59 X 1.1522 \$21.75	
			Contractor Notes: replace 1 row of ceiling tile where new wall will be installed	
57	09 51 13 00-0005	0093	MOD For Up To 50, Add	\$73.74
			Qty Unit Price Factor Total	
			Installation 32.000 X \$2.00 X 1.1522 \$73.74	
58	09 65 13 13-0004		LF 4" High, 1/8" Thick, Type TV Thermoplastic Vinyl Wall Base, All Colors	\$924.82
			Qty Unit Price Factor Total	
			Installation 122.000 X \$5.48 X 1.1522 \$770.31	
			Demolition 90.000 X 1.49 X 1.1522 \$154.51	
59	09 65 13 33-0002		SF 1/8" Thick, Flexible Self Leveling Cementitious Underlayment With Liquid Latex Modifiers	\$972.87
			Qty Unit Price Factor Total	
			Installation 404.000 X \$2.09 X 1.1522 \$972.87	
60	09 65 19 23-0005		SF 1/8" Thick, Slip Retardant, Class 1 Type B, Homogeneous, Solid Vinyl Tile (SVT) (Tarkett® Azrock® Cortina Grande SR)	\$5,278.64
			Qty Unit Price Factor Total	
			Installation 404.000 X \$11.34 X 1.1522 \$5,278.64	

CSI Number	Mod	UOM	Description	LineTotal
09 - Finishes				
61	09 68 13 00-0003	SY	18 Ounce, Non-Patterned, Nylon Carpet Tile	\$370.20
			Qty Unit Price Factor Total	
			Installation 0.000 X \$44.18 X 1.1522 \$0.00	
			Demolition 45.000 X 7.14 X 1.1522 \$370.20	
62	09 91 23 00-0067	SF	1 Coat Primer, Brush/Roller Work, Paint Interior Plaster/Drywall Walls	\$1,023.34
			Qty Unit Price Factor Total	
			Installation 976.000 X \$0.91 X 1.1522 \$1,023.34	
63	09 91 23 00-0069	SF	2 Coats Paint, Brush/Roller Work, Paint Interior Plaster/Drywall Walls	\$2,069.17
			Qty Unit Price Factor Total	
			Installation 976.000 X \$1.84 X 1.1522 \$2,069.17	
Subtotal for 09 - Finishes:				\$15,468.04
12 - Furnishings				
64	12 36 61 16-0003	SF	1/4" Thick, Solid Color, Solid Surface BacksplashQuantity based on area of backsplash. Excludes backing material such as cement or water resistant gypsum board.	\$537.57
			Qty Unit Price Factor Total	
			Installation 16.000 X \$29.16 X 1.1522 \$537.57	
			Contractor Notes: in lieu of tile backsplash	
65	12 36 61 16-0003	0021 MOD	For Up To 50, Add	\$299.20
			Qty Unit Price Factor Total	
			Installation 16.000 X \$16.23 X 1.1522 \$299.20	
66	12 36 61 16-0005	SF	3/4" Thick, Solid Color, Solid Surface Countertop Without BacksplashQuantity based on area of counter, backsplash and apron. Includes drilling holes for fixtures and 1-1/2" drop edge with 1/8" radius edges (when apron not used).	\$1,009.14
			Qty Unit Price Factor Total	
			Installation 16.000 X \$54.74 X 1.1522 \$1,009.14	
67	12 36 61 16-0005	0021 MOD	For Up To 50, Add	\$549.18
			Qty Unit Price Factor Total	
			Installation 16.000 X \$29.79 X 1.1522 \$549.18	
68	12 36 61 16-0008	EA	Cutout For Undercounter Sink In Solid Surface CountertopNot including integral seamed sinks	\$1.24
			Qty Unit Price Factor Total	
			Installation 1.000 X \$1.08 X 1.1522 \$1.24	
Subtotal for 12 - Furnishings:				\$2,396.33
22 - Plumbing				
69	22 05 23 00-0033	EA	3/4" Crimped Bronze, 250 PSI, Ball Valve	\$268.81
			Qty Unit Price Factor Total	
			Installation 2.000 X \$116.65 X 1.1522 \$268.81	

CSI Number	Mod	UOM	Description	LineTotal
22 - Plumbing				
70	22 05 23 00-0033	0415	MOD For Work In Restricted Working Space, Add	\$20.37
			Qty Unit Price Factor Total	
			Installation 2.000 X \$8.84 X 1.1522 \$20.37	
71	22 11 16 00-0404		LF 3/4" Hard Drawn Type K Copper Tube/Pipe	\$690.74
			Qty Unit Price Factor Total	
			Installation 50.000 X \$11.99 X 1.1522 \$690.74	
72	22 11 16 00-0404	0089	MOD For Work In Restricted Working Space, Add	\$93.33
			Qty Unit Price Factor Total	
			Installation 50.000 X \$1.62 X 1.1522 \$93.33	
73	22 11 16 00-0456		EA 3/4" 90 Degree Copper Elbow	\$923.79
			Qty Unit Price Factor Total	
			Installation 16.000 X \$50.11 X 1.1522 \$923.79	
74	22 11 16 00-0456	0089	MOD For Work In Restricted Working Space, Add	\$130.43
			Qty Unit Price Factor Total	
			Installation 8.000 X \$14.15 X 1.1522 \$130.43	
75	22 11 16 00-0501		EA 3/4" Straight Copper Tee	\$530.24
			Qty Unit Price Factor Total	
			Installation 6.000 X \$76.70 X 1.1522 \$530.24	
76	22 11 16 00-0501	0089	MOD For Work In Restricted Working Space, Add	\$147.94
			Qty Unit Price Factor Total	
			Installation 6.000 X \$21.40 X 1.1522 \$147.94	
77	22 11 16 00-0519		EA 1-1/2" Reducing Copper Tee	\$619.19
			Qty Unit Price Factor Total	
			Installation 4.000 X \$134.35 X 1.1522 \$619.19	
78	22 11 16 00-0528		EA 3/4" Copper Coupling	\$188.32
			Qty Unit Price Factor Total	
			Installation 4.000 X \$40.86 X 1.1522 \$188.32	
79	22 11 16 00-0528	0089	MOD For Work In Restricted Working Space, Add	\$54.15
			Qty Unit Price Factor Total	
			Installation 4.000 X \$11.75 X 1.1522 \$54.15	
80	22 11 16 00-0557		EA 3/4" Male Copper Adapter	\$108.72
			Qty Unit Price Factor Total	
			Installation 2.000 X \$47.18 X 1.1522 \$108.72	
81	22 11 16 00-0557	0089	MOD For Work In Restricted Working Space, Add	\$29.43
			Qty Unit Price Factor Total	
			Installation 2.000 X \$12.77 X 1.1522 \$29.43	
82	22 11 16 00-0622		EA 3/4" Copper Cap	\$79.96
			Qty Unit Price Factor Total	
			Installation 4.000 X \$17.35 X 1.1522 \$79.96	

CSI Number	Mod	UOM	Description	LineTotal
22 - Plumbing				
83	22 11 16 00-0622	0089	MOD For Work In Restricted Working Space, Add	\$21.52
			Qty Unit Price Factor Total	
			Installation 4.000 X \$4.67 X 1.1522 \$21.52	
84	22 13 13 00-0008		EA Countertop Kitchen Sink, Single Fixture Rough-In, Cast Iron Waste And Vent PipeIncludes cast iron waste and vent pipe and copper domestic supply. Excludes fixture and faucet.	\$1,099.21
			Qty Unit Price Factor Total	
			Installation 1.000 X \$954.01 X 1.1522 \$1,099.21	
85	22 13 16 00-0021		LF 2" Bell And Spigot Cast Iron Pipe	\$290.24
			Qty Unit Price Factor Total	
			Installation 10.000 X \$25.19 X 1.1522 \$290.24	
86	22 13 16 00-0021	0196	MOD For Work In Restricted Working Space, Add	\$34.91
			Qty Unit Price Factor Total	
			Installation 10.000 X \$3.03 X 1.1522 \$34.91	
87	22 13 16 00-0041		EA 2" Bell And Spigot Cast Iron Short Sweep	\$216.29
			Qty Unit Price Factor Total	
			Installation 2.000 X \$93.86 X 1.1522 \$216.29	
88	22 13 16 00-0041	0196	MOD For Work In Restricted Working Space, Add	\$31.50
			Qty Unit Price Factor Total	
			Installation 2.000 X \$13.67 X 1.1522 \$31.50	
89	22 13 16 00-0525		LF 2" Schedule 40 Polyvinyl Chloride (PVC) DWV Pipe	\$432.08
			Qty Unit Price Factor Total	
			Installation 30.000 X \$12.50 X 1.1522 \$432.08	
90	22 13 16 00-0525	0252	MOD For Work In Restricted Working Space, Add	\$82.27
			Qty Unit Price Factor Total	
			Installation 30.000 X \$2.38 X 1.1522 \$82.27	
91	22 13 16 00-0527		LF 4" Schedule 40 Polyvinyl Chloride (PVC) DWV Pipe	\$291.16
			Qty Unit Price Factor Total	
			Installation 10.000 X \$25.27 X 1.1522 \$291.16	
92	22 13 16 00-0527	0252	MOD For Work In Restricted Working Space, Add	\$42.75
			Qty Unit Price Factor Total	
			Installation 10.000 X \$3.71 X 1.1522 \$42.75	
93	22 13 16 00-0542		EA 2" Polyvinyl Chloride (PVC) DWV 1/4 Bends	\$460.63
			Qty Unit Price Factor Total	
			Installation 9.000 X \$44.42 X 1.1522 \$460.63	
94	22 13 16 00-0542	0252	MOD For Work In Restricted Working Space, Add	\$105.46
			Qty Unit Price Factor Total	
			Installation 9.000 X \$10.17 X 1.1522 \$105.46	

CSI Number	Mod	UOM	Description	LineTotal
22 - Plumbing				
95	22 13 16 00-0552	EA	4" Polyvinyl Chloride (PVC) DWV Long Sweep 1/4 Bends	\$426.96
			Qty Unit Price Factor Total	
			Installation 2.000 X \$185.28 X 1.1522 \$426.96	
96	22 13 16 00-0552	0252 MOD	For Work In Restricted Working Space, Add	\$36.62
			Qty Unit Price Factor Total	
			Installation 2.000 X \$15.89 X 1.1522 \$36.62	
97	22 13 16 00-0573	EA	2" x 1-1/2" x 2" Polyvinyl Chloride (PVC) DWV Reducing Sanitary Tees	\$96.89
			Qty Unit Price Factor Total	
			Installation 1.000 X \$84.09 X 1.1522 \$96.89	
98	22 13 16 00-0573	0252 MOD	For Work In Restricted Working Space, Add	\$16.30
			Qty Unit Price Factor Total	
			Installation 1.000 X \$14.15 X 1.1522 \$16.30	
99	22 13 16 00-0578	EA	4" x 4" x 2" Polyvinyl Chloride (PVC) DWV Reducing Sanitary Tees	\$248.41
			Qty Unit Price Factor Total	
			Installation 1.000 X \$215.60 X 1.1522 \$248.41	
100	22 13 16 00-0578	0252 MOD	For Work In Restricted Working Space, Add	\$24.17
			Qty Unit Price Factor Total	
			Installation 1.000 X \$20.98 X 1.1522 \$24.17	
101	22 13 16 00-0662	EA	4" Polyvinyl Chloride (PVC) DWV Combination Wye And 1/8 Bends	\$459.89
			Qty Unit Price Factor Total	
			Installation 1.000 X \$399.14 X 1.1522 \$459.89	
102	22 13 16 00-0662	0252 MOD	For Work In Restricted Working Space, Add	\$27.47
			Qty Unit Price Factor Total	
			Installation 1.000 X \$23.84 X 1.1522 \$27.47	
103	22 13 16 00-0698	EA	2" Polyvinyl Chloride (PVC) Couplings	\$96.85
			Qty Unit Price Factor Total	
			Installation 2.000 X \$42.03 X 1.1522 \$96.85	
104	22 13 16 00-0698	0252 MOD	For Work In Restricted Working Space, Add	\$23.44
			Qty Unit Price Factor Total	
			Installation 2.000 X \$10.17 X 1.1522 \$23.44	
105	22 42 16 16-0015	EA	31" x 22" x 11-1/2" Stainless Steel Kitchen Sink, Single Bowl, 18 Gauge (Elkay DLR312210)	\$2,044.13
			Qty Unit Price Factor Total	
			Installation 1.000 X \$1,774.11 X 1.1522 \$2,044.13	
106	22 42 39 00-0002	EA	Top Cast Kitchen Faucet, Single Handle, Chrome Finish (Delta 140-DST)	\$253.98
			Qty Unit Price Factor Total	
			Installation 1.000 X \$220.43 X 1.1522 \$253.98	
Subtotal for 22 - Plumbing:				\$10,748.55

CSI Number	Mod	UOM	Description	LineTotal
23 - Heating, Ventilating, And Air-Conditioning (HVAC)				
107	23 01 20 91-0002	EA	Up To 1", Lock Out/Tag Out ValveExcludes tag or padlock See CSI section 23 01 20 91-0007 for padlock, 23 01 20 91-0008 for tag(s).	\$66.27
			Qty Unit Price Factor Total	
			Installation 2.000 X \$28.76 X 1.1522 \$66.27	
			Contractor Notes: lock-out of interior hot and cold water supply from nearby lavatory	
108	23 01 20 91-0040	EA	Shut Down Existing Interior Piping SystemIncludes lock out/tag out and average line tracing. Use when valves are greater than 25' from work. When the shut-off valves for multiple lines are located with a 10' radius, the quantity used shall be one.	\$279.45
			Qty Unit Price Factor Total	
			Installation 1.000 X \$242.54 X 1.1522 \$279.45	
			Contractor Notes: shut down interior plumbing system during connection	
109	23 33 46 00-0006	LF	8" Diameter Flexible Duct, R8.0 Insulated With Polyester Inner Liner Over Fiberglass Insulation And Metallized Outer Jacket	\$97.48
	Excl Labor		Qty Unit Price Factor Total	
			Installation 20.000 X \$4.23 X 1.1522 \$97.48	
110	23 37 13 13-0022	EA	24" x 24" Ceiling Diffuser, Louver Face, Adjustable Pattern, Surface Mounted, Aluminum Construction With Damper	\$313.18
	Excl Labor		Qty Unit Price Factor Total	
			Installation 1.000 X \$210.26 X 1.1522 \$242.26	
			Demolition 1.000 X 61.55 X 1.1522 \$70.92	
111	23 37 13 13-0083	EA	24" x 24" Single Deflection Return/Exhaust Register, Aluminum, Opposed Blade Damper, Wall/Ceiling	\$339.24
	Excl Labor		Qty Unit Price Factor Total	
			Installation 1.000 X \$294.43 X 1.1522 \$339.24	
Subtotal for 23 - Heating, Ventilating, And Air-Conditioning (HVAC):				\$1,095.62
26 - Electrical				
112	26 01 20 91-0002	EA	Lock Out/Tag Out Local DisconnectExcludes tag or padlock See CSI section 26 01 20 91-0004 for padlock, 26 01 20 91-0005 for tag (s).	\$96.32
			Qty Unit Price Factor Total	
			Installation 2.000 X \$41.80 X 1.1522 \$96.32	
			Contractor Notes: lighting and power disconnect for work	
113	26 05 33 13-0014	CLF	3/4" Electrical Metallic Tubing (EMT) Conduit Assembly With 2 #10 Copper THHN And 1 #12 Copper Insulated Grounding ConductorIncludes conduit, set screw connectors, set screw couplings, straps, wire as indicated. Not for use where detail is available.	\$433.01
	Excl Labor		Qty Unit Price Factor Total	
			Installation 1.500 X \$250.54 X 1.1522 \$433.01	
			Contractor Notes: Used to distribute new electrical throughout both rooms	

CSI Number		Mod	UOM	Description	LineTotal		
26 - Electrical							
114	26 05 33 13-0014	0164	MOD	For Work In Restricted Working Space, Add	\$429.78		
				Qty	Unit Price	Factor	Total
				Installation	1.500	X	\$248.67 X 1.1522 \$429.78
115	26 27 26 00-0007		EA	20 Amperes, 2 Gang, NEMA 5-20, Duplex Receptacle Assembly			\$163.89
				Qty	Unit Price	Factor	Total
				Installation	8.000	X	\$17.78 X 1.1522 \$163.89
		Contractor Notes: Addition of Receptacles in New Room and Demoed one in old room					
Subtotal for 26 - Electrical:							\$1,123.00
Grand Total:							\$97,326.18

This work order proposal total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding of the line totals and sub-totals.

The Percent of NPP on this Proposal: 0.00

ATTACHMENT C

LIST OF DRAWINGS

Not Applicable

ATTACHMENT D

SPECIAL PROJECT REQUIREMENTS

None

APPENDIX 1

Prevailing Wage: This contract calls for the construction of a “public work,” within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 et seq. (“the Act”). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the current “prevailing rate of wages” (hourly cash wages plus amount for fringe benefits) in the county where the work is performed. The Department publishes the prevailing wage rates on its website at <http://labor.illinois.gov/>. The Department revises the prevailing wage rates and the contractor and any and all of its subcontractors have an obligation to check the Department’s web site for revisions to prevailing wage rates. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor’s website. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, including but not limited to, all wage requirements and notice and record keeping duties.



Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
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Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
111405	344081	Print Legal Ad-IPL00964870 - IPL0096487		\$381.84	1	42 L

Attention: Craig West

Sourcewell
P.O. Box 219
Staples, MN 56479

**IFB #IL-122122
Invitation for Bids**

**Indefinite Delivery-Indefinite
Quantity
Construction Contracts
in the
State of Illinois**

**Bid Due Date: December 21,
2022, 4:30 p.m., Central Time**

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property. This IFB consists of the following parts:

1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.

IPL0096487
Nov 7, 14, 21 2022

STATE OF ILLINOIS)
COUNTIES OF
MADISON, MONROE & ST. CLAIR) SS

This is to certify that the undersigned Jeffry Couch is the Editor and General Manager of the Belleville News-Democrat, in MADISON, MONROE & ST. CLAIR COUNTIES a public and English secular newspaper of general circulation, which has been regularly published daily in the cities of Belleville, Waterloo, Collinsville & Highland, Counties of Madison, Monroe & St. Clair, State of Illinois, for at least one year prior to the first publication of the notice hereinafter mentioned, and that a notice of which the annexed is a true printed copy, has been published in said newspaper, issues of:

No. of Insertions: 3

Beginning Issue of: 11/07/2022

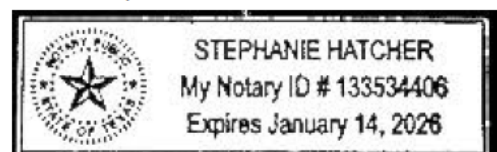
Ending Issue of: 11/21/2022

"It is further certified that said newspaper is a newspaper as defined in 'an Act to revise the law in relation to notices' as amended by Act approved July 17, 1959 - Ill. Revised Statutes, Chap. 100, Para. 1 & 5."

And further certifies that the face of type in which each publication of said notice was made was the same as the body type used in the classified advertising in the issue of said newspaper which said publication was made.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
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Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
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Published in Daily Herald Nov 7, 14, 21, 2022 (4590748)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates, Inverness, Melrose Park, Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook

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

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/07/2022, 11/14/2022, 11/21/2022 in said Northwest Suburbs DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Designee of the Publisher and Officer of the Daily Herald

Control # 4590748

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:
1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.
Published in Daily Herald Nov 7, 14, 21, 2022 (4590748)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

DuPage County Daily Herald

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

Addison, Aurora, Bartlett, Bensenville, Bloomingdale, Carol Stream, Darien, Downers Grove, Elmhurst, Glen Ellyn, Glendale Heights, Hanover Park, Hinsdale, Itasca, Keeneyville, Lisle, Lombard, Medinah, Naperville, Oakbrook, Oakbrook Terrace, Plainfield, Roselle, Villa Park, Warrenville, West Chicago, Westmont, Wheaton, Willowbrook, Winfield, Wood Dale, Woodridge

County(ies) of DuPage

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

I further certify that the DuPage County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/07/2022, 11/14/2022, 11/21/2022 in said DuPage County DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Designee of the Publisher and Officer of the Daily Herald

Control # 4590748

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:
1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.
Published in Daily Herald Nov 7, 14, 21, 2022 (4590748)

CERTIFICATE OF PUBLICATION
Paddock Publications, Inc.

Lake County
Daily Herald

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

Antioch, Bannockburn, Deerfield, Fox Lake, Fox River Grove, Gages,
Lake, Grandwood Park, Grayslake, Green Oaks, Gurnee, Hainesville,
Hawthorn Woods, Highland Park, Highwood, Indian Creek, Ingleside,
Island Lake, Kildeer, Lake Barrington, Lake Bluff, Lake Forest, Lake
Villa, Lake Zurich, Lakemoor, Libertyville, Lincolnshire, Lindenhurst,
Long Grove, Long Lake, Mundelein, North Barrington, Prairie View,
Riverwoods, Round Lake, Round Lake Beach, Round Lake Park,
Third Lake, Vernon Hills, Volo, Wadsworth, Waukegan, Wauconda,
Wildwood

County(ies) of Lake

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

I further certify that the Lake County DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/07/2022, 11/14/2022, 11/21/2022 in said Lake County DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY 
Designee of the Publisher and Officer of the Daily Herald

Control # 4590748

Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:

1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.
Published in Daily Herald Nov 7, 14, 21, 2022 (4590748)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Fox Valley Daily Herald

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

Algonquin, Aurora, Barrington Hills, Batavia, Burlington,
Carpentersville, East Dundee, Elburn, Elgin, Geneva, Gilberts,
Hampshire, Huntley, Lake in the Hills, Maple Park, Montgomery,
North Aurora, Saint Charles, Sleepy Hollow, South Elgin, St Charles,
Sugar Grove, Wasco, Wayne, West Dundee

County(ies) of Kane

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

I further certify that the Fox Valley DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/07/2022, 11/14/2022, 11/21/2022 in said Fox Valley DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY 

Designee of the Publisher and Officer of the Daily Herald

Control # 4590748

IFB #1L-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
Sourcewell, a State of Minnesota local government entity
and public agency, is issuing this Invitation for Bids (IFB)
on behalf of its participating entities to create indefinite del-
ivery-indefinite quantity construction (IDIQ) contracts
that may be used by those participating entities for pro-
jects related to construction or the repair, alteration, mod-
ernization, or renovation of buildings, structures, or other
real property.

This IFB consists of the following parts:
1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Pro-
curement Portal (<https://proportal.sourcewell-mn.gov>),
and only bids submitted through the Sourcewell Procu-
rement Portal will be considered. Bids are due no later than
December 21, 2022 at 4:30 p.m. Central Time, and late bids
will not be considered.
Published in Daily Herald Nov 7, 14, 21, 2022 (4590748)

CERTIFICATE OF PUBLICATION
Paddock Publications, Inc.

Fox Valley
Daily Herald

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

Algonquin, Aurora, Barrington Hills, Batavia, Burlington,
Carpentersville, East Dundee, Elburn, Elgin, Geneva, Gilberts,
Hampshire, Huntley, Lake in the Hills, Maple Park, Montgomery,
North Aurora, Saint Charles, Sleepy Hollow, South Elgin, St Charles,
Sugar Grove, Wasco, Wayne, West Dundee

County(ies) of Kane, McHenry

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

I further certify that the Fox Valley DAILY HERALD is a newspaper as
defined in "an Act to revise the law in relation to notices" as amended in
1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5.
That a notice of which the annexed printed slip is a true copy,
was published 11/07/2022, 11/14/2022, 11/21/2022
in said Fox Valley DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY 
Designee of the Publisher and Officer of the Daily Herald

Control # 4590748

SOURCEWELL
IFB #IL-122122

ADORDERNUMBER: 0001150699-01

PO NUMBER: IFB #IL-122122

AMOUNT: 900.00

NO OF AFFIDAVITS: 1

Chicago Sun-Times

Certificate of Publication

State of Illinois - County of Cook

Chicago Sun-Times, does hereby certify it has published the attached advertisements in the following secular newspapers. All newspapers meet Illinois Compiled Statute requirements for publication of Notices per Chapter 715 ILCS 5/0.01 et seq. R.S. 1874, P728 Sec 1, EFF. July 1, 1874. Amended by Laws 1959, P1494, EFF. July 17, 1959. Formerly Ill. Rev. Stat. 1991, CH100, Pl.

Note: Notice appeared in the following checked positions.

PUBLICATION DATE(S): 11/07/2022, 11/14/2022, 11/21/2022

Chicago Sun-Times

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite Quantity
Construction Contracts
in the
State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

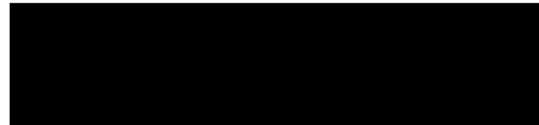
This IFB consists of the following parts:

1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.
11/7, 11/14, 11/21/2022 #1150699

IN WITNESS WHEREOF, the undersigned, being duly authorized, has caused this Certificate to be signed

By



Robin Munoz

Manager | Recruitment & Legals

This 21st Day of November 2022 A.D.

SOURCEWELL
202 12TH ST NE
PO BOX 219
STAPLES, MN 56479

Chicago Tribune

Sold To:
Sourcewell - CU80098251
202 12th St NE, P.O. Box 219
Staples,MN 56479

Bill To:
Sourcewell - CU80098251
202 12th St NE, P.O. Box 219
Staples,MN 56479

Classified Advertising: 7320720
Purchase Order: 7320720 IFB #IL-122122 Invitat

Certificate of Publication:

State of Illinois - Cook

Chicago Tribune Media Group does hereby certify that it is the publisher of the Chicago Tribune. The Chicago Tribune is a secular newspaper, has been continuously published Daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Chicago, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 3 time(s) in the Chicago Tribune, namely one time per week or on 3 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 11/07/2022, and the last publication of the notice was made in the newspaper dated and published on 11/21/2022.

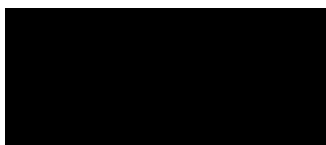
This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

On the following days, to-wit: **Nov 07, 2022; Nov 14, 2022; Nov 21, 2022.**

Executed at Chicago, Illinois on this

22nd Day of November, 2022, by

Chicago Tribune Company



Jeremy Gates

Chicago Tribune

**IFB #IL-122122 INVITATION FOR BIDS
FOR INDEFINITE DELIVERY-INDEFINITE
QUANTITY CONSTRUCTION CONTRACTS
IN THE STATE OF ILLINOIS BID DUE DATE:
DECEMBER 21, 2022, 4:30 P.M., CENTRAL
TIME**

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property. This IFB consists of the following parts:

1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://proportal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.
November 7, 14, & 21, 2022 - 7320720

Sold To:
Sourcewell - CU80098251
202 12th St NE, P.O. Box 219
Staples,MN 56479

Bill To:
Sourcewell - CU80098251
202 12th St NE, P.O. Box 219
Staples,MN 56479

Certificate of Publication:

Order Number: 7320156
Purchase Order: IFB #IL-122122

State of Illinois - Cook

Chicago Tribune Media Group does hereby certify that it is the publisher of the Daily Southtown. The Daily Southtown is a secular newspaper, has been continuously published Daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Park Forest, Township of Rich, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 6 time(s) in the Daily Southtown, namely one time per week or on 6 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 10/07/2022, and the last publication of the notice was made in the newspaper dated and published on 11/21/2022.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

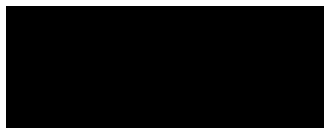
PUBLICATION DATES: Oct 07, 2022; Oct 14, 2022; Oct 21, 2022; Nov 07, 2022; Nov 14, 2022; Nov 21, 2022.

Daily Southtown

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

22nd Day of November, 2022, by

Chicago Tribune Media Group



Jeremy Gates

**IFB #IL-122122
Invitation for Bids for
Indefinite Delivery-Indefinite
Quantity Construction
Contracts in the State of
Illinois**

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time
Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

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3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewell-mn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.

11/07,14,21/2022 7320156

AFFP

IFB #IL-122122 Invitation for

Affidavit of Publication

STATE OF ILLINOIS }
COUNTY OF CHAMPAIGN } SS

Paul Barrett, being duly sworn, says:

That he is Publisher of the News-Gazette, a daily newspaper of general circulation, printed and published in Champaign, Champaign County, Illinois; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

November 08, 2022, November 15, 2022, November 22, 2022

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-
Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December 21, 2022, 4:30 p.m.,
Central Time

Sourcwell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:

1. Invitation for Bids, including Map of Regions
2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcwell Procurement Portal (<https://portal.sourcwell-mn.gov>), and only bids submitted through the Sourcwell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.

971294 11/8,15,22


, Authorized Agent, Champaign County, Illinois

99247633 00971294

Sourcwell
202 12th St. NE
PO Box 219
Staples, MN 56479

*** Proof of Publication ***

THE PANTAGRAPH
PO Box 2907
Bloomington, IL 61702-2907
Ph: 309-829-9000

STATE OF ILLINOIS
COUNTY OF McLEAN
CITY OF BLOOMINGTON

} SS:

Sourcewell
Brandon Town
202 12TH ST NE PO BOX 219
STAPLES MN 56479

ORDER NUMBER 139614

THE PANTAGRAPH PUBLISHING CO. hereby certifies that it is now and has been for more than one year continuously, d/b/a The Pantagraph, a daily secular newspaper of general circulation in said County, published in the City, County and State aforesaid, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that The Pantagraph is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite
Quantity
Construction Contracts
in the
State of Illinois
Bid Due Date: December 21,
2022, 4:30 p.m., Central Time
Sourcewell, a State of Minne-
sota local government entity
and public agency, is issuing
this Invitation for Bids (IFB) on
behalf of its participating enti-
ties to create indefinite
delivery-indefinite quantity con-
struction (IDIQ) contracts that
may be used by those partici-
pating entities for projects
related to construction or the
repair, alteration, moderniza-
tion, or renovation of buildings,
structures, or other real proper-
ty.
This IFB consists of the
following parts:
1. Invitation for Bids, including
Map of Regions
2. Template IDIQ Construction
Contract
3. IDIQ Contract General
Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications
A full copy of the IFB can be
found on the Sourcewell Pro-
curement Portal (<https://portal.sourcewell-mn.gov>), and on-
ly bids submitted through the
Sourcewell Procurement Portal
will be considered. Bids are
due no later than December
21, 2022 at 4:30 p.m. Central
Time, and late bids will not be
considered.
11/7, 11/14, 11/21 139614

Section: Legals

Category: 0991 Legal Inside

PUBLISHED ON: 11/07/2022, 11/14/2022, 11/21/2022

TOTAL AD COST: 417.12

FILED ON: 11/21/2022

By

Date

11/21/2022

LOCALiQ

JournalStar | Journal-Standard
Rockford Register Star

PO Box 631200 Cincinnati, OH 45263-1200

PROOF OF PUBLICATION

Brandon Town
Brandon Town, CPSM, CPSD
Sourcewell
202 12Th ST NE
Staples MN 56479-2438

STATE OF ILLINOIS, COUNTY OF PEORIA

The Peoria Journal Star, a secular newspaper, has been continuously published daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Peoria, County of Peoria, Township of Peoria, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 ILCS 5/5.

That the attached or annexed was published in the issue dated:

11/07/2022, 11/14/2022, 11/21/2022

and that the fees charged are legal.
Sworn to and subscribed before on 11/21/2022

Local Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$147.00

Order No: 7993694

Customer No: 863891

PO #:

of Copies:
1

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-
Indefinite Quantity
Construction Contracts
in the
State of Illinois
Bid Due Date: December
21, 2022, 4:30 p.m., Central
Time

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:

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2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://portal.sourcewellmn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered. Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.

MARIAH VERHAGEN
Notary Public
State of Wisconsin

LOCALiQ

JournalStar | Journal-Standard
Rockford Register Star

PO Box 631200 Cincinnati, OH 45263-1200

PROOF OF PUBLICATION

Brandon Town
Sourcewell
Po Box 219
Staples MN 56479

STATE OF ILLINOIS, COUNTY OF WINNEBAGO

The Rockford Register Star, a secular newspaper, has been continuously published daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Rockford, County of Winnebago, Township of Rockford, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 ILCS 5/5.

That the attached or annexed was published in the issue dated:

11/07/2022, 11/14/2022, 11/21/2022

and that the fees charged are legal.
Sworn to and subscribed before on 11/21/2022

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$290.30

Order No: 7989269

Customer No: 649809

PO #: IL-122122

of Copies:

1

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

IFB #IL-122122
Invitation for Bids for
Indefinite Delivery-
Indefinite Quantity
Construction Contracts
in the State of Illinois

Bid Due Date: December
21, 2022, 4:30 p.m., Central
Time

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

This IFB consists of the following parts:

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2. Template IDIQ Construction Contract
3. IDIQ Contract General Terms and Conditions
4. Construction Task Catalog
5. Technical Specifications

A full copy of the IFB can be found on the Sourcewell Procurement Portal (<https://proportal.sourcewellmn.gov>), and only bids submitted through the Sourcewell Procurement Portal will be considered.

Bids are due no later than December 21, 2022 at 4:30 p.m. Central Time, and late bids will not be considered.

MARIAH VERHAGEN
Notary Public
State of Wisconsin

***** Proof of Publication *****

THE SOUTHERN ILLINOISAN
710 N Illinois Avenue
Carbondale, IL 62901
Ph: 618-529-5454

Sourcewell
Brandon Town
202 12TH ST NE PO BOX 219
STAPLES MN 56479

ORDER NUMBER 27801

CERTIFICATE OF THE PUBLISHER

LEE ENTERPRISES hereby certifies that it is now and has been for more than one year continuously, d/b/a The Southern Illinoisan, a daily secular newspaper of general circulation, published in the City of Carbondale, the County of Jackson and the State of Illinois, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that The Southern Illinoisan is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

**IFB #IL-122122
Invitation for Bids
for
Indefinite Delivery-Indefinite
Quantity
Construction Contracts
in the
State of Illinois**

Bid Due Date: December 21, 2022, 4:30 p.m., Central Time

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bids (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

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11/9, 11/16, 11/23 27801

Section: Legals

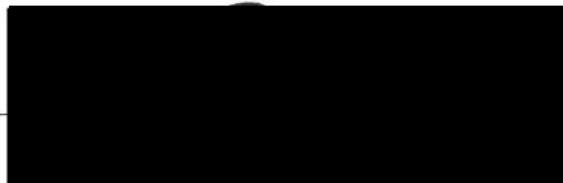
Category: 0900 Legals

PUBLISHED ON: 11/09/2022, 11/16/2022, 11/23/2022

TOTAL AD COST: 176.71

FILED ON: 11/23/2022

By



[OPEN](#)

Indefinite Delivery-Indefinite Quantity Construction Contracts in the State of Illinois

Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bid (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

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Important Dates

Bid Due Date:

December 21, 2022 at 4:30 pm CST

To obtain a copy of the complete IFB, register for a mandatory pre-bid seminar, ask questions related to the IFB, or to submit a Bid, please use the link below.

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Prospective vendors are solely responsible for ensuring their account information is kept current.

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Below is a list of our current public opportunities. Please refer to the Status column in the list to determine if the solicitation is open, closed, or awarded. ** Effective for solicitations to be published after September 1, 2022, Sourcewell has begun posting a Notice of Planned Procurement. Toggle the status button below to "Planned" to review the notices as they become available.

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Bid Name	Bid Status	Bid Closing Date	Days Left
RFP 110822 - Pre-Engineered Buildings with Related Materials and Services	Open	Tue Nov 8, 2022 4:30:00 PM (CST)	1
Register for this Bid Submit a Question		Bid Details Download Documents (4) Addenda (3)	
RFP 111522 - Airport Runway Equipment with Related Supplies and Services	Open	Tue Nov 15, 2022 4:30:00 PM (CST)	8
Register for this Bid Submit a Question		Bid Details Download Documents (4) Addenda (3)	
RFP 111722 - Firearms and Ammunition for Law Enforcement	Open	Thu Nov 17, 2022 4:30:00 PM (CST)	10
Register for this Bid Submit a Question		Bid Details Download Documents (4) Addenda (2)	
RFP 120122 - Unified Communication and Contact Center Solutions	Open	Thu Dec 1, 2022 4:30:00 PM (CST)	24
Register for this Bid Submit a Question		Bid Details Download Documents (4) Addenda (8)	
RFP 120822 - Relocatable Building and Storage Solutions with Related Services	Open	Thu Dec 8, 2022 4:30:00 PM (CST)	31
Register for this Bid Submit a Question		Bid Details Download Documents (2) Addenda (1)	
RFP 121522 - Fuel Delivery with Related Services	Open	Thu Dec 15, 2022 4:30:00 PM (CST)	38
Register for this Bid Submit a Question		Bid Details Download Documents (2)	
IFB #IL-122122 - Indefinite Delivery-Indefinite Quantity Construction - Illinois	Open	Wed Dec 21, 2022 4:30:00 PM (CST)	44
Register for this Bid Submit a Question		Bid Details Download Documents (2)	

<

Page 1

>

of 1

Limit Results:

25

Showing 1 - 7 of 7 items



Bids Homepage (/Module/Tenders/en/Home/BidsHomepage) Find more bids (<https://www.bidsandtenders.com>) Create Account (/Module/Tenders/en/Vendor/Create/42b90b89-9f67-483a-96e3-9b0490d01d40) Login (/Module/Tenders/en/Login/Index/42b90b89-9f67-483a-96e3-9b0490d01d40)

View Details

Click (<https://www.bidsandtenders.ca>)here (<https://portal.sourcewell-mn.gov/>) to return to the Sourcewell Procurement Portal home page.

Bid Details

Bid Classification:	Construction
Bid Type:	IFB
Bid Number:	IFB #IL-122122
Bid Name:	Indefinite Delivery-Indefinite Quantity Construction - Illinois
Bid Status:	Open
Bid Closing Date:	Wed Dec 21, 2022 4:30:00 PM (CST)
Question Deadline:	Tue Dec 13, 2022 4:30:00 PM (CST)
Electronic Auctions:	Not Applicable
Language for Bid Submissions:	English unless specified in the bid document
Submission Type:	Online Submissions Only
Submission Address:	Online Submissions Only
Public Opening:	No
Description:	Sourcewell, a State of Minnesota local government entity and public agency, is issuing this Invitation for Bid (IFB) on behalf of its participating entities to create indefinite delivery-indefinite quantity construction (IDIQ) contracts that may be used by those participating entities for projects related to construction or the repair, alteration, modernization, or renovation of buildings, structures, or other real property.

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Questions related to this solicitation are to be submitted through the Sourcewell Procurement Portal only by clicking on the "Submit a Question" button for this specific proposal opportunity.

Bid Document Access:

Bid Opportunity notices and awards and a free preview of the bid documents is available on this site free of charge without registration. Please note, some documents may be secured and you will be required to register for the bid to download and view the documents. There is no cost to obtain an unsecured version of the document and /or to participate in this solicitation.

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Meeting Locations

The following are the meeting times and locations for the opportunity:

Meeting Location	Description	Date / Time	Mandato
Online Pre-Bid Conference	Login instructions will be posted to the "Documents" section and available to registered suppliers two business days prior to the web conference.	Tuesday November 29, 2022 10:00 AM (CST)	No

Documents
File Name
IFB_IL-122122 IDIQ_Illinois Friday November 4, 2022 09:30 AM
IFB_IL-122122 CTC(s),_Contract_Template,_Technical_Specifications,_Terms_and_Conditions Friday November 4, 2022 09:33 AM

Addenda
No Addenda Available ...



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Resolution No. R-72-2025: Approving a Second Contract Extension for Interim Economic Development Coordinator Services (Adoption)

PRESENTER: Kristin Kazenas

AGENDA DATE: September 16, 2025

CONSENT: Yes

ITEM TYPE: Consent Agenda

ITEM HISTORY:

July 15, 2025 - Council approves first contract extension for Interim Economic Development Coordinator services.

EXECUTIVE SUMMARY:

In April 2025, the Economic Development Coordinator position became vacant, and the position has been filled on an interim basis by John Lynch of Lynch Community Development while the Village recruits a permanent replacement. The initial term of the interim contract was April 1, 2025 through June 27, 2025, resulting in a total cost for services of \$41,075. This contract was initially approved under the Village Manager's expenditure authority.

The Village was not successful in filling the position in the initial recruitment, and is continuing to search for the permanent replacement. Therefore, Village Council approved extending the contract with Mr. Lynch for a period of June 30, 2025 to August 29, 2025, at a not to exceed cost of \$28,000.

The Village re-evaluated the job responsibilities, and posted a new position of Economic Development Manager and is still recruiting candidates to fill this position on a permanent basis. Therefore, staff is requesting that Council approve a second extension of the contract with John Lynch for a period of September 8, 2025 to December 31, 2025, for a total cost not to exceed \$40,000.

RECOMMENDATION:

Consider approving second contract extension for Interim Economic Development Coordinator services.

ATTACHMENTS:

1. Resolution No. R-72-2025: Approving a Second Contract Extension for Interim Economic Development Coordinator Services

RESOLUTION NO. R-72-2025

**A RESOLUTION APPROVING A SECOND CONTRACT EXTENSION FOR
INTERIM ECONOMIC DEVELOPMENT COORDINATOR SERVICES**

WHEREAS, Article VII, Section 10 of the 1970 Illinois Constitution authorizes the Village of Winnetka (***"Village"***) to contract with individuals, associations, and corporations in any manner not prohibited by law or ordinance; and

WHEREAS, the Village position of Economic Development Coordinator became vacant in April 2025; and

WHEREAS, the Village determined it needed to hire an individual to fill the position of Economic Development Coordinator on an interim basis (***"Services"***) while the Village recruited for a permanent position for the role; and

WHEREAS, John Lynch, of Lynch Community Development (***"John Lynch"***) was awarded a contract for the Services for the period of April 1, 2025, through June 27, 2025, for a total cost of \$41,075.00 (***"Contract"***); and

WHEREAS, John Lynch, of Lynch Community Development (***"John Lynch"***) was awarded a first extension contract for the Services for the period of June 30, 2025, through August 29, 2025, for a total cost of \$24,500.00 (***"First Extension Contract"***); and

WHEREAS, the Village is still recruiting candidates to fill the position of Economic Development Manager on a permanent basis, and therefore the Village desires to extend the Contract with John Lynch from September 8, 2025, through December 31, 2025, for a total cost to the Village of \$40,000.00 (***"Second Extension Contract"***); and

WHEREAS, the Village Council has determined that it is in the best interests of the Village to approve the Second Extension Contract with John Lynch;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Village of Winnetka, Cook County, Illinois, as follows:

SECTION 1: RECITALS. The Village Council hereby adopts the foregoing recitals as its findings, as if fully set forth herein.

SECTION 2. APPROVAL OF EXTENSION CONTRACT. The Village Council hereby approves the Second Extension Contract in substantially in the form attached to this Resolution as **Exhibit A** and a final form approved by the Village Attorney.

SECTION 3: AUTHORIZATION TO EXECUTE EXTENSION CONTRACT. The Village Council hereby authorizes and directs the Village President and the Village Clerk to execute and attest, respectively, on behalf of the Village, the final Extension Contract after receipt by the Village Manager of two executed copies of the final Extension Contract from John Lynch; provided, however, that if the Village Manager does not receive two executed copies of the final Extension Contract from John Lynch within 60 days after the date of adoption of this Resolution, then this authority to execute and seal the final Extension Contract will, at the option of the Village Council, be null and void.

SECTION 4: EFFECTIVE DATE. This Resolution shall be in full force and effect from and after its passage and approval according to law.

ADOPTED this 16th day of September, 2025, pursuant to the following roll call vote:

AYES: _____
NAYS: _____
ABSENT: _____
ABSTAIN: _____

Signed

Village President

Countersigned:

Village Clerk

EXHIBIT A
EXTENSION CONTRACT

Lynch Community Development

John Lynch, Principal

1087 Cherry Street
Winnetka, Illinois 60093
Phone: (312) 320-6893

PROPOSAL

DATE: 09/11/2025

TO:

Kristin Kazenas
Assistant Village Manager, Village of Winnetka
510 Green Bay Road
Winnetka, Illinois 60093

FOR:

Contract services:
Interim Economic
Development Coordinator

cc: Ann Eriksson, HR Manager

Thank you for the opportunity to present this cost proposal for contract services to perform the role of Interim Economic Development Coordinator for the Village of Winnetka for the period of September 10 through December 31, 2025. Services for this role, which commenced on April 1, totaled \$65,575 through August 31. With a total of 16 weeks between September 10 and December 31, I am proposing a not-to-exceed budget of \$40,000 through this period (25 hours/week x \$100/hour x 16 weeks), with the total amount billed likely to be less than this figure due to Thanksgiving and winter holidays. As has been the case to date, the Village will only be billed for actual hours worked.

PROPOSAL ESTIMATE	HOURS	RATE	AMOUNT
Contract Services to Date (04/01/25 – 08/31/25)	655.75	100.00	65,575
Contract Services 09/10/25 – 12/31/25	400	100.00	40,000
(16 weeks at 25 hours/week)			
TOTAL			\$105,575

Please do not hesitate to contact me with any questions about this proposal. I have greatly enjoyed working with the Village of Winnetka and look forward to continuing my service this fall.



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Ordinance No. MC-06-2025: Amending Title 10 of the Winnetka Village Code Regarding Electric Scooters and Other Motor Driven Vehicles (Introduction/Adoption)

PRESENTER: Brian O'Connell

AGENDA DATE: September 16, 2025

CONSENT: No

ITEM TYPE: Ordinances and Resolutions

ITEM HISTORY:

On April 9th, 2025, Staff presented information regarding the categories of electric bicycles, electric scooters, and other motor-driven vehicles during the Village Council Study Session. Staff also presented the current state legislation which regulates these devices and examples of ordinances passed in other local municipalities to further regulate these devices.

EXECUTIVE SUMMARY:

On August 9th, 2024, Governor JB Pritzker signed Public Act 103-0899 into law, which amended the Illinois Vehicle Code (625 ILCS 5/1-1) to impose new regulations on certain types of low-speed electric scooters. However, the statute leaves high-speed electric scooters and other motor-driven vehicles, such as electric motor-driven cycles (commonly referred to as e-motos or e-dirt bikes) unregulated. These devices have been frequently observed traveling throughout Winnetka and other communities, often by young operators who lack experience regarding the rules of the road. As a response to these community concerns, several area municipalities, including the Villages of Highland Park, Deerfield, and Glencoe have approved ordinances regulating the permitted use of these electric devices within their communities.

The police department has observed an increase in safety concerns regarding the use of these devices, including devices being operated at increased speeds, younger, inexperienced operators, devices being operated without safety equipment, and devices being operated in crowded areas, such as the business districts. To proactively address the safety concerns these devices create, Staff is recommending the adoption of an ordinance to regulate the use of all motor-driven vehicles, to include motor-driven cycles and electric scooters within the Village.

This ordinance would require all operators of electric scooters to be 18 years of age and possess a valid driver's license, to mirror the state law regarding low-speed scooters. It would require the operators of electric motor-driven cycles to possess a valid driver's license and require the vehicle to be properly registered. Further, the ordinance would prohibit the operation of all motor-driven vehicles

on village sidewalks, village-owned parks and trails, village-owned or maintained parking lots, and on the Green Bay Trail.

Enforcement of these regulations will be addressed by the police department. The police department has existing procedures in place to properly enforce municipal violations. Enforcement will be at the discretion of the police officers on a case-by-case basis. If enforcement action is necessary, staff recommends police officers issue a citation to the operator with a set fine amount and make immediate notification to a parent/guardian for incidents involving juveniles.

The primary focus of initial police enforcement would be to address egregious behavior which creates safety risks for the operator and the community. The police department is mindful of the balance between enforcement and gaining compliance through education. Police will develop educational information for the community, and will collaborate with area schools to further community education regarding the regulations concerning all motor-driven vehicles. Police staff will also strive to communicate effectively with parents and the operator, regarding the Village's expectations for future compliance if violations are observed.

Staff is also currently reviewing and discussing future regulations regarding low-speed electric bicycles which will be presented to Village Council for consideration in a separate or amended ordinance.

RECOMMENDATION:

Consider Introduction and possible Adoption of Ordinance No. MC-06-2025. Amending Title 10 of the Winnetka Village Code to regulate the use of electric scooters, electric motor-driven cycles, and other motor-driven vehicles.

ATTACHMENTS:

1. Ordinance No. MC-06-2025: Amending Title 10 of the Winnetka Village Code Regarding Electric Scooters and Other Motor Driven Vehicles

**AN ORDINANCE AMENDING TITLE 10 OF THE WINNETKA VILLAGE CODE
REGARDING ELECTRIC SCOOTERS
AND OTHER MOTOR DRIVEN VEHICLES**

WHEREAS, the Village of Winnetka is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970 and has the authority to exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, in recent years, there has been a proliferation of low-cost motor-assisted vehicles operated on Village sidewalks and streets, including electric scooters, dirt bikes, and other motorized devices ("***Motor Driven Vehicles***"); and

WHEREAS, until recently, neither state law nor local Village ordinances comprehensively regulated the use of these Motor Driven Vehicles; and

WHEREAS, on August 9, 2024, Governor Pritzker signed into law Public Act 103-0899 which regulates certain types of low-speed electric scooters, but not high-speed electric scooters; and

WHEREAS, Public Act 103-0899 authorizes municipalities to adopt additional regulations on low-speed electric scooters and does not preempt home rule municipalities from adopting regulations on high-speed electric scooters and other Motor Driven Vehicles; and

WHEREAS, although Public Act 103-0899 attempts to address the safe operation of low-speed electric scooters, Public Act 103-0899 contains multiple regulatory gaps, and the operation of electric scooters continues to pose safety risks to riders, pedestrians, and drivers of other Motor Driven Vehicles; and

WHEREAS, Title 10 of the Winnetka Village Code, as amended ("***Village Code***") sets forth requirements related to motor vehicles and traffic in the Village; and

WHEREAS, due to the increased use of Motor Driven Vehicles in the Village, particularly by young adults, the Village desires to adopt regulations for the health, safety, and well-being of the Village and its residents; and

WHEREAS, the Village Board has determined that it will serve and be in the best interests of the Village and its residents to amend the Village Code pursuant to this Ordinance;

NOW, THEREFORE, BE IT ORDAINED the Council of the Village of Winnetka ordains as follows:

SECTION 1: RECITALS. The recitals in this Ordinance are incorporated into this Section as the findings of the Village Council.

September 16, 2025

MC-06-2025

SECTION 2: AMENDMENT TO TITLE 10 OF THE VILLAGE CODE. Title 10, titled “Vehicles and Traffic,” is amended to add a new Chapter 10.40, titled “Motor Driven Vehicles,” to read as follows:

“CHAPTER 10.40 MOTOR DRIVEN VEHICLES

Section 10.40.010 Definitions.

The following words and phrases have the following meanings when used in this Chapter:

ELECTRIC DIRT BIKE: A motor driven cycle that contains an electric motor of more than 750 watts that is required to have title and registration and be operated with a valid driver’s license.

ELECTRIC SCOOTER: A device weighing less than 100 pounds, with two or three wheels, handlebars, and a floorboard that can be stood upon while riding, that is solely powered by an electric motor and human power. Electric scooters, for the purpose of this Chapter, include both low-speed electric scooters, as defined in the Illinois Vehicle Code (625 ILCS 5/1-140.11), as well as electric scooters with maximum speeds in excess of 10 miles per hour.

LEGAL GUARDIAN: A legally designated guardian appointed or assigned to care for another person.

MOTOR DRIVEN VEHICLE: Any vehicle for which the State of Illinois does not issue a title document, does not issue license plates or registration documents, and is a wheeled or tracked vehicle equipped with an electric or gas motor, motor driven cycle, or other similar vehicle, regardless of whether the vehicle is operated by pedals with a chain or throttle assist, including electric scooters, but not including electric bicycles.

PERSONAL MOBILITY DEVICES: Any self-propelled vehicle, including a three-wheeled vehicle, designed for and used by a person with disabilities, that is incapable of a speed in excess of eight miles per hour on level ground.

TOY VEHICLE: Any battery powered ride on toy that is designed to not exceed 10 miles per hour; that includes any number of wheels, handlebars, steering wheel, seat, or platform; and is designed for children under the age of eight years (including Razor® kick start scooters and Power Wheels™).

Section 10.40.020 Operational Restrictions.

- A. It is unlawful for any person under the age of 16 years, or who does not possess a valid driver’s license, to operate a motor driven vehicle upon any public streets, public sidewalks, Village-owned bike paths, the Green Bay Trail, Village-owned parks, Village-owned parking lots or**

within publicly-accessible, privately-owned parking lots for which the Village has entered into an agreement with the property owner, or any other public property within the corporate limits of the Village, except when accompanied by that person's parent or legal guardian.

- B. Notwithstanding anything set forth in Section 10.40.020(A) of this Code, it is unlawful for any person under the age of 18 years, or who does not possess a valid driver's license, to operate an electric scooter upon any public streets, public sidewalks, Village-owned bike paths, the Green Bay Trail, Village-owned parks, Village-owned parking lots or within publicly-accessible, privately-owned parking lots for which the Village has entered into an agreement with the property owner, or any other public property within the corporate limits of the Village, except when accompanied by that person's parent or legal guardian.
- C. It is unlawful for any person to operate an electric dirt bike in the Village without a valid driver's license and proper title and registration.
- D. Every person operating a motor driven vehicle on a public street within the corporate limits of the Village must comply with all applicable regulations set forth in Section 11-1518 of the Illinois Vehicle Code, 625 ILCS 5/11 et seq., as may be amended from time to time.
- E. No person operating a motor driven vehicle or electric dirt bike upon a public street may exceed the posted speed limit on that street.
- F. It is unlawful for any person to use a motor driven vehicle or electric dirt bike in the Village that has been altered from its original manufactured design to change the vehicle's speed, method of propulsion, braking, or other operations, such as by removing pedals, chains, or adding a throttle.
- G. It is unlawful for more than one person to ride on a motor driven vehicle or electric dirt bike at a time.

Section 10.40.030 Location Restrictions.

- A. It is unlawful for a person to operate a motor driven vehicle or electric dirt bike on public sidewalks, Village-owned bike paths, the Green Bay Trail, Village-owned parks, Village-owned parking lots or within publicly-accessible, privately-owned parking lots for which the Village has entered into an agreement with the property owner.

- B. A toy vehicle may be driven upon sidewalks within the Village, but may not be operated on any public streets; provided that a toy vehicle may be driven across a public street within a designated crosswalk.

Section 10.40.040 Required Equipment.

- A. Lamps and Reflectors. Every motor driven vehicle when in use after sunset must be equipped with a lamp on the front that emits a white light visible from a distance of at least 500 feet to the front, and with a red reflector on the rear visible from all distances from 100 feet to 600 hundred feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used as an alternative to the red reflector.
- B. Brakes. Every motor driven vehicle and electric dirt bike must be equipped with a brake to enable the operator to make the braked wheel skid on a dry, level, clean pavement.
- C. It is unlawful for any individual to operate a motor driven vehicle or electric dirt bike while carrying a package, bundle, or article in a manner that prevents the operator from keeping both hands upon the handle bars or steering device at all times.
- D. All individuals operating a motor driven vehicle or electric dirt bike within the corporate limits of the Village must wear a helmet at all times.

Section 10.40.050 Adult Responsibility.

No parent or legal guardian of a minor under the age of 16 may permit that minor to violate any provisions of this Chapter.

Section 10.40.060 Exemptions.

The following are exempt from the prohibitions contained in this Chapter:

- A. Any police vehicle, fire vehicle, municipal vehicle, park district vehicle, vehicle owned by another unit of State or local government, operated by an employee in the course of his or her duties; and
- B. Personal mobility devices.

Section 10.40.070 Penalties.

Any person who violates any of the provisions of this Chapter will be subject to a fine of not less than \$100.00 for each offense. In the case where a minor under the age of 16 violates this Chapter and an adult violates Section 10.40.050, both the minor and the adult may be fined.”

SECTION 3: SEVERABILITY. If any provision of this Ordinance or part of this Ordinance is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance will remain in full force and effect, and will be interpreted, applied, and enforced to achieve, as near as may be possible, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 4: EFFECTIVE DATE. This Ordinance will be in full force and effect upon its passage and approval in the manner provided by law.

[SIGNATURE DATE FOLLOWS]

September 16, 2025

MC-06-2025

PASSED this 16th day of September, 2025, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this ____ day of _____, 2025.

Signed:

Village President

Countersigned:

Village Clerk

Published by authority of the
President and Board of Trustees
of the Village of Winnetka,
Illinois, this ____ day of
_____, 2025

Introduced: September 16, 2025

Passed and Approved: _____, 2025

September 16, 2025

MC-06-2025



Village of WINNETKA, IL

Agenda Item Executive Summary

TITLE: Ordinance No. M-12-2025: Granting a Special Use Permit for the Operation of a Financial Counseling Office Within the C-2 Commercial Overlay District of the Village (720 Elm Street) (Introduction/Adoption)

PRESENTER: Scott Mangum, Ann Klaassen

AGENDA DATE: September 16, 2025

CONSENT: No

ITEM TYPE: Ordinances and Resolutions

ITEM HISTORY:

None

EXECUTIVE SUMMARY:

INTRODUCTION

On September 16, 2025, the Village Council is scheduled to consider Ordinance No. M-12-2025, An Ordinance Granting a Special Use Permit for the Operation of a Financial Counseling Office Within the C-2 Commercial Overlay District at 720 Elm Street. The Ordinance is in response to an application submitted by Charles Schwab & Company, Inc. (the "Applicant"), as the prospective lessee of the property located at 720 Elm Street (the "Subject Property") (**Attachment 1**). The Applicant is seeking approval of a special use permit to operate a financial services office on the Subject Property within the Commercial Overlay District.

If approved, the Applicant would relocate its current financial services office at 598 Green Bay Road to the Subject Property, which is the easternmost space in the One Winnetka building. The Applicant is proposing to occupy a space measuring approximately 5,500 square feet with approximately 60 feet of street frontage along Elm Street. To date, other commercial tenants have not been identified, however, a restaurant is expected to occupy the space closest to the intersection of Elm Street and Lincoln Avenue.

ADVISORY BOARD/COMMISSION REVIEW

The Plan Commission (PC) considered the request on July 23, 2025. **Attachment 2** contains the staff report to the Commission and the meeting minutes, which summarize the request. After hearing from staff, the Applicant, as well as a representative of the property owner, and receiving no public comment, the Commission discussed the request. Discussion focused on parking and the view of the space from the street. As noted in the staff memo to the PC, the Applicant indicated that its lease agreement includes 10 parking spaces during business hours in the ground level of the commercial parking within the One Winnetka building. Those 10 spaces are intended for the Applicant's customers. Employees

are expected to secure the necessary parking permit and park in public parking lots in the district, including the Village-owned public parking lot adjacent to the Subject Property, which does contain “A” permit parking spaces for employees. Ultimately, by a vote of 6-0, the Commission recommended approval of the request.

RECOMMENDATION:

Given the Plan Commission recommendation of approval was unanimous, the Council may wish to (a) consider waiving introduction of Ordinance No. M-12-2025 and consider adoption of the Ordinance, OR (b) consider only introduction of Ordinance No. M-12-2025.

ATTACHMENTS:

1. Ordinance No. M-12-2025: Granting a Special Use Permit for the Operation of a Financial Counseling Office Within the C-2 Overlay (720 Elm St)
2. July 23, 2025, PC Meeting Staff Report and Meeting Minutes Excerpt

ORDINANCE NO. M-12-2025

AN ORDINANCE GRANTING A SPECIAL USE PERMIT
FOR THE OPERATION OF A FINANCIAL COUNSELING OFFICE WITHIN
THE C-2 COMMERCIAL OVERLAY DISTRICT OF THE VILLAGE
(720 Elm Street)

WHEREAS, Charles Schwab & Co., Inc. ("**Applicant**"), is the prospective lessee of the property commonly known as 720 Elm Street, Winnetka, Illinois, and legally described in **Exhibit A** attached to and, by this reference, made a part of this Ordinance ("**Subject Property**"); and

WHEREAS, MDG Winnetka One, LP, is the record title owner of the Subject Property ("**Owner**"); and

WHEREAS, the Subject Property is located within the C-2 General Retail Commercial District and the C-2 Commercial Overlay District of the Village (collectively, "**Overlay District**"); and

WHEREAS, Applicant desires to operate a financial counseling and services office ("**Financial Counseling Office**") at the Subject Property; and

WHEREAS, Pursuant to Section 17.44.020 and the table of uses set forth in Section 17.46.010 of the Winnetka Zoning Ordinance ("**Zoning Ordinance**"), a Financial Counseling Office is not permitted in the Overlay District without a special use permit; and

WHEREAS, as part of the approval of the One Winnetka Development, and pursuant to Ordinance M-01-2025 ("**One Winnetka Ordinance**"), the Village Council previously found, subject to the conditions, restrictions, and provisions set forth in Sections 8 through 14 of the One Winnetka Ordinance, that a Financial Counseling Office, satisfies the standards set forth in Section 17.56.120(A)(1), (2), and (3), and Section 17.44.020(B)(2)(b)(i) and (iii) of the Zoning Ordinance, provided that the conditions in subsection 7.B of the One Winnetka Ordinance are satisfied; and

WHEREAS, on June 12, 2025, Applicant filed an application for a special use permit to operate a Financial Counseling Office at the Subject Property ("**Special Use Permit**"); and

WHEREAS, Owner of the Subject Property has consented to the application for the Special Use Permit filed by Applicant; and

WHEREAS, on July 23, 2025, after due notice thereof, the Plan Commission conducted a public hearing on the proposed Special Use Permit and, by a vote of six in favor and zero opposed, recommended that the Village Council approve the Special Use Permit; and

WHEREAS, the Village Council has determined that approval of the proposed Special Use Permit for the operation of a Financial Counseling Office at the Subject Property satisfies the standards for the approval of special use permits within the C-2 Commercial Overlay District set forth in Chapter 17.56 and Section 17.44.020.B of the Zoning Ordinance and is in the best interest of the Village and its residents;

NOW, THEREFORE, the Council of the Village of Winnetka does ordain as follows:

SECTION 1: RECITALS. The foregoing recitals are hereby incorporated into this Section 1 as the findings of the Council of the Village of Winnetka, as if fully set forth herein.

SECTION 2: SPECIAL USE PERMIT. Subject to, and contingent upon, the terms and conditions set forth in Sections 7 through 14 of the One Winnetka Ordinance, and Section 3 of this Ordinance, the Special Use Permit is hereby granted, pursuant to Chapter 17.56 and Section 17.44.020.B of the Zoning Ordinance and the home rule powers of the Village, to allow the operation of the Financial Counseling Office by Applicant at the Subject Property within the C-2 Commercial Overlay District.

SECTION 3: CONDITIONS. The Special Use Permit granted by Section 2 of this Ordinance is subject to, and contingent upon, compliance by Applicant with the following conditions:

- A. **Compliance with Regulations.** The development, use, and maintenance of the Subject Property must comply at all times with all applicable Village codes and ordinances, as they have been or may be amended over time, including, without limitation the One Winnetka Ordinance.
- B. **Reimbursement of Village Costs.** In addition to any other costs, payments, fees, charges, contributions, or dedications required under applicable Village codes, ordinances, resolutions, rules, or regulations, Applicant must pay to the Village, promptly upon presentation of a written demand or demands therefor, of all fees, costs, and expenses incurred or accrued in connection with the review, negotiation, preparation, consideration, and review of this Ordinance. Payment of all such fees, costs, and expenses for which demand has been made shall be made by a certified or cashier's check. Further, Applicant must pay upon demand all costs incurred by the Village for publications and recordings required in connection with the aforesaid matters.
- C. **Compliance with Plans.** The development, use, and maintenance of the Financial Counseling Office at the Subject Property must be in strict accordance with the Floor Plans submitted by Applicant, consisting of two sheets, a copy of which is attached to and, by this reference, made a part of this Ordinance as **Exhibit B**, except for minor changes and site work approved by the Director of Community Development or the Director of Engineering (within their respective permitting authority) in accordance with all applicable Village codes, ordinances, and standards.
- D. **Commencement of Construction.** Applicant must commence the construction of the proposed improvements for the Financial Counseling Office no later than 18 months after the effective date of this Ordinance.

SECTION 4: RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded with the Cook County Clerk Recording Division. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon, Applicant, Owner, and each of their heirs, representatives, successors, and assigns.

SECTION 5: FAILURE TO COMPLY. Upon the failure or refusal of Applicant or Owner to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, in addition to all other remedies available to the Village, the Special Use Permit granted in Section 2 of this Ordinance will, at the sole discretion of the Village Council, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village Council may not so revoke the Special Use Permit granted in Section 2 of this Ordinance unless it first provides Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village Council. In the event of revocation, the development and use of the Subject Property will be governed solely by the regulations of the applicable zoning district and the applicable provisions of the Zoning Ordinance, as the same may be amended from time to time. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

SECTION 6: AMENDMENT OF SPECIAL USE PERMIT. Any amendments to the Special Use Permit granted in Section 2 of this Ordinance that may be requested by Applicant after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Ordinance.

SECTION 7: NON-TRANSFERABILITY. Nothing in this Ordinance will be deemed to allow this Ordinance or the Special Use Permit to be transferred to any person or entity other than Applicant without a new application for approval.

SECTION 8: EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village Council in the manner required by law;
2. Publication in pamphlet form in the manner required by law; and
3. The filing by Applicant and Owner with the Village Clerk of an Unconditional Agreement and Consent in the form of **Exhibit C** attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event that Applicant and Owner do not file with the Village Clerk a fully executed copy of the unconditional agreement and consent described in Section 8.A.3 of this Ordinance within 60 days after the date of passage of this Ordinance by the Village Council, the

Village Council shall have the right, in its sole discretion, to declare this Ordinance null and void and of no force or effect.

PASSED this 12th day of September, 2025, pursuant to the following roll call vote:

AYES: _____

NAYS: _____

ABSENT: _____

APPROVED this ____ day of _____, 2025.

Signed:

Village President

Countersigned:

Village Clerk

Published by authority of the
President and Board of Trustees
of the Village of Winnetka,
Illinois, this ____ day of _____,
2025.

Introduced: September 12, 2025

Passed and Approved: _____, 2025

EXHIBIT A

LEGAL DESCRIPTION OF SUBJECT PROPERTY

PARCEL 1: THE EAST 106 FEET OF THE WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 OF WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT HEREFROM THE NORTH 40 FEET TAKEN FOR ELM STREET) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON WEST LINE OF SAID EAST 106 FEET AT A DISTANCE OF 85 FEET SOUTH OF SOUTH LINE OF ELM STREET THENCE EAST PARALLEL WITH SOUTH LINE OF ELM STREET 10 FEET THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 45.84 FEET TO THE NORTH WALL OF A ONE STORY BRICK BUILDING; THENCE WEST ALONG NORTH WALL OF SAID BRICK BUILDING 10 FEET TO WEST LINE OF SAID EAST 106 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 46 FEET TO PLACE OF BEGINNING) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT SOUTHWEST CORNER OF THE ABOVE DESCRIBED PROPERTY AND RUNNING THENCE NORTH ALONG WEST LINE THEREOF 46.35 FEET TO INTERSECTION WITH A CURVED LINE OF 1163 FOOT RADIUS CONVEX NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVED LINE OF 1163 FOOT RADIUS, 25.88 FEET, AS MEASURED ALONG THE CHORD TO A POINT OF REVERSE CURVE; THENCE SOUTHERLY ALONG A CURVED LINE OF 1087 FEET RADIUS CONVEX SOUTHWESTERLY 25.69 FEET MEASURED ALONG THE CHORD TO A POINT IN SOUTH LINE OF AFORESAID EAST 106 FEET OF WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 WINNETKA, 22.26 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND THENCE WEST ALONG SAID SOUTH LINE 22.26 FEET TO PLACE OF BEGINNING) ALSO, THE EAST 54 FEET OF THE WEST 163 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 OF CHARLES E. PECK'S SUBDIVISION LYING SOUTH OF THE SOUTH LINE OF ELM STREET IN WINNETKA IN FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 2: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211.00 FEET OF SAID BLOCK 24, ALSO THE WEST 3.00 FEET OF THE NORTH 211.00 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211.00 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST, WITH A RADIUS OF 1163.00 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE, WITH A LINE DRAWN 72.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT; THENCE EAST ALONG SAID PARALLEL LINE, 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE PLACE OF BEGINNING, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS;

PARCEL 3: THAT PART OF THE EAST 106.00 FEET OF THE WEST 109.00 FEET OF THE NORTH 251.00 FEET (EXCEPT THE NORTH 40.00 FEET TAKEN FOR ELM STREET) OF BLOCK 24 IN WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 20 AND THE NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WEST LINE OF SAID EAST 106.00 FEET AT A DISTANCE OF 85.00 FEET SOUTH OF THE SOUTH LINE OF ELM STREET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF ELM STREET, 10.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 45.84 FEET TO A POINT; THENCE WEST 10.00 FEET TO THE WEST LINE OF SAID EAST 106.00 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 46.00 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS;

PARCEL 4: THE EAST 55.4 FEET OF THE WEST 218.4 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 LYING SOUTH OF ELM STREET IN THE VILLAGE OF WINNETKA IN SECTION 20 AND SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 5: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25 LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD (EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24) ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID LOT 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.3 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 41.15 FEET TO THE INTERSECTION OF A CURVED LINE CONVEX NORTHEASTERLY WITH A RADIUS OF 1,163 FEET, THENCE NORTHWESTERLY ALONG SAID CURVED LINE 6.12 FEET AS MEASURED ALONG THE CHORD TO ITS INTERSECTION WITH A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT FROM A POINT IN THE NORTH LINE OF SAID LOT 153.5 FEET EAST OF NORTHWEST CORNER THEREOF, THENCE NORTH ALONG SAID PARALLEL LINE TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS;

PARCEL 6: LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24 ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, ALL IN TOWNSHIP 42 N, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL, WITH THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE NORTH 72 FEET MORE OR LESS TO THE POINT OF BEGINNING; AND ALSO EXCEPT THAT PART OF SAID LOT 1 LYING SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, BEING THE SOUTH LINE OF ELM STREET, 110.79 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1 AND

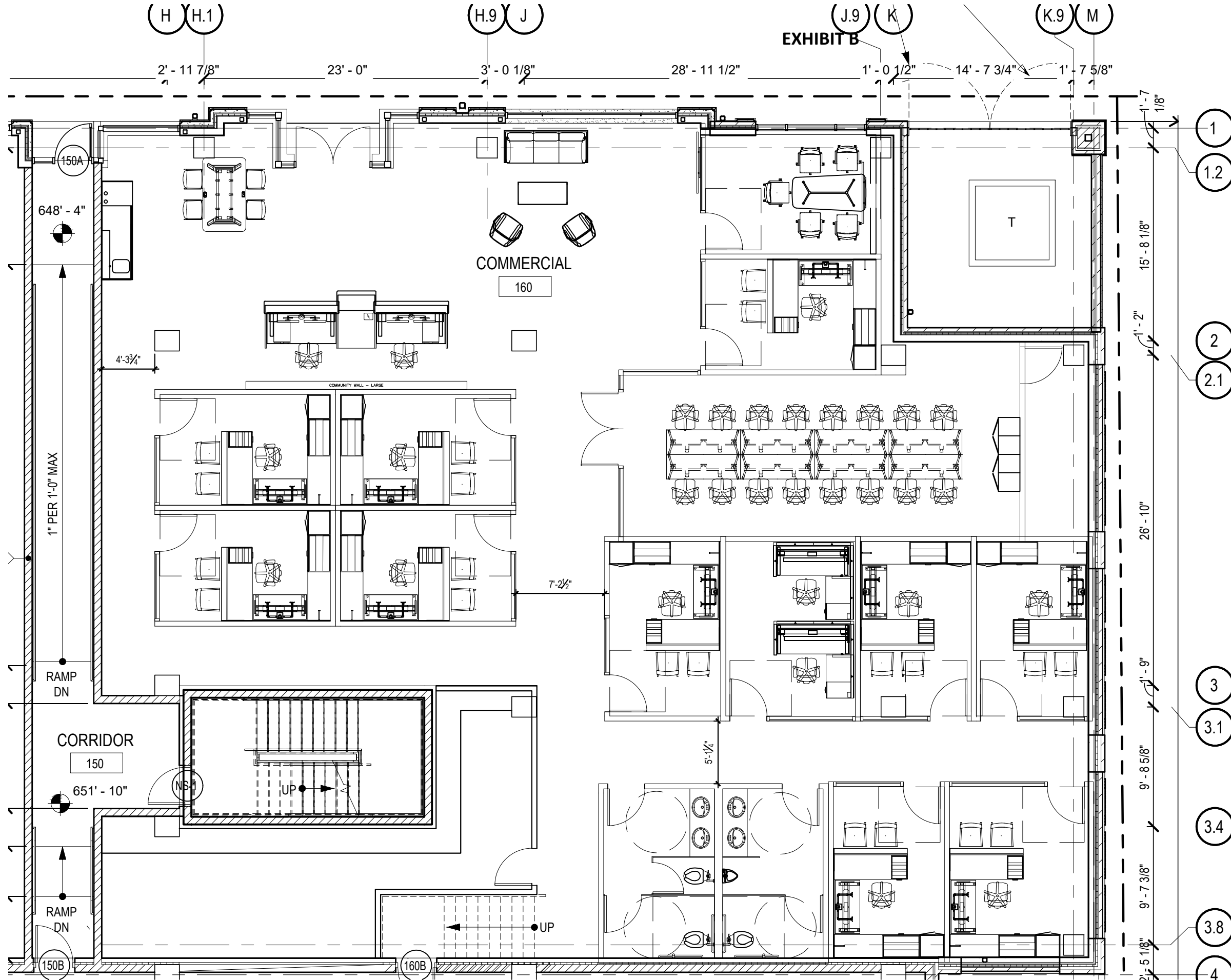
RUNNING THENCE SOUTHEASTERLY PARALLEL WITH AND 93 FEET NORTHEASTERLY OF AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF SAID LOT 1, 62.41 FEET TO A POINT OF CURVE, THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 1163 FEET, 17.1 FEET AS MEASURED ALONG THE CHORD OF SAID CURVE TO A POINT IN A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT 1 FROM A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH ALONG SAID PARALLEL LINE, 5.20 FEET TO A POINT 72 FEET SOUTH OF THE NORTH LINE OF SAID LOT 1, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 1, 3.20 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF A CURVED LINE OF 1163 FEET RADIUS HEREINBEFORE DESCRIBED, THENCE SOUTHEASTERLY ALONG SAID CURVED LINE 105.94 FEET AS MEASURED ALONG THE CHORD TO A POINT IN THE EAST LINE OF SAID LOT 1, 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24; AND ALSO EXCEPT THAT PART OF LOT 1 DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT 1, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 1 TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST WITH A RADIUS OF 1163 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT 1; THENCE EAST ALONG SAID PARALLEL LINE 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PINs:

05-20-213-004-0000
05-20-213-005-0000
05-20-213-006-0000
05-21-109-003-0000
05-21-109-012-0000
05-21-109-017-0000

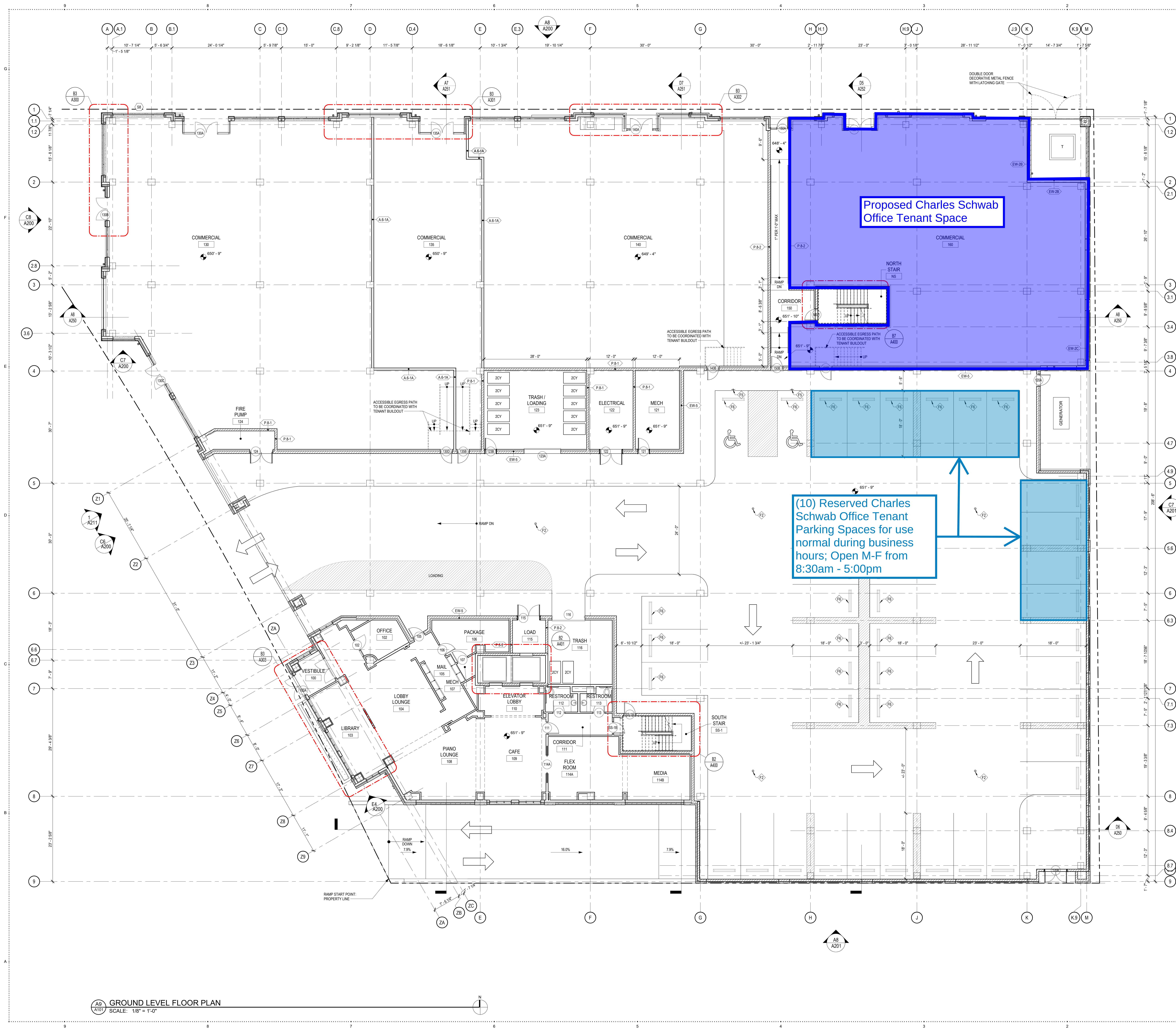
EXHIBIT B
FLOOR PLANS

(SEE ATTACHED EXHIBIT B)



	REQUIRED	PROVIDED
Offices	11	10
Touchdown/Living Rm	1	1
Team Room – WS	2	2
Welcome Bar	1	1
Seminar/Conf (30p)	1	1
Beverage Bar	1	1





GENERAL PLAN NOTES:

1. REFER TO CIVIL ENGINEERING PLANS FOR ALL GRADES, SLAB ELEVATIONS, AND UTILITY CONNECTIONS.
2. DO NOT SCALE DRAWINGS. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO FRAMING. ALL DIMS ARE TO ROUGH FRAMING.
3. REFER TO BUILDING ELEVATIONS PRIOR TO FRAMING. TYPES INFO AND FOR INDICATION FOR MASONRY CONTROL JOINTS.
4. ALL ANGLED PARTITIONS ARE 45 DEGREES U.N.O.
5. REFER TO SHEET A-600 FOR PARTITION TYPES.
6. TYPICAL EXTERIOR FRAME WALL DIMENSIONS TO BE 6" MINIMUM U.N.O.
7. PLUMBING WALLS TO BE 2x6 AT 16" O.C. OR DOUBLED EXTERIOR WALLS WITH INSULATION AND THERMO-PANEL (UNLESS WATER SUPPLIED THROUGH FLOOR).
8. ALL WET AREAS PROVIDE MOISTURE RESISTANT WALL BOARD AND AT TILED AREAS PROVIDE CEMENT BOARD.
9. INSULATE ALL CONCEALED SPACES AT EXTERIOR WALLS.
10. ONLY SILL PLATES, JOINTS BETWEEN MULTIPLE STUDS, PIPE AND VENT PENETRATIONS, WINDOW AND DOOR OPENINGS, PROVIDE ALUMINUM FLASHING AT ALL ROOF/WALL INTERSECTIONS, ABOVE WINDOW/DOOR HEADS, AND BAND BOARDS, AND CHIMNEY PENETRATIONS AT ROOF.
12. PRESTOP BETWEEN VERTICAL AND HORIZONTAL CONCEALED SPACES SUCH AS SOFFITS, STAIR FRAMING, AND MECHANICAL CHASES WITH SOLID 2x DIMENSIONAL LUMBER OR 10" DRYWALL. DRAFT STOP IN PRESTOP AREAS WITH CAULK OR FOAM SEALER.
13. CARPENTER, HVAC, PLUMBING, AND ELECTRICAL CONTRACTORS TO COORDINATE PLACEMENT OF ALL DUCTS, PIPES, AND WIRING PRIOR TO FRAMING. ELECTRICAL AND MECHANICAL EQUIPMENT AND METERS ARE SUBJECT TO REDLOCATION DUE TO FIELD CONDITIONS.
14. PROVIDE AND INSTALL SHELVING AT ALL CLOSETS.
15. ALL INTERIOR WALLS TO BE FINISHED WITH 5/8" DRYWALL, TYPE X U.N.O.
16. PROVIDE VAPOR BARRIER AT ALL CONDITIONED SLAB ON GRADE AREAS.
17. SLOPE AND CROSS SLOPES AT HANDICAP PARKING SPACES, ACCESSIBLE MANEUVERING CLEARANCES AT DOORS AND ACCESSIBLE ROUTES NOT TO EXCEED 2%.
18. FIRE EXTINGUISHER CABINETS TO BE FULLY RECESSED.
19. FIRE EXTINGUISHERS LOCATED IN FOOD PREPARATION AREAS TO BE CLASS K. ALL OTHER FIRE EXTINGUISHERS TO BE CLASS ABC.
20. PROVIDE SAFETY STRIPING WITHIN PARKING GARAGE, AS SHOWN ON DRAWINGS. STRIPING TO BE 4" WIDE, TYPICAL.
21. PROVIDE PIPE BOLLARD OR RAIL PROTECTION AROUND ALL PLUMBING RISERS WITHIN PARKING GARAGE.

PLAN LEGEND:

- GREEN ROOF
- PEDESTAL PAVER
- LANDSCAPE PAVEMENT
- STAMPED CONCRETE

PLAN KEYNOTES:

- (F1) PIPE BOLLARD. BOLLARD TO BE MOUNTED ACCORDING TO MANUFACTURER'S STANDARDS.
- (F2) FLOOR DRAIN PITCH CONCRETE TOPPING TO DRAIN (1/8" PER 1'-0" MIN.).
- (F3) LINEAR TRENCH DRAIN SYSTEM.
- (F4) EV CHARGING STATION.
- (F5) ACCESSIBLE PARKING SPACE SIGN, POST MOUNTED.
- (F6) CONCRETE WHEEL STOP.
- (F7) VERTICAL STORAGE BIKE RACK.
- (F8) CEILING MOUNTED EXHAUST FAN, ABOVE. REFER TO MECHANICAL DRAWINGS FOR ADDITIONAL INFORMATION.
- (F9) LINE OF BENTONITE BLINDSIDE WATERPROOFING AT FOUNDATION WALL.
- (F10) PLANTER BOX, REFER TO LANDSCAPE DRAWINGS.
- (F11) REFLECTING POOL BASIN, REFER TO LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION.
- (F12) OUTDOOR GAS GRILL BUILT INTO MASONRY ENCLOSURE.
- (F13) 2'-0" WIDE BY 3'-0" TALL PLANTER BOX ON SLEEPERS AT RESIDENTIAL UNIT TERRACE.
- (F14) 1'-0" WIDE BY 3'-0" TALL PLANTER BOX ON SLEEPERS AT RESIDENTIAL UNIT TERRACE.
- (F15) STANDPIPE WITH VALVE CABINET.
- (F16) RECESSED CEILING MOUNTED DRAFT CONTROL DOORS AT EACH ELEVATOR ENTRANCE.
- (F17) CAST-IN-PLACE CONCRETE WALL, REFER TO LANDSCAPE DRAWINGS FOR WALL HEIGHT AND ADDITIONAL INFORMATION.
- (F18) 8" CONCRETE CURB.

PARKING SIGNAGE LEGEND

MARK	TYPE
V	VEHICULAR (RETROREFLECTIVE TEXT ONLY)
R	REGULATORY (RETROREFLECTIVE)
P	PEDICIAN PANEL
PVC	PVC CLEARANCE

PARKING SIGN KEY

SEE SIGN SCHEDULE ON SHEET A207

NOT FOR CONSTRUCTION

OKW Architects

OKW Architects
600 West Jackson Blvd
Chicago, IL 60661
T 312.798.7700
F 312.798.7777
www.okwarchitects.com

ONE WINNETKA MIXED-USE DEVELOPMENT

ELM ST. & LINCOLN AVE., WINNETKA, IL

GROUND LEVEL PLAN

A9 A101 GROUND LEVEL FLOOR PLAN

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

DRAWN BY: Author CHECKED: Checker

DATE: 11/28/2024 SHEET NO.: A101

PROJ. NO.: 21077

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EXHIBIT C
UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Winnetka, Illinois ("***Village***"):

WHEREAS, Charles Schwab & Co., Inc. ("***Applicant***"), is the prospective lessee of the property commonly known as 720 Elm Street, Winnetka, Illinois, and legally described in **Exhibit A** attached to and, by this reference, made a part of this Ordinance ("***Subject Property***"); and

WHEREAS, MDG Winnetka One, LP, is the record title owner of the Subject Property ("***Owner***"); and

WHEREAS, the Subject Property is located within the C-2 General Retail Commercial District and the C-2 Commercial Overlay District of the Village (collectively, "***Overlay District***"); and

WHEREAS, Applicant desires to operate a financial counseling and services office ("***Financial Counseling Office***") at the Subject Property; and

WHEREAS, Ordinance No. M-12-2025, adopted by the Village Council on _____, 2025 ("***Ordinance***"), grants a special use permit to Applicant for the operation of a Financial Counseling Office at the Subject Property within the C-2 Commercial Overlay District of the Village; and

WHEREAS, Section 8 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until Applicant and Owner have filed, within 60 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, Applicant and Owner do hereby agree and covenant as follows:

1. Applicant and Owner do hereby unconditionally agree to accept, consent to, and abide by each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. Applicant and Owner acknowledge that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, have considered the possibility of the revocation provided for in the Ordinance, and agree not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. Applicant and Owner acknowledge and agree that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's grant of a special use permit for the Subject Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure Applicant or Owner against damage or injury of any kind and at any time.

4. Applicant and Owner do hereby agree to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the special use permit for the Subject Property.

5. Applicant and Owner hereby agree to pay all expenses incurred by the Village in defending itself with regard to any and all of the claims mentioned in this Unconditional Agreement and Consent. These expenses will include all out-of-pocket expenses, such as attorneys' and experts' fees, and will also include the reasonable value of any services rendered by any employees of the Village.

Dated: _____, 2025

ATTEST: **CHARLES SCHWAB & CO., INC.**

By: _____ By: _____

Its: _____ Its: _____

ATTEST: **MDG WINNETKA ONE, LP**

By: _____ By: _____

Its: _____ Its: _____



MEMORANDUM VILLAGE OF WINNETKA

COMMUNITY DEVELOPMENT DEPARTMENT

TO: PLAN COMMISSION
FROM: ANN KLAASSEN, ASSISTANT DIRECTOR
DATE: JULY 17, 2025
SUBJECT: 720 ELM STREET - CHARLES SCHWAB & CO, INC.
SPECIAL USE PERMIT (CASE NO. 25-11-SU)

INTRODUCTION

On July 23, 2025, the Plan Commission is scheduled to hold a public hearing to consider an application submitted by Charles Schwab & Company, Inc. (the "Applicant"), as the prospective lessee of the property located at 720 Elm Street (the "Subject Property"), **to allow a financial services office to occupy the Subject Property**. The property is currently owned by MDG Winnetka One, LP.

The Applicant has filed an application seeking approval of a Special Use Permit in accordance with Chapter 17.56 [Special Uses] of the Winnetka Zoning Ordinance to permit a financial services office in the C-2 General Retail Commercial Overlay District at the Subject Property. The Applicant would be relocating its current financial services office at 598 Green Bay Road to the Subject Property.

A sign has been posted on the Subject Property and a website notice has been posted on the Village website indicating the time and date of the Plan Commission public hearing. A mailed notice has been sent to property owners within 500 feet of the Subject Property. As of the date of this memo, staff has not received any written comments from the public regarding this application.

PROPERTY DESCRIPTION

The Subject Property is one of the commercial spaces located in the four-story mixed-use building that is currently under construction at 714-740 Elm Street and 511-515 Lincoln Avenue, often referred to as *One Winnetka*, located on the southeast corner of the intersection of Elm Street and Lincoln Avenue. The approximately 5,500 square foot space at 720 Elm Street is a portion of the 20,955 square feet of commercial space in the One Winnetka building and is the easternmost space. To date, other commercial tenants have not been identified, however, a restaurant is expected to occupy the space closest to the intersection. There will be 59 residential units on the second, third, and fourth floors.

The Subject Property is located within the Village's **Commercial Overlay District**, which allows non-retail uses, such as financial counseling offices and financial uses; however, the Zoning Ordinance requires that they be evaluated by the Plan Commission and Village Council as a special use.

Figures 1 through 3 on the following pages identify the One Winnetka site and the proposed location of the Charles Schwab office.



Figure 1 – One Winnetka Site – GIS Map



Figure 2 – Aerial Location Map



Proposed Location of
Charles Schwab & Co.

Figure 3 – One Winnetka - Elm Street Façade

COMMERCIAL OVERLAY DISTRICT BACKGROUND

The Overlay District was established in 1987 out of concern about the viability of the business districts as a whole if non-retail occupancies were allowed to proliferate and occupy significant areas within retail shopping districts. At the time of adoption there was a concern about the possible proliferation of real estate offices and financial institutions.

The Village Zoning Ordinance describes the purpose of the Overlay District and its restrictions on non-retail uses as being:

“to encourage retailing of comparison shopping goods and personal services compatible with such retailing on ground floor in order to encourage a clustering of such uses, to provide for a wide variety of retail shops and expose such shops to maximum foot traffic, while keeping such traffic in concentrated (yet well distinguished) channels throughout the district.”

Since its adoption in 1987, the Overlay District has been revised on more than one occasion to alter district boundaries, or to modify the types of uses which are permitted within each district. The most recent amendment occurred on April 4, 2019, when the Village Council adopted MC-01-2019, amending the Zoning Ordinance regarding uses and regulations in the three commercial districts, including amendments to the Overlay District and the standards used to evaluate a special use.

ELM STREET BUSINESS DISTRICTS OVERLAY BOUNDARIES

A map depicting the zoning classifications of the Elm Street Business Districts is included on the following page as Figure 4. The One Winnetka site is highlighted yellow.

Gray areas indicate the underlying C-2 General Retail Commercial zoning, which permits by right a relatively broad array of uses, including various retail uses, along with a number of non-retail uses such as professional offices, financial service firms, medical offices and the like.

Red crosshatch areas represent those areas subject to the restrictions of the Commercial Overlay District. The boundaries of the Overlay District are established along certain public streets and extend for a depth of 50 feet from the front property line.

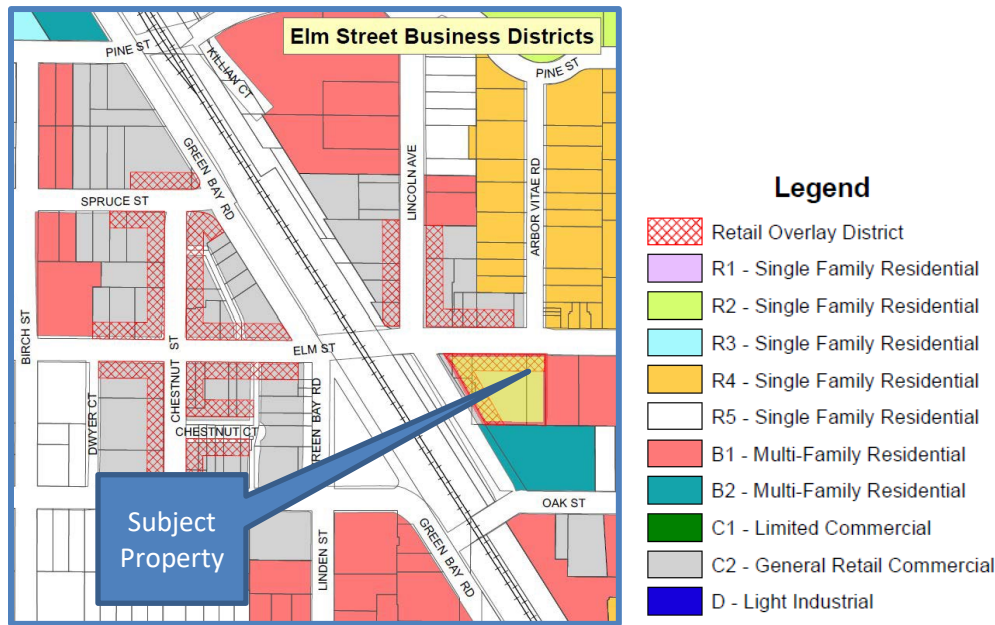


Figure 4 – Elm Street Business Districts

PREVIOUS APPROVAL

On January 21, 2025, the Village Council adopted Ordinance M-01-2025, an Ordinance Granting Final Approval of a Planned Development, Zoning Exceptions, a Special Use for Ground Floor Parking, and Special Use Findings for Medical and Financial Services Uses (511-515 Lincoln Avenue and 714-740 Elm Street - One Winnetka. An excerpt of Ordinance M-01-2025 is provided in **Attachment B**. Section 7 of M-01-2025 granted partial approval of certain special use findings for medical and financial services. The Village Council found that medical uses, including medical and dental offices, and financial uses, including accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.56.120(A) and Section 17.44.020 (B)(2)(b) of the Zoning Ordinance that apply in the Commercial Overlay District, provided certain conditions are met, which are outlined later in this report:

All Special Use Standards:

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;
2. That the Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
3. That the establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;

Commercial Overlay District Standards:

- I. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses;
- II. The proposed special use at the proposed location will provide for active display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk

into the tenant space. The proposed special use at the proposed location will provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses.

The location and amount of space occupied by medical uses and financial service uses are limited as follows:

- a. No such uses shall occupy the northwesternmost corner of the commercial space of the ground floor commercial space;
- b. No such uses shall occupy an aggregate space greater than 50% of the gross commercial square footage, or 9,750 square feet of the building;
- c. No individual financial service use shall occupy more than 1/3 of the gross commercial square footage, or 6,500 square feet of the building;
- d. No individual medical use shall occupy more than 3,250 square feet of the gross commercial square footage of the building;
- e. Approval of the “appropriateness” of such uses is limited to 10 years from the approval of Ordinance M-01-2025.

DESCRIPTION OF CURRENT REQUEST

The Applicant is proposing to relocate from its current location at 598 Green Bay Road into the Subject Property. As explained by the Applicant in the attached application materials provided in **Attachment A**, the Applicant is proposing to occupy a space measuring approximately 5,500 square feet with approximately 60 feet of street frontage along Elm Street. The space the Applicant is proposing to occupy is the easternmost commercial space in the One Winnetka building. The proposed financial service use would comply with the location and size limitations outlined earlier in this report.

The proposed financial services office would have a maximum of 12 employees, two of which would be hosts. The office hours would be Monday through Friday, 8:30am – 5:00pm. The space would contain 10 offices, and a room with two workstations to provide private workspace for the hosts to use as needed. The Applicant has provided a floor plan representing the layout of the space (**Figure 5**). The Applicant also intends to host one quarterly after-hours evening event for client appreciation, guest speakers, etc.

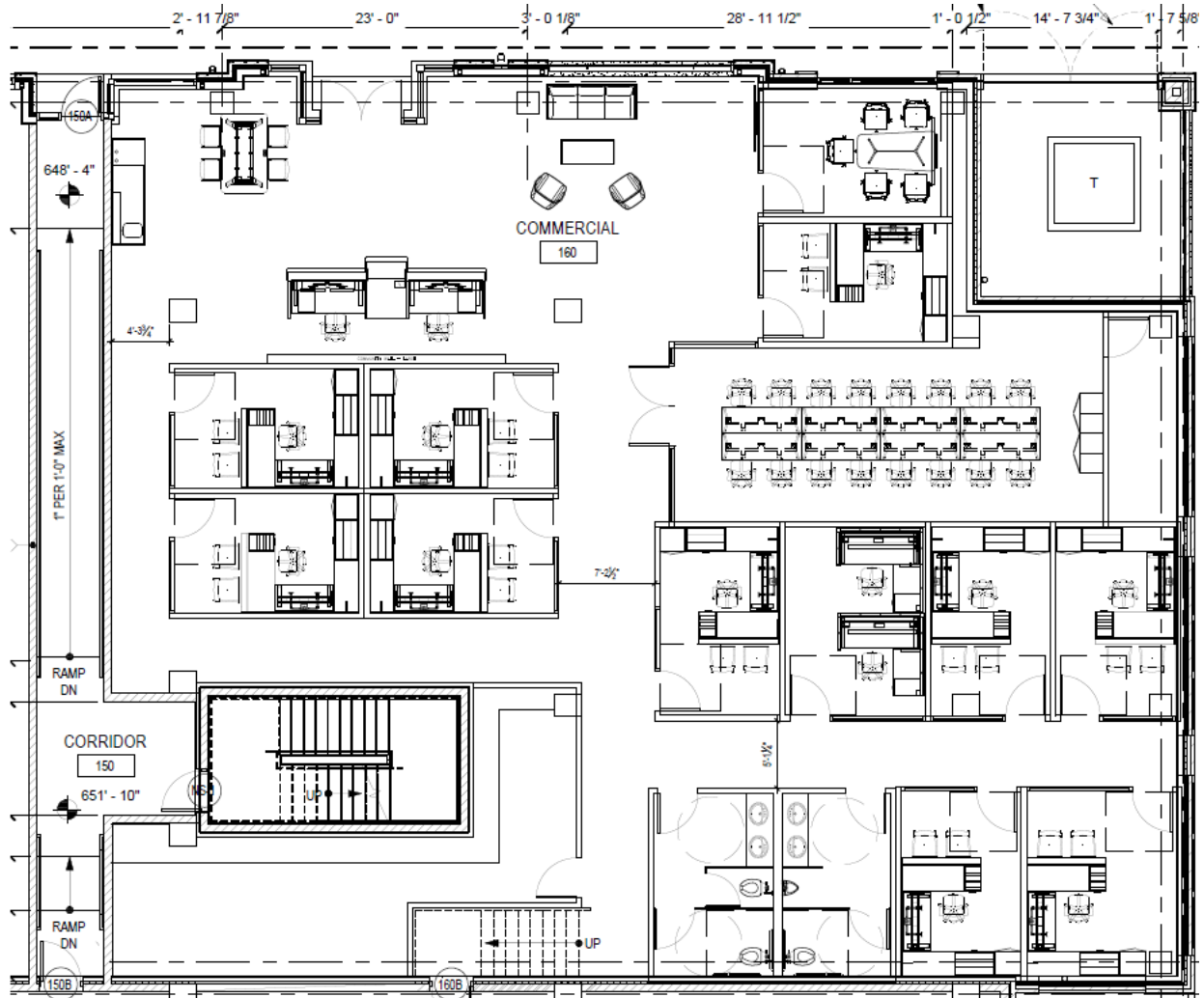


Figure 5 – Excerpt of Proposed Floor Plan

According to the Applicant, its current Winnetka location has, on average, 30-35 clients who visit the office on a typical day. Generally, most clients spend an average of 45 minutes to one (1) hour in the office; however, there are a number of clients who drop in for 5-10 minutes.

In regard to parking, the Applicant has provided information in terms of its operations and what they see is their demand for parking. It has also submitted the Traffic Impact Study prepared in 2023 by KLOA for the One Winnetka Planned Development. The Applicant has indicated that its lease agreement with the property owner includes 10 parking spaces during business hours in the ground level of the commercial parking within the One Winnetka building. These parking spaces are intended for the Applicant's customers. The Applicant is proposing that its employees secure the necessary parking permit and park in public parking lots in the district, including the Village-owned public parking lot adjacent to the Subject Property, which does contain "A" permit parking spaces for employees.

The off-street parking provided on the One Winnetka site for commercial uses consists of 39 spaces in the ground level of the building, this is the same number of parking spaces required by the Zoning Ordinance. For reference, the Zoning Ordinance requires commercial uses to provide two parking spaces per 1,000 square feet. As previously noted, the Applicant would have 10 reserved parking spaces in the 39-space on-site parking area and would occupy approximately 5,500 square feet of space.

Figure 6 below highlights the commercial space the Applicant is proposing to occupy in northeast corner of the One Winnetka building, as well as the 10 reserved on-site parking spaces it will have use of during business hours.

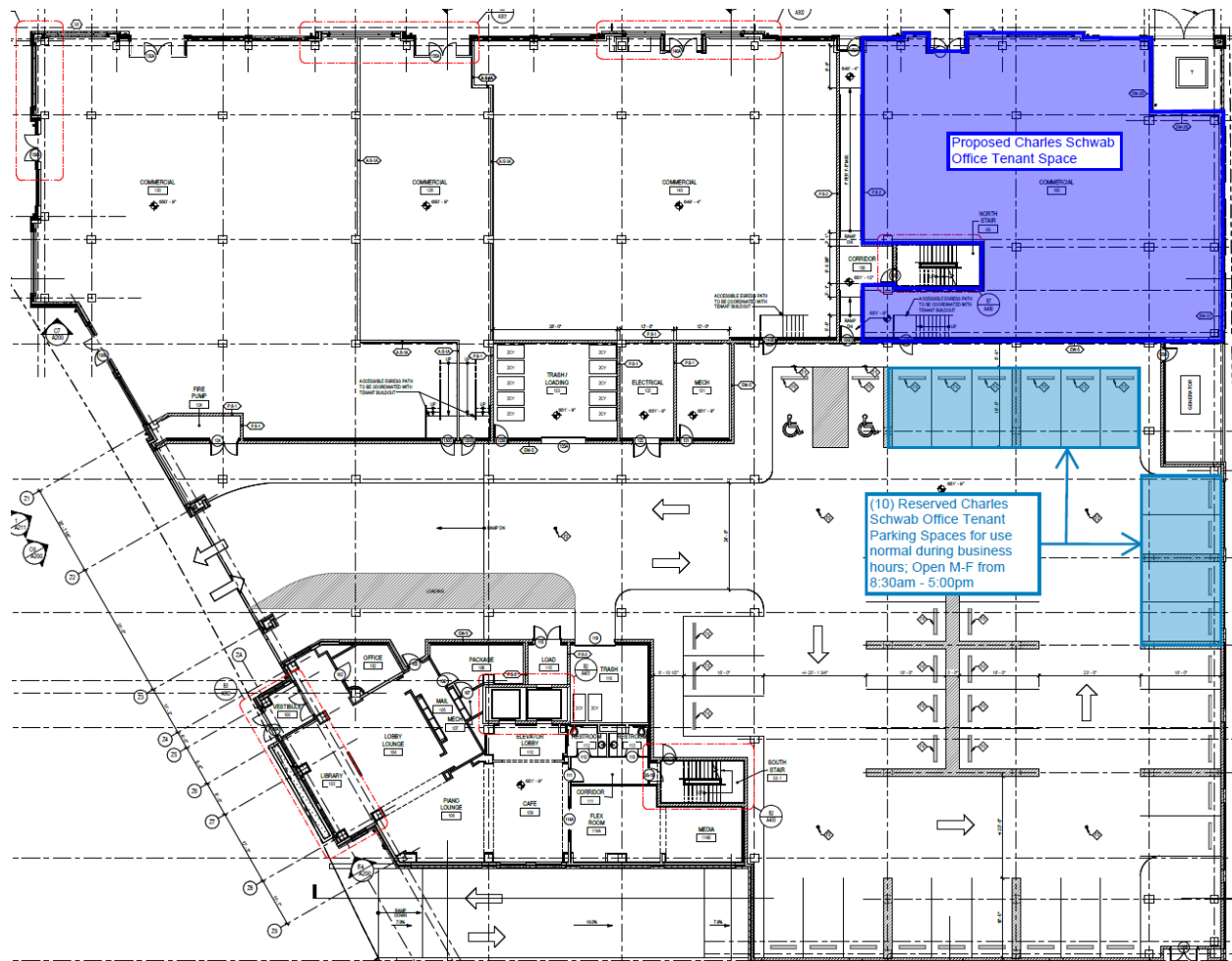


Figure 6 – One Winnetka Ground Level Plan

DESIGN REVIEW BOARD REVIEW

With the exception of signage, the Applicant has indicated that it has no plan to alter the exterior of the building that is currently under construction. The proposed signage represented in the application materials will require submittal of a sign permit that will be reviewed by the Design Review Board.

STANDARDS FOR REVIEW / FINDINGS

The “Purpose” section of Chapter 17.56 Special Uses, states the following regarding special uses:

It is recognized that there are special types of uses which because of their specific characteristics in relationship to uses permitted by right in a particular district, or the services which they provide, cannot be properly permitted by right in a particular district without consideration, in each case, of the impact of such uses upon neighboring land, or of the public need for such uses at a particular location.

A land use classified as a special use is an allowed land use as long as the Applicant can demonstrate that the proposed use in its proposed specific location meets the applicable standards for granting special use approval.

Section 17.44 of the Zoning Ordinance provides a series of twelve (12) standards for the evaluation of Special Use applications within the Commercial Overlay District, which provides a framework for evaluation by the Plan Commission. Given the previous approval granted by Ordinance M-01-2025 found a financial services use, such as the Applicant's proposed use, complies with four of the 12 special use standards, the Applicant has supplied as part of its application materials a narrative addressing how this proposal complies with the remaining eight (8) standards.

Following conclusion of public comment and Commission discussion, a Commission member may choose to make the following motion:

I make a motion that:

The Plan Commission recommends **approval [denial]** of the requested special use to allow the Applicant, Charles Schwab & Company, Inc., to operate a financial counseling office at 720 Elm Street within the C-2 Commercial Overlay District, based on the following findings of fact:

"The financial counseling office (the "Special Use") is [is not] consistent with the Standards for granting of Special Use Permits in the Commercial Overlay District, which are as follows:

- ~~1. The establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare;~~
- ~~2. The Special Use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;~~
- ~~3. The establishment of Special Use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;~~
4. Adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways;
5. Adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the Special Use exists or are to be provided;
6. The Special Use in all other respects conforms to the applicable regulations of this and other village ordinances and codes;
- ~~7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses;~~
8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block's frontage;
9. The proposed special use at the proposed location will provide for display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk into the tenant space. The proposed special use at the proposed location will provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses;

10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine;
11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintain typical and customary hours of operation; and
12. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.”

The Commission’s recommendation is subject to **no conditions [the following conditions]**:

1. [Insert conditions...]

As noted above, the Commission may also wish to consider if there are any additional conditions it may want to place on the facility’s operation.

This request is subject to final approval by the Village Council.

ATTACHMENTS

Attachment A: Application Materials

Attachment B: Excerpt of Ordinance M-01-2025, adopted on January 21, 2025

ATTACHMENT A

Village of Winnetka
SPECIAL USE PERMIT – C2 COMMERCIAL OVERLAY APPLICATION

VILLAGE OF WINNETKA, ILLINOIS
DEPARTMENT OF COMMUNITY DEVELOPMENT

SPECIAL USE PERMIT APPLICATION
C-2 COMMERCIAL OVERLAY

Case No. 25-11-SU

Property Information

Site Address: One Winnetka; 720 Elm Street

Proposed type of occupancy: Financial Office / Business Use

Applicant Information

Name: Charles Schwab & Co, Inc.

Address: 150 S. Wacker Drive, Suite 1400

City, State, ZIP: Chicago, IL 60606

Applicant Signature: [REDACTED]

Primary Contact: Brandon Garnett

Phone No. 773.560.8977

Email: brandon.garnett@schwab.com

Date: 06/12/2025

Attorney Information

Name: N/A

Primary Contact:

Address:

City, State, ZIP:

Phone No.

Email:

Architect Information

Name: Nelco Architecture, Inc.

Primary Contact: Benjamin Madson

Address: 201 E 4th Street

City, State, Zip: Cincinnati, OH 45202

Phone No. 513.362.1358

Email: bmadson@nelsonww.com

Property Owner Acknowledgment

I hereby certify that I am the owner of the property located at See below*, and have provided the attached proof of ownership.
(address)

I consent to the filing of an application for a Special Use Permit by Charles Schwab & Co, Inc.
(Applicant name)

Property Owner Signature: [REDACTED]

Date: 06/11/2025

Printed Name: John T. Murphy

*Property addresses: 714-716 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, 513-515 Lincoln Avenue, all in Winnetka, IL 60093

150 S. Wacker Drive, Suite 1400, OXIL 150-14-118
Chicago, IL 60606
Phone: 773-560-8977
Email: Brandon.Garnett@Schwab.com

June 12, 2025

Special Use C-2 Commercial Overlay Narrative

1. That the establishment, maintenance, and operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort, morals, or general welfare.

Response: Reference approved Special Use Line Item per previous Landlord Development Approval

2. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity.

Response: Reference approved Special Use Line Item per previous Landlord Development Approval

3. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern.

Response: Reference approved Special Use Line Item per previous Landlord Development Approval

4. That adequate measures have been or will be taken to provide ingress and egress in a manner which minimize pedestrian and vehicular traffic congestion in the public ways.

Response: Charles Schwab (tenant) has no plans to make changes to the previously approved Landlord's Site Plans for ingress/egress to the site via pedestrian pathways or vehicular traffic. Previously approved Traffic & Parking study is attached within this submitted Special Use package.

5. That adequate parking, utilities, access roads, drainage, and other facilities necessary to the operation of the special use exists or are to be provided.

Response: Charles Schwab (tenant) has no plans to make changes to the previously approved parking, utilities, access roads, drainage shown within Landlord's Site Plans.

- a. Per page 36 of the Landlord's KLOA traffic study Commercial Uses would require 2 parking spaces per 1,000 SF and then on page 37 a Medical – Dental office (which is no longer a prospective tenant would require 3.23 per 1,000 SF). Our perspective is that a Financial Office would be somewhere in the middle of those calculations, most likely closer to that of the Medical – Dental office calculation; however, for proposal's sake we calculate the difference between those 2 (the average of 2 vs 3.23 parking spaces is 2.62 parking spaces required per 1,000 SF).
- b. Our proposed tenant net (usable) square footage will be 5,204 SF which would require approximately 13.63 parking spaces at a rate of 2.62 per 1,000 SF.

- c. **Charles Schwab arranged an agreement with the landlord where we are reserving (10) parking spaces during business hours; therefore, our 10 reserved spaces fall under the required 13.63 approximately calculated above.**
 - d. **Also, there will be times where our Schwab parking spaces will experience high and lows in parking needs; however, as shared later in this narrative the most time a customer stays at our facility is only 1 hour but at times as short as 5 minutes.**
6. That the special use in all other respects conforms to the applicable regulations of this and other village ordinances and codes.

Response: It is confirmed that the Construction Drawings will conform to all applicable regulations in all other respects and will be submitted to all necessary departments for review and approval.

- a. **The Leased Square Footage is 5,492 SF and the “Usable” or Net Interior Square Footage is 5,204 SF**
7. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses.

Response: Reference approved Special Use Line Item per previous Landlord Development Approval

8. The location of the proposed special use along a block frontage shall provide for a minimum interruption in the existing and potential continuity and concentration of the retail uses along the block’s frontage.

Response: Charles Schwab (tenant) will not interrupt the existing and potential continuity and concentration of the retail uses along the block’s frontage. Charles Schwab is open to the public Monday through Friday, 8:30am-5pm and we host 1 quarterly after-hours evening event for client appreciation, guest speakers, etc.

9. The proposed special use at the proposed location will provide for active display windows, facades, signage and lighting similar in nature and compatible with that provided by retail uses.

Response: Charles Schwab’s design will provide for open windows and high-quality signage facing the main street that complies with local regulations.

- a. **Please see photos attached within this submitted Special Use package displaying our curb appeal and open concept our Lobby provides; at a recently completed location in Brookfield, WI**
 - b. **Also, please see our proposed signage package for our Winnetka location included that will comply with all local code requirements. It will be similar in nature and compatible with our office use, city and building streetscape.**
10. If the proposed special use provides multi-use areas, such as retail merchandise areas, restaurant dining areas, general office space, private offices, reception areas, or employee work areas, any proposed retail merchandise area or restaurant dining area shall be concentrated and located immediately adjacent to the sidewalk and clearly visible from the street in such a fashion as to invite customers to browse or dine.

Response: Charles Schwab's interior layout will provide be an open Lobby concept that is located immediately adjacent to the sidewalk that is clear and visible from the street inviting customers in.

- a. Please see our proposed floor plan within this submitted Special Use package displaying our Lobby is open to the immediate sidewalk that will include marketing and display features extenuating the building frontage**
- b. Please see photos attached within this submitted Special Use package displaying our curb appeal and open concept as shared above**

11. If a proposed new building contemplates a mix of retail, office and service type uses, the minimum frontage for each retail use adjacent to the sidewalk shall be 20 feet with a minimum gross floor area of 400 square feet. In addition, such retail space shall be devoted to active retail merchandising which maintains typical and customary hours of operation; and

Response: Charles Schwab will be solely a Business Office Use, not mixed uses. Our office frontage along the sidewalk is longer that 20 feet and gross Lobby floor area is greater than 400 square feet.

- a. As shared above our hours of operation will be Monday through Friday, 8:30am-5pm and we will host 1 quarterly after-hours evening event for client appreciation, guest speakers, etc.**
- b. Our current Winnetka Charles Schwab location receives on average daily customer foot traffic of 30-35 customers a day and we expect similar traffic at proposed location.**
- c. Most customers on average spends 45 minutes – 1 hour in our facility; however, there is a number of these customers who drop in for only 5-10 minutes.**

12. The proposed location and operation of the proposed special use shall not significantly diminish the availability of parking for district clientele wishing to patronize existing retail businesses.

Response: Charles Schwab's parking needs will be satisfied by the parking shown in the attached Site Plan illustrating the agreed upon parking arrangement with the landlord.

- a. Charles Schwab's agreement with the landlord provides (10) parking spaces that are reserved for Charles Schwab during business hours as noted in the parking arrangement. Business Hours will be only Monday thru Friday, 8:30am – 5:00pm.**
- b. We will have a maximum of (12) employees at our branch; that includes the 10 offices as shown in the attached floor plan within this Special Use submittal and then 2 hosts at the greeter station equaling 12 total. In the floor plan there is a room that has 2 workstations in it (in the legend it is called the Team Room); those workstations are a second desk for the hosts at the greeter station to give them privacy and perform private meetings if needed.**
- c. Second, we are proposing that employees park in adjacent public lots and secure proper public passes as required, specifically the public parking lot directly east of our location.**

Sincerely,



Brandon Garnett
Charles Schwab & Co. Inc

June 4, 2025

Village of Winnetka
510 Green Bay Rd
Winnetka, IL 60093

Subject: Property Owner Acknowledgement Letter

To Whom It May Concern,

MDG Winnetka One, LP is the legal owner and landlord of the property located at 714 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, and 515 Lincoln Avenue, all in Winnetka, IL 60093, commonly known as the One Winnetka development. We are writing to formally acknowledge and express our full support for the Special Use Permit application submitted by Charles Schwab & Co., Inc., our prospective tenant at this location.

Charles Schwab intends to operate a financial services office at the premises, which requires approval of a special use under the Village of Winnetka's Zoning Ordinance. We believe Schwab's presence will be a strong complement to the commercial and retail environment of downtown Winnetka and consistent with the vision for high-quality, service-oriented tenants at One Winnetka.

We have reviewed the proposed use and confirm that it aligns with the terms of our lease agreement and our expectations for the long-term tenancy at the property. We respectfully request that the Village consider this letter as formal acknowledgement of the application and indication of our full support. Please feel free to contact us with any questions or if additional information is required.

Sincerely,



John T. Murphy
Authorized Representative
MDG Winnetka One, LP
312.625.3120
john@murphyres.com

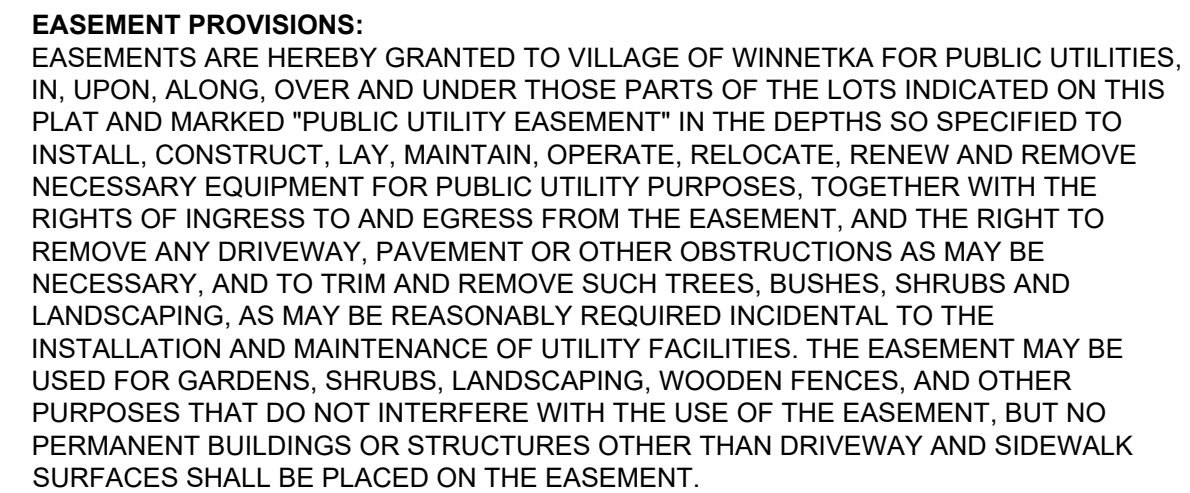
MDG Winnetka One LP
227 W. MONROE STREET, SUITE 5200
CHICAGO, IL 60606

BEING A RESUBDIVISION OF PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION, TOGETHER WITH A PART OF BLOCK 24 IN WINNETKA, BOTH SUBDIVISIONS IN THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

ELM STREET

HERETOFORE DEDICATED
PUBLIC RIGHT OF WAY
RECORD WIDTH 80'

MAPLE AVENUE
HERETOFORE DEDICATED
PUBLIC RIGHT OF WAY
RECORD WIDTH 66'
WESTERLY LINE OF MAPLE AVENUE
TO CORNER OF BLOCK 24



LOCATION: #742 PINE STREET.
ALUMINUM CAP IN CONCRETE.
MONUMENT IS 57.26' NELY OF IRON PIPE AT
NORTHWEST CORNER OF SECTION 21-42-13
N. 1,982,594.103
E. 1,147,444.453

SURVEY NOTES:

NAVD88 = NORTH AMERICAN VERTICAL DATUM OF 1988

MONUMENTATION AT ALL LOT CORNERS INDICATED BY SYMBOL OR NOTATION
ESTABLISHED PRIOR TO PLAT RECORDATION.

IRON PIPE IS TO BE SET AT REMAINING LOT CORNERS AFTER PLAT RECORDATION
UNLESS OTHERWISE INDICATED OR NOTED HEREON.

NO DIMENSIONS SHALL BE ASSUMED BY SCALE MEASUREMENT UPON THIS PLAT.

- NORTH LINE OF OAK ST.

OAK STREET

HERETOFORE DEDICATED
PUBLIC RIGHT OF WAY
RECORD WIDTH 66'

One Winnetka Subdivision

BEING A RESUBDIVISION OF PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION, TOGETHER WITH A PART OF BLOCK 24 IN WINNETKA, BOTH SUBDIVISIONS IN THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CONSENT OF MORTGAGEE

_____, WHICH IS THE HOLDER OF A MORTGAGE DATED AS OF _____, 20____, AND RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDER, ILLINOIS ON _____, 20____ AS DOCUMENT NO. _____ ENCUMBERING LOT 1 DESCRIBED ON THIS PLAT OF SUBDIVISION, HEREBY CONSENTS TO THE RECORDING OF THIS PLAT OF SUBDIVISION AND AGREES THAT ITS LIEN SHALL BE SUBJECT TO THE PROVISIONS OF THIS PLAT OF SUBDIVISION.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THIS CONSENT TO BE EXECUTED ON _____, 20____.

ATTEST: _____, A _____

BY: _____ ITS: _____ BY: _____ ITS: _____

STATE OF ILLINOIS))SS COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20____ BY _____, THE _____ VICE PRESIDENT, AND _____, THE _____ SECRETARY, OF _____, WHICH INDIVIDUALS ARE KNOWN TO ME TO BE THE IDENTICAL PERSONS WHO SIGNED THE FOREGOING INSTRUMENT AS SUCH OFFICERS OF THE CORPORATION FOR AND ON BEHALF OF SAID CORPORATION, AND THAT THEY EXECUTED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF THE CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THE _____ DAY OF _____, 20____

SIGNATURE OF NOTARY

SEAL

MY COMMISSION EXPIRES: _____

OWNER'S CERTIFICATE

State of Illinois) County of Cook)ss

_____, does hereby certify that it is the owner of the property described hereon and that it has caused the said property to be surveyed and resubdivided as shown hereon.

Dated: _____ A.D.20____.

By:

State of Illinois) County of Cook)ss

I, _____, a notary public in and for the county in the state aforesaid, do hereby certify that _____ is 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 he signed and delivered the same instrument as his own free and voluntary act, as owner of the property, for the uses and purposes therein set forth. Given under my hand and notarial seal this _____ day of _____ A.D.20____.

Notary Public

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF WINNETKA, ILLINOIS DATED THIS _____ DAY OF _____, 20____.

VILLAGE ENGINEER

DIRECTOR OF FINANCE CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

I, _____, FINANCE DIRECTOR OF VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS THEREON THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND LEGALLY DESCRIBED IN THIS PLAT OF SUBDIVISION.

DATED THIS _____ DAY OF _____ A.D. 20____.

BY:

FINANCE DIRECTOR

WATER AND ELECTRIC DEPARTMENT CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

APPROVED BY THE DIRECTOR OF WATER AND ELECTRIC OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ A.D. 20____.

BY:

DIRECTOR OF WATER AND ELECTRIC

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

THIS PLAT OF SUBDIVISION IS APPROVED ON THIS DAY OF _____, 20____, AND ALL PUBLIC RIGHTS OF WAY DEDICATED AND EASEMENTS ESTABLISHED THEREBY, ARE ACCEPTED BY THE PRESIDENT AND VILLAGE COUNCIL OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

VILLAGE PRESIDENT

ATTEST:

VILLAGE CLERK

LENDER CERTIFICATE

State of _____) County of _____)ss

_____, does hereby certify that it is a mortgagee of certain property described hereon and that it hereby gives consent to the resubdivision as shown hereon.

Dated: _____, A.D., 20____.

By: _____

Name:

Title:

State of _____)

County of _____)ss

I, _____, a notary public in and for the county in the state aforesaid, do hereby certify that _____ is 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 he/she signed and delivered the same instrument as his/her own free and voluntary act, for _____ for the uses and purposes therein set forth. Given my hand and notarial seal this _____ day of _____, A.D., 20____.

Notary Public

PLANNED DEVELOPMENT COMMISSION CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

RECOMMENDED BY THE PLAN COMMISSION OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS ON _____ DAY OF _____ A.D. 20____.

BY:

PLANNED COMMISSION CHAIR

ATTEST:

SECRETARY

DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSOLIDATIONS OF PARCELS DEPICTED HEREON OR ANY PART THEREOF, OR, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSOLIDATIONS OF THE PARCELS DEPICTED HEREON.

OWNER

REGISTERED PROFESSIONAL ENGINEER

NAME: _____

DATE: _____

NAME: _____

FIRM: _____

DATE: _____

(SEAL)

SURVEYOR CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK) SS

I, BRIAN S. STOUT, A PROFESSIONAL ILLINOIS LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SUBDIVIDED:

PARCEL 1: THE EAST 106 FEET OF THE WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 OF WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THEREFROM THE NORTH 40 FEET TAKEN FOR ELM STREET) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: **COMMENCING** AT A POINT ON WEST LINE OF SAID EAST 106 FEET AT A DISTANCE OF 85 FEET SOUTH OF SOUTH LINE OF ELM STREET THENCE EAST PARALLEL WITH SOUTH LINE OF ELM STREET 10 FEET THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 45.84 FEET TO THE NORTH WALL OF A ONE STORY BRICK BUILDING; THENCE WEST ALONG NORTH WALL OF SAID BRICK BUILDING 10 FEET TO WEST LINE OF SAID EAST 106 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 46 FEET TO PLACE OF BEGINNING) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: **BEGINNING** AT SOUTHWEST CORNER OF THE ABOVE DESCRIBED PROPERTY AND RUNNING THENCE NORTH ALONG WEST LINE THEREOF 46.35 FEET TO INTERSECTION WITH A CURVED LINE OF 1163 FOOT RADIUS CONVEX NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVED LINE OF 1163 FOOT RADIUS, 25.88 FEET, AS MEASURED ALONG THE CHORD TO A POINT OF REVERSE CURVE; THENCE SOUTHERLY ALONG A CURVED LINE OF 1087 FEET RADIUS CONVEX SOUTHWESTERLY 25.69 FEET MEASURED ALONG THE CHORD TO A POINT IN SOUTH LINE OF AFORESAID EAST 106 FEET OF WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 WINNETKA, 22.26 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND THENCE WEST ALONG SAID SOUTH LINE 22.26 FEET TO PLACE OF BEGINNING) ALSO, THE EAST 54 FEET OF THE WEST 163 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 OF CHARLES E. PECK'S SUBDIVISION LYING SOUTH OF THE SOUTH LINE OF ELM STREET IN WINNETKA IN FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 2: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211.00 FEET OF SAID BLOCK 24, ALSO THE WEST 3.00 FEET OF THE NORTH 211.00 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: **BEGINNING** IN THE NORTH LINE OF SAID LOT, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211.00 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST, WITH A RADIUS OF 1163.00 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT; THENCE EAST ALONG SAID PARALLEL LINE, 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE PLACE OF BEGINNING, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS.

PARCEL 3: THAT PART OF THE EAST 106.00 FEET OF THE WEST 109.00 FEET OF THE NORTH 251.00 FEET (EXCEPT THE NORTH 40.00 FEET TAKEN FOR ELM STREET) OF BLOCK 24 IN WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 20 AND THE NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: **COMMENCING** AT A POINT ON THE WEST LINE OF SAID EAST 106.00 FEET AT A DISTANCE OF 85.00 FEET SOUTH OF THE SOUTH LINE OF ELM STREET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF ELM STREET, 10.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 45.84 FEET TO A POINT; THENCE WEST 10.00 FEET TO THE WEST LINE OF SAID EAST 106.00 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 46.00 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

PARCEL 4: THE EAST 55.4 FEET OF THE WEST 218.4 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 LYING SOUTH OF ELM STREET IN THE VILLAGE OF WINNETKA IN SECTION 20 AND SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5: LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24 ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, ALL IN TOWNSHIP 42 N, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS: **BEGINNING** AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1 44.35 FEET, THENCE SOUTH PARALLEL WITH THE

PERMISSION TO RECORD CERTIFICATE

STATE OF ILLINOIS) COUNTY OF COOK)SS

I, BRIAN S. STOUT, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3584, DO HEREBY GRANT PERMISSION TO _____ TO RECORD THIS PLAT.

DATED THIS _____ 3rd _____ DAY OF _____ FEBRUARY _____ A.D. 2025 _____.

ILLINOIS PROFESSIONAL LAND SURVEYOR

EAST LINE OF SAID LOT 1 72 FEET, THENCE WEST PARALLEL, WITH THE NORTH LINE OF SAID LOT 1 44.35 FEET, THENCE NORTH 72 FEET MORE OR LESS TO THE POINT OF BEGINNING;

AND ALSO EXCEPT THAT PART OF SAID LOT 1 LYING SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: **BEGINNING** AT A POINT IN THE NORTH LINE OF SAID LOT 1, BEING THE SOUTH LINE OF ELM STREET, 110.79 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1 AND RUNNING THENCE SOUTHEASTERLY PARALLEL WITH AND 93 FEET NORTHEASTERLY OF AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF SAID LOT 1 62.41 FEET TO A POINT OF CURVE, THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 1163 FEET, 17.1 FEET AS MEASURED ALONG THE CHORD OF SAID CURVE TO A POINT IN A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT 1 FROM A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH ALONG SAID PARALLEL LINE, 5.20 FEET TO A POINT 72 FEET SOUTH OF THE NORTH LINE OF SOUTH LOT 1, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 1, 3.20 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF A CURVED LINE OF 1163 FEET RADIUS, HEREINBEFORE DESCRIBED, THENCE SOUTHEASTERLY ALONG SAID CURVED LINE 105.94 FEET AS MEASURED ALONG THE CHORD TO A POINT IN THE EAST LINE OF SAID LOT 1 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24; AND ALSO EXCEPT THAT PART OF LOT 1 DESCRIBED AS FOLLOWS: **BEGINNING** IN THE NORTH LINE OF SAID LOT 1 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 1 TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST WITH A RADIUS OF 1163 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT 1; THENCE EAST ALONG SAID PARALLEL LINE 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 6: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25 LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, (EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24) ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID LOT 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: **BEGINNING** AT A POINT IN THE NORTH LINE OF SAID LOT 1 153 5/10 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1 44 35/100 FEET; THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 41.15 FEET TO THE INTERSECTION OF A CURVED LINE CONVEX NORTHEASTERLY WITH A RADIUS OF 1,163 FEET, THENCE NORTHWESTERLY ALONG SAID CURVED LINE 6.12 FEET AS MEASURED ALONG THE CHORD TO ITS INTERSECTION WITH A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT FROM A POINT IN THE NORTH LINE OF SAID LOT 153.5 FEET EAST OF NORTHWEST CORNER THEREOF, THENCE NORTH ALONG SAID PARALLEL LINE TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

CONTAINING, IN THE AGGREGATE, 52,549 SQUARE FEET (1.21 ACRES), MORE OR LESS.

I FURTHER CERTIFY THAT THE PROPERTY DESCRIBED HEREON IS LOCATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT ALL OF THE PROPERTY APPEARS IN ZONE X ON THE FLOOD INSURANCE RATE MAP, COOK COUNTY ILLINOIS, AND INCORPORATED AREAS, COMMUNITY PANEL NO. 17031C0251J, EFFECTIVE DATE OF AUGUST 19, 2008.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON FEBRUARY 21, 2023.

SIGNED ON FEBRUARY 3, 2025.

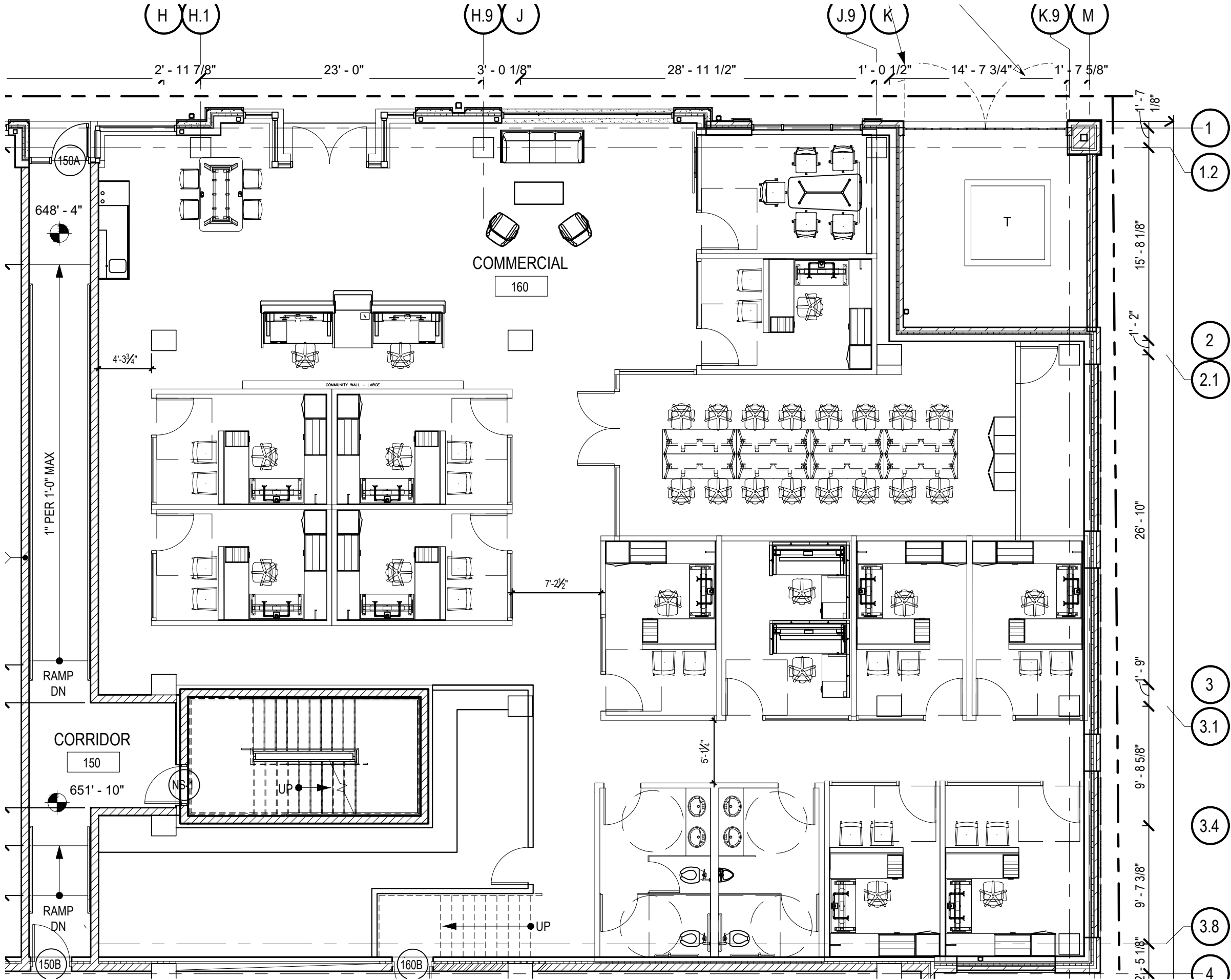
BY:

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 3584
MY LICENSE EXPIRES NOVEMBER 30, 2026



ORDERED BY: RCI (WINNETKA LINCOLN) LLC c/o ROMSEN INV. CORP.	CHECKED: DRAWN:
ADDRESS: ONE WINNETKA PLACE	
GREMLEY & BIEDERMANN A DIVISION OF PLCS CORPORATION LICENSE NO. 184-005532 PROFESSIONAL LAND SURVEYORS 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630 TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM	
ORDER NO. 2023-31067-001	DATE: MARCH 30, 2023 SCALE: 1 INCH = 20 FEET PAGE NO. 2 OF 2

G:\CAD\2023\2023-30929\2023-31067-001 p1.dwg



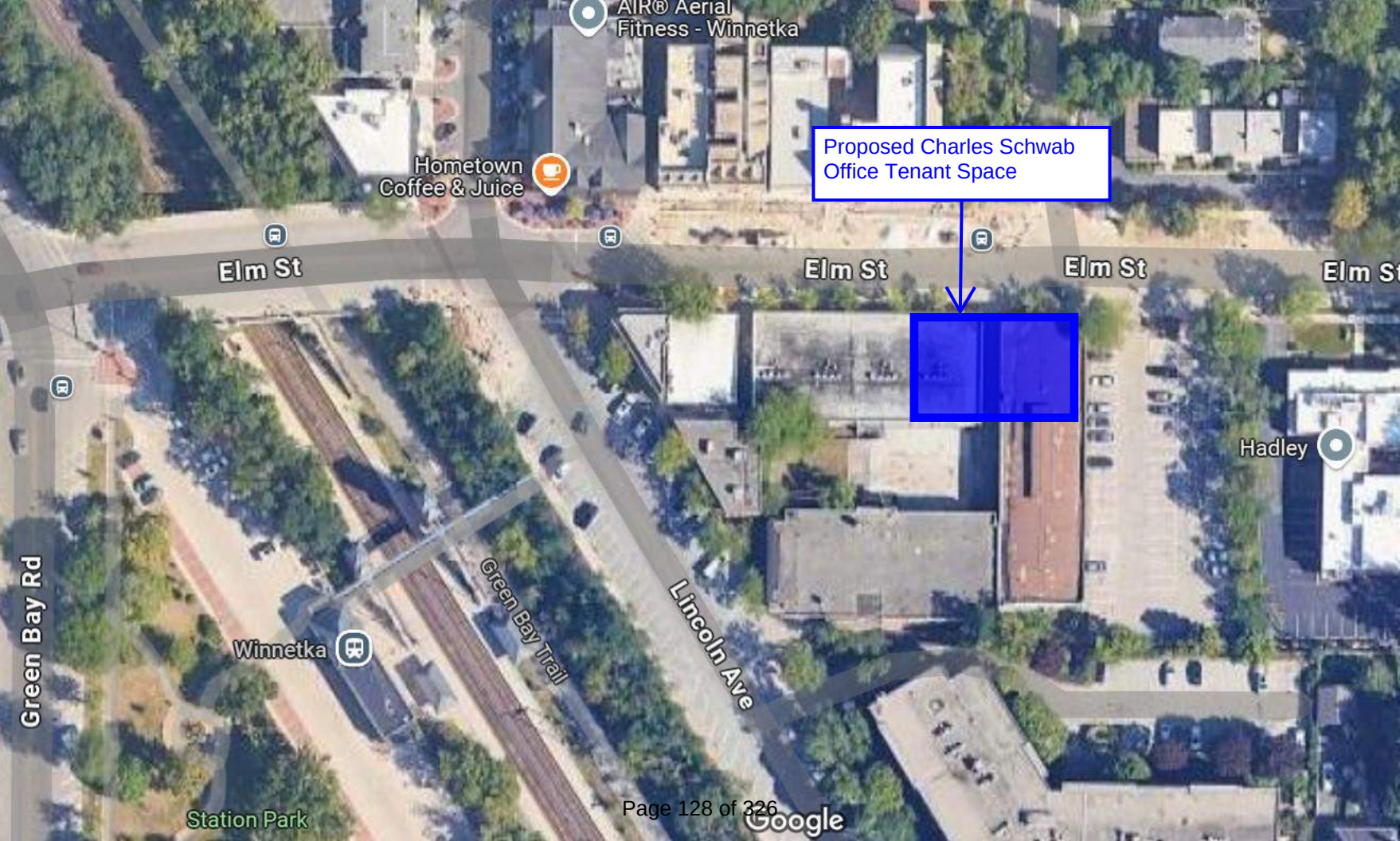
	REQUIRED	PROVIDED
Offices	11	10
Touchdown/Living Rm	1	1
Team Room – WS	2	2
Welcome Bar	1	1
Seminar/Conf (30p)	1	1
Beverage Bar	1	1

WINNETKA IL – RELOCATION

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



TF-5B



Proposed Charles Schwab
Office Tenant Space



Case Study of Charles Schwab Lobby
- Recently completed in Brookfield, WI
- Spacious Lobby @ Storefront
- Charles Schwab Marketing elements
such as our "Community Wall" will be
utilized being customized to emphasize
elements that exemplify Winnetka











"My advice is to take
ownership of your
financial future.
We're here to help
at every step."

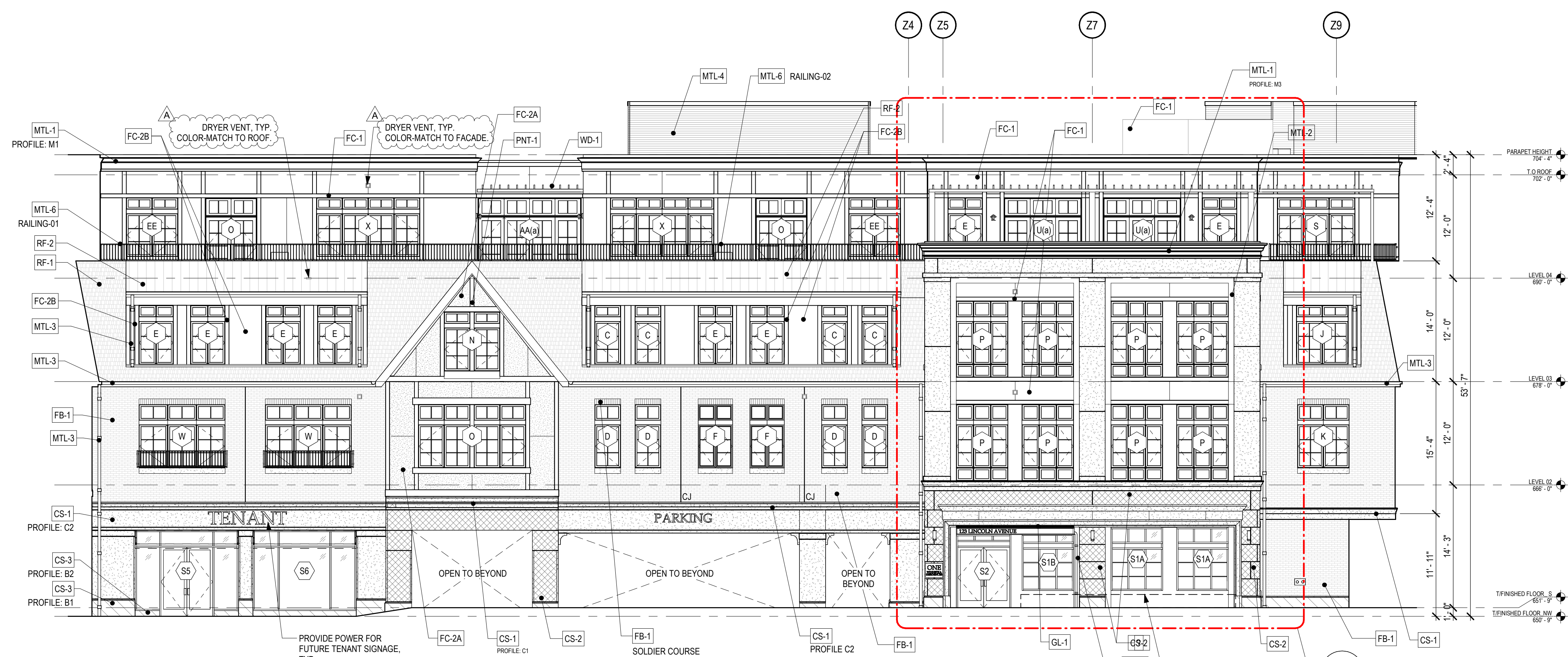
Charles R. Schmitt
Charles R. Schmitt

Case Study of Charles Schwab Lobby from exterior
- Curb appeal and sidewalk presence our Lobby will have to Elm St.
- This case study in Brookfield, WI is a stand alone building so examples such as signage and frontage of course will differ; however, the openness of our Lobby in Winnetka will be similar to this location.

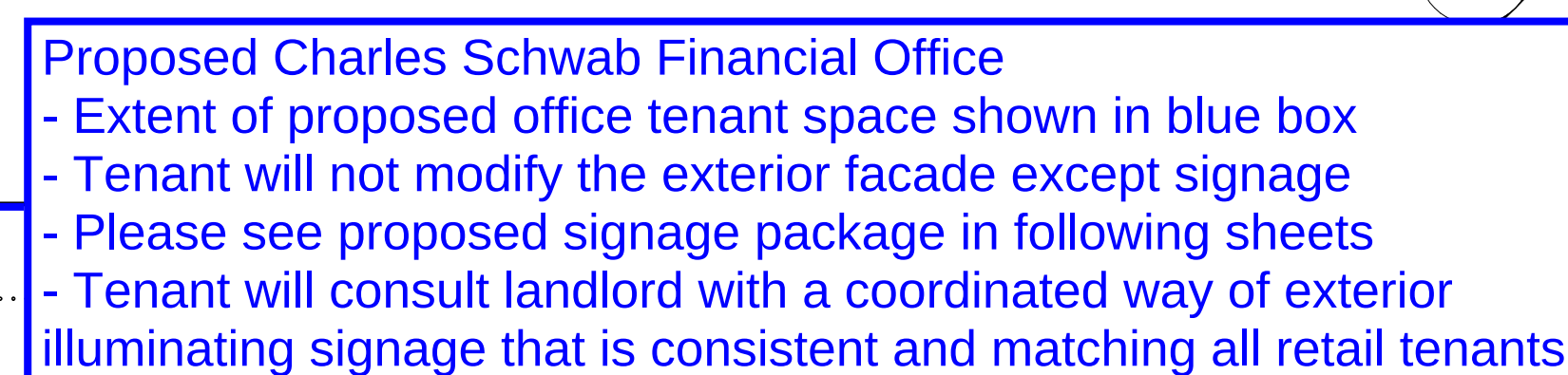


Sectional view of a building facade showing the driver vent, typology, and color match to the facade. The diagram includes labels for various components: MTL-1, MTL-6, FC-2B, WD-1, PROFILE M1, PROFILE M3, CS-1, CS-2, CS-4, FC-1, and CS-3. Dimensions are provided for various sections: 12'-0", 6'-7", 12'-0", 27'-0", 12'-0", 14'-3", 14'-0", and 12'-0". A note indicates "DRIVER VENT, TYP. COLOR MATCH TO FACADE". The diagram is divided into two sections, ZA and ZB.

E2 LINCOLN STONE TOWER - SOUTH ELEVATION
A200 SCALE: 1/8" = 1'-0"



C6 SOUTHWEST (LINCOLN) BUILDING ELEVATION
A200 SCALE: 1/8" = 1'-0"



NORTH (ELM) BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

A200

Stratus®

onestratus.com
888.503.1569

LOCATION NUMBER:

515 Winnetka

SITE ADDRESS:

515 Lincoln Ave.
Winnetka, IL 60093

charles
SCHWAB

E01

NORTH ELEVATION

E02

Scale: 3/32"=1'-0"



Stratus[®]
onstratus.com
8959 Tyler Boulevard
Mentor, Ohio 44060
888.503.1569

CLIENT:



ADDRESS:

515 Lincoln Ave.
Winnetka, IL 60093

PAGE NO.:

2

ORDER NUMBER:

186192

SITE NUMBER:

515_Winnetka

ELECTRONIC FILE NAME:

\\Tmcg.us\stratus\Operations\Design & Graphics\Priority\ACCOUNTS\C\CHARLES SCHWAB\2025\IL\515_Winnetka IL\

PROJECT NUMBER:

515_Winnetka

PROJECT MANAGER:

Kyle Crossett

Rev #	Req #	Date/Artist	Description	Rev #	Req #	Date/Artist	Description
Original	138443	02/26/25 AD					
Rev 1	138758	03/04/25 AD	Updated blade color/width				
Rev 2	138765	03/11/25 JAB					
Rev 3	142695	06/05/25 PB					

PRINTS ARE THE EXCLUSIVE PROPERTY OF STRATUS. THIS MATERIAL SHALL NOT BE USED, DUPLICATED, OR OTHERWISE REPRODUCED WITHOUT THE PRIOR WRITTEN CONSENT OF STRATUS.



External light fixture to be coordinated with Landlord for building consistency

- FACES:

.125" aluminum faces painted black
- RETURNS:

Returns welded to faces;All welds sanded smooth painted black.
3" deep .063 aluminum returns
- WALL MAT.:

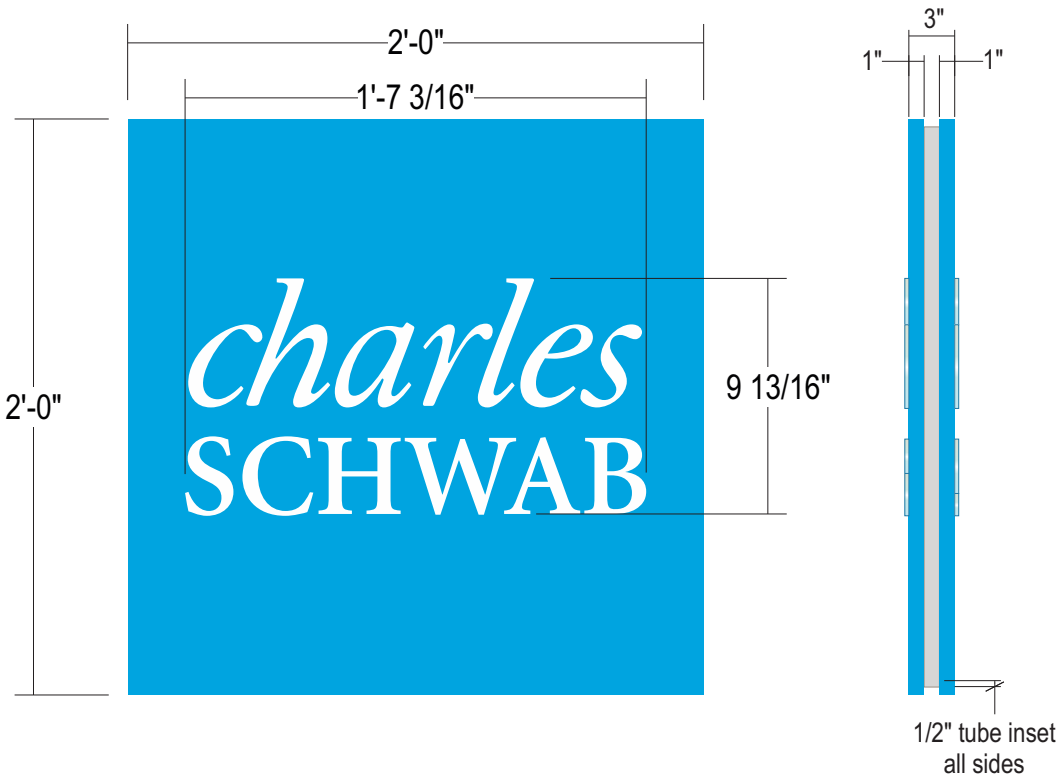
TBD
- INSTALL:

Mounting to wall TBD
- QUANTITY:

(1) one set required

COLOR PALETTE

MP Black, satin finish



COLOR PALETTE

LETTERS:

MP 42 202SP White, satin

SIGN:

PMS 299c, satin

COVER:

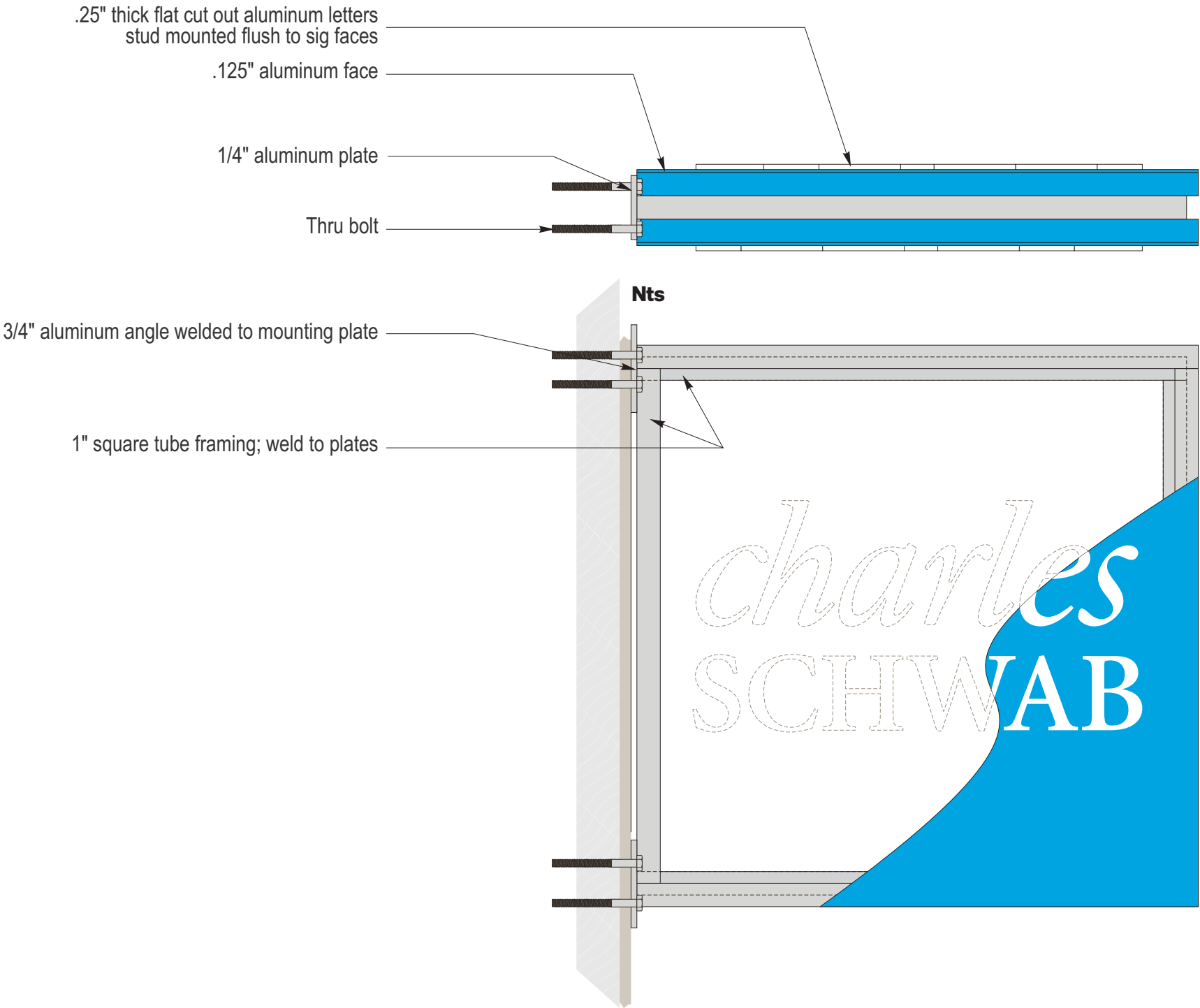
#4 brushed aluminum

FACES: .125" aluminum

GRAPHICS: .25 FCO aluminum

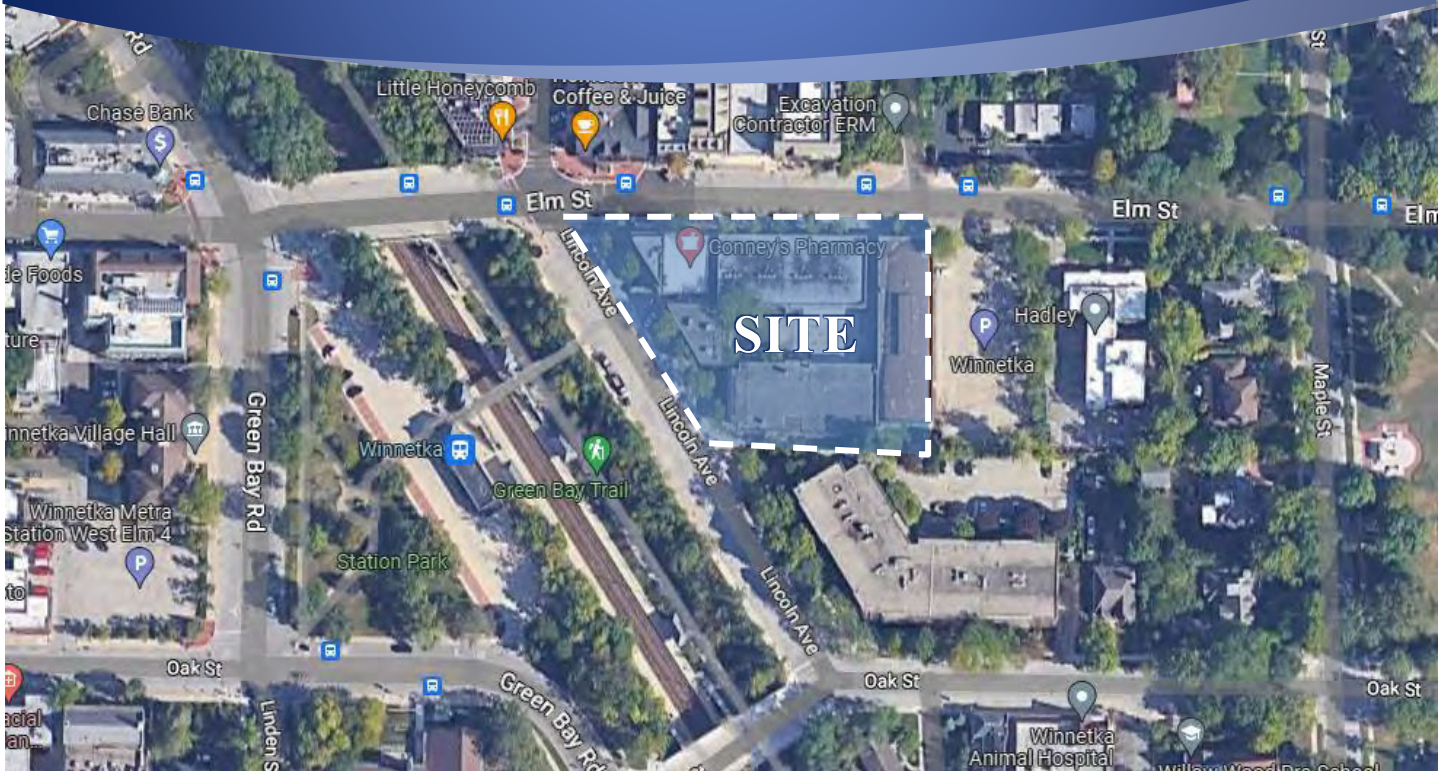
INSTALL: Mounting to wall TBD

QUANTITY: (1) one blade required



Traffic Impact Study One Winnetka Mixed-Use Development

Winnetka, Illinois



Prepared For:



R O M S P E N



June 30, 2023

1. Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic impact study for the One Winnetka mixed-use development's most recent plan. The site is located within the East Elm Street District and is bordered by Elm Street to the north, a public parking lot to the east, Lincoln Avenue and the Union Pacific/North Line railroad tracks to the west, and a condominium building to the south.

The proposed plans call for demolishing the existing buildings in order to develop the site with 59 residential units and approximately 19,480 square feet of commercial space with 113 underground residential parking spaces and 39 commercial parking spaces. Two access drives are proposed to serve the development: a full access drive on Lincoln Avenue located approximately 215 feet south of Elm Street that will serve the proposed 39 surface parking spaces for the commercial area and another access drive on Lincoln Avenue located approximately 300 feet south of Elm Street that will serve the 113 underground parking spaces dedicated to the residential use of the development.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. In addition, the adequacy of the proposed parking supply was evaluated.

Traffic was projected for Year 2029 conditions, which includes the existing weekday morning and weekday afternoon peak hours of adjacent roadway traffic volumes (Year 2023) increased by 0.26 percent per year for six years (a total of two percent).

The findings and recommendations are as follows:

- The site of the proposed development is located in close proximity to the train station.
- The amount of traffic that would normally be generated by this type of development will be reduced due to the availability of public transportation serving the area as well as close proximity to dining options, other goods and services when compared to other areas that are not located within a downtown or with a robust public transportation system like Winnetka.
- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service with minimal increases in delays and that queues will not impact adjacent intersections.
- The proposed access system will provide maximum access flexibility for residents and customers entering and departing the site.
- The proposed parking supply of 113 and 39 spaces for the residential and commercial portions of the development, respectively, will be adequate in accommodating the projected peak parking demand considering the availability of existing on-street parking spaces in the vicinity of the site.

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

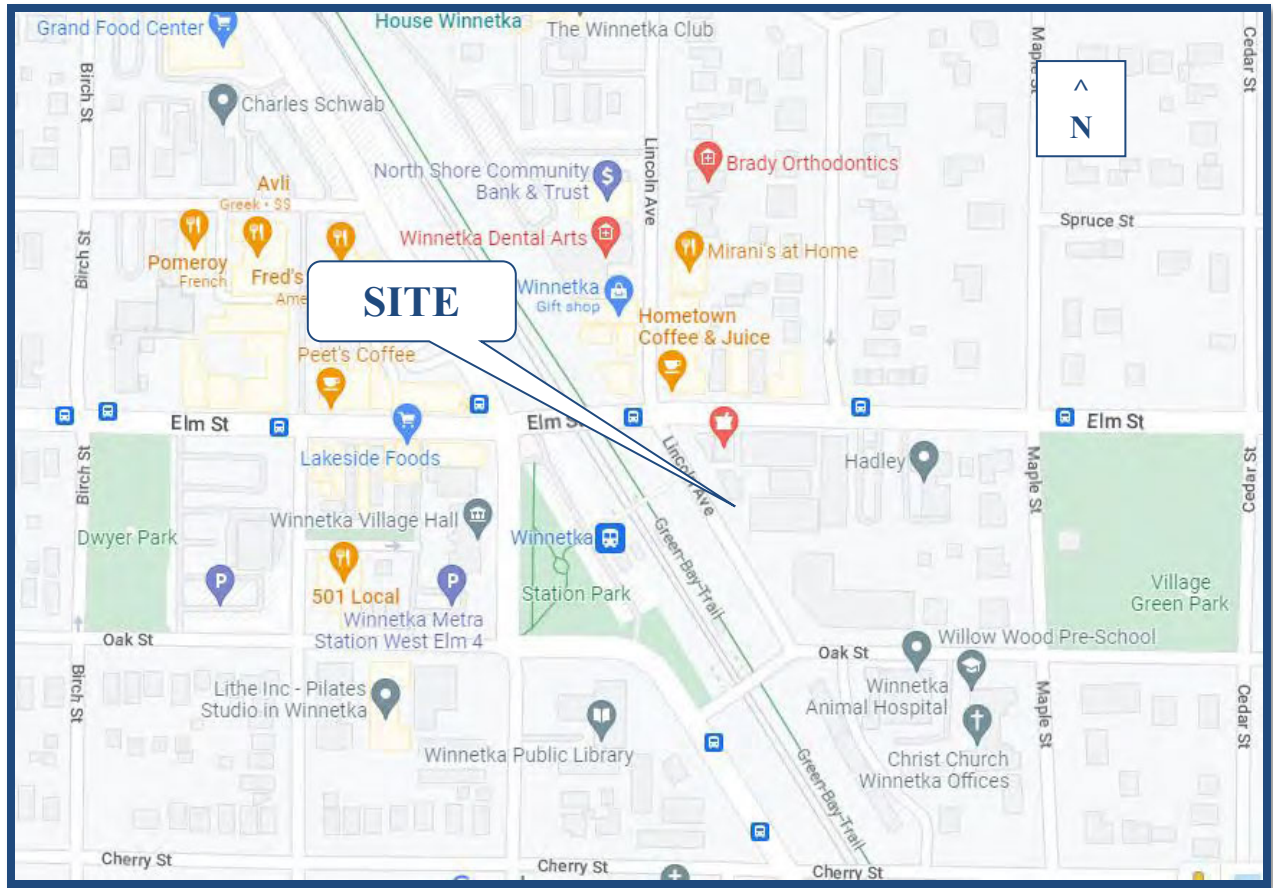
The development site is located on the east side of Lincoln Avenue just south of Elm Street and was formerly occupied by various retail stores. The development is surrounded by retail uses to the north, a public parking lot to the east, the Winnetka Metra station to the west, and the 711 Oak Street condominium building to the south. The Hadley school and the Village Green Park (passive park) is located further east on the south side of Elm Street.

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

Existing Roadway System Characteristics

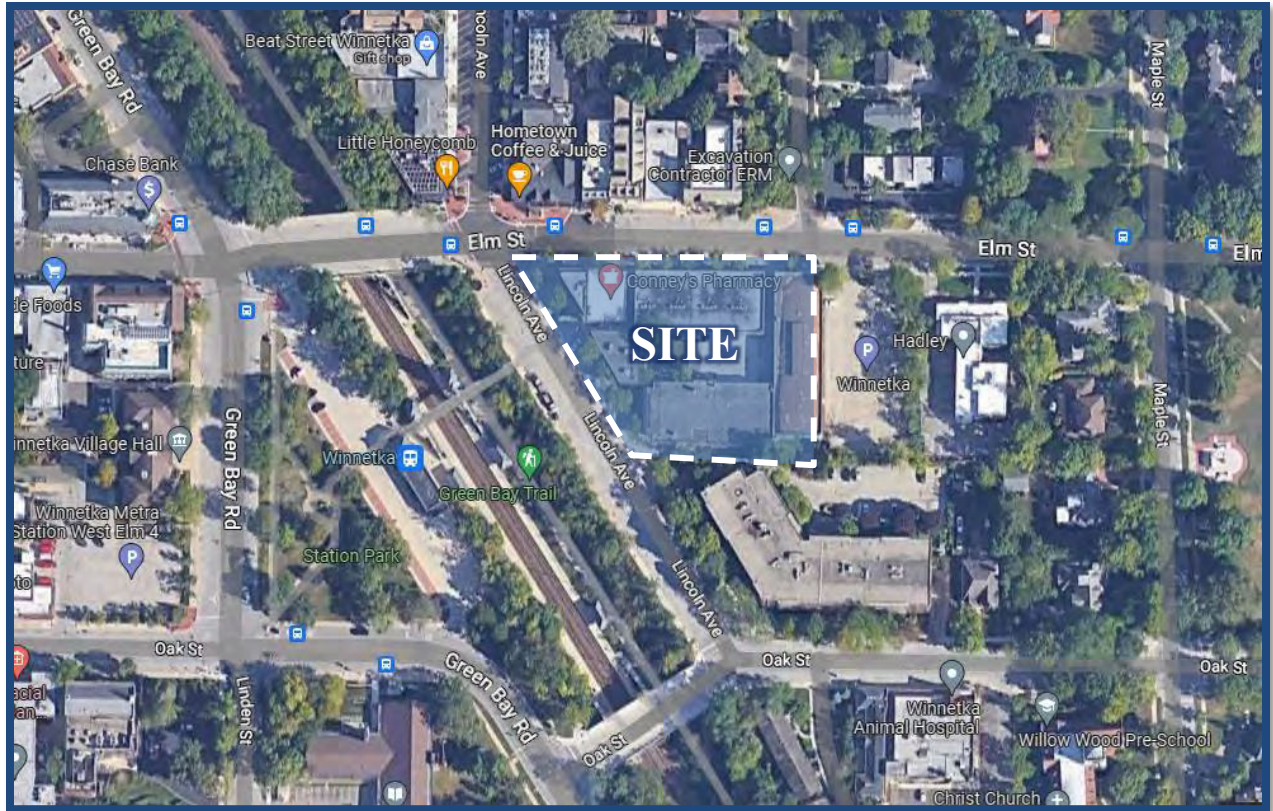
The characteristics of the existing roads that surround the proposed development are illustrated in **Figure 3** and described below.

Green Bay Road is a north-south arterial roadway that generally provides two through lanes in each direction. No exclusive turn lanes are provided at its signalized intersections with Oak Street or Elm Street. Angle parking is provided on both sides of the road between Elm Street and Oak Street/Green Bay Road. The parking spaces on the east side of the road are limited to Zone C (commuter parking) only from 8:00 A.M. to 4:00 P.M. Monday through Friday. The parking spaces on the west side of the road are a combination of 90-minute parking from 8:00 A.M. to 6:00 P.M. and Zone A (employee parking) permit only from 8:00 A.M. to 5:00 P.M. Green Bay Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an Annual Average Daily Traffic (AADT) volume of approximately 8,700 vehicles (IDOT 2022).



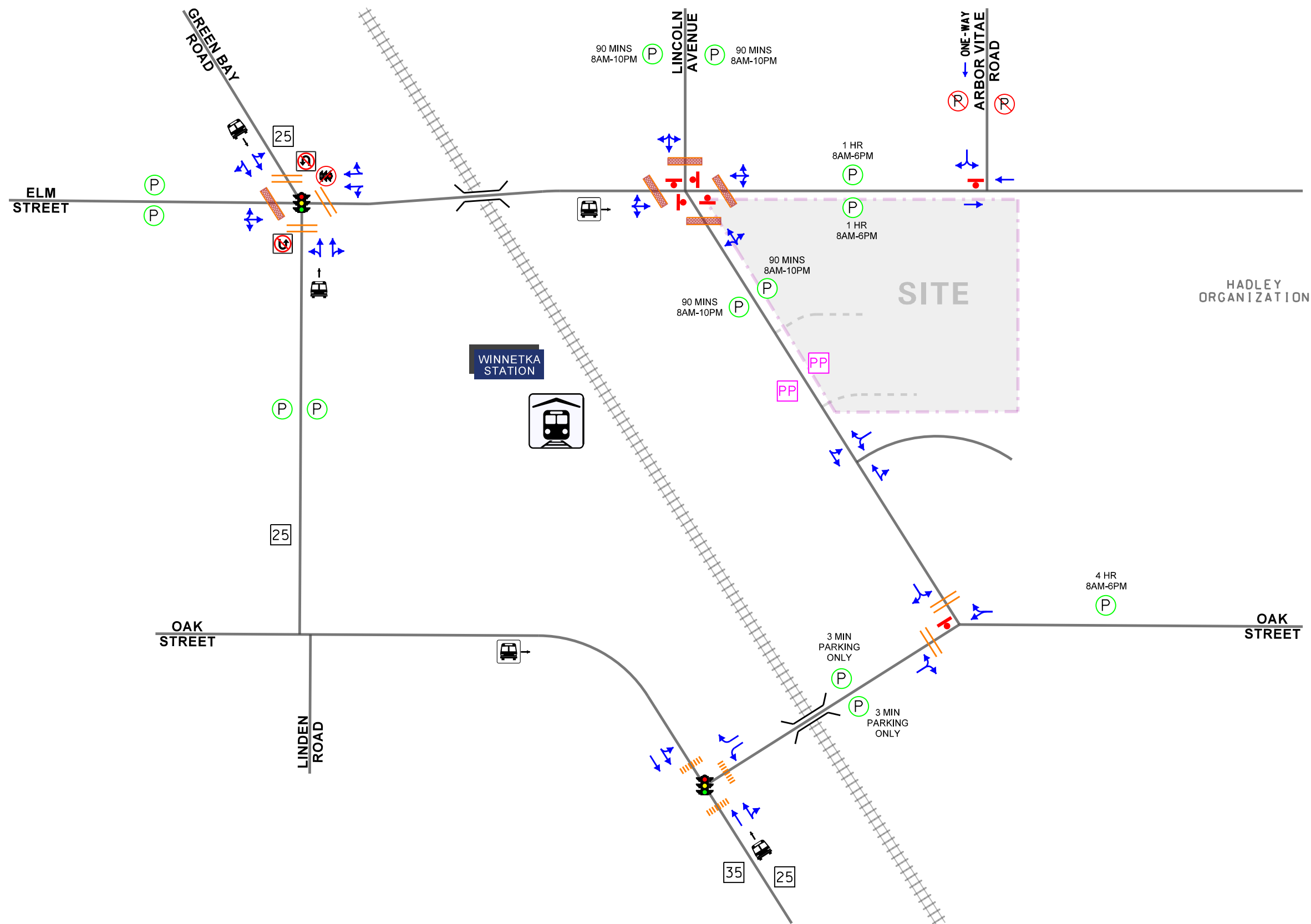
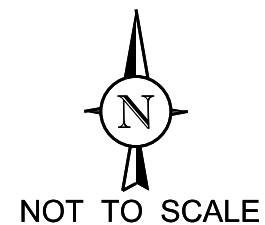
Site Location

Figure 1



Aerial View of Site

Figure 2



LEGEND

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- ON-STREET PARKING
- NO PARKING
- PERMIT PARKING
- BUS STOP
- BUS STOP WITH SHELTER
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- PAVED CROSSWALK
- NO TURN ON RED
- NO U-TURN

MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

Elm Street is an east-west two-way minor collector roadway that borders the northern portion of the proposed subject development. At its signalized intersection with Green Bay Road, although not stripped as such, the road is wide enough on the east approach to provide a combined left-turn/through lane and a combined through/right-turn lane. The west approach provides a combined left/through/right-turn lane. No exclusive turn lanes are provided at its all-way stop control intersection with Lincoln Avenue or Arbor Vitae Road. On-street parking on both sides of the road is provided between Lincoln Avenue and Arbor Vitae Road limited to one hour from 8:00 A.M. to 6:00 P.M. On-street parking limited to four hours from 8:00 A.M. to 6:00 P.M. is provided on the south side of the road between Arbor Vitae Road and Maple Street. Elm Street carries an AADT of 1,800 vehicles (IDOT 2022) and is under the jurisdiction of the Village of Winnetka.

Lincoln Avenue is a north-south local roadway that provides one lane in each direction in the vicinity of the site. No exclusive turn lanes are provided at its all-way stop control intersection with Elm Street. At its “T” intersection with Oak Street, Lincoln Avenue is under stop sign control and provides a combined left/right-turn lane. On-street parking is generally provided on both sides of the road. These parking spaces are limited to 90 minutes from 8:00 A.M. to 6:00 P.M. or Zone C permit parking from 8:00 A.M. to 10:30 P.M. Lincoln Avenue is under the jurisdiction of the Village of Winnetka.

Oak Street is an east-west local roadway that provides one lane in each direction in the vicinity of the site. No exclusive turn lanes are provided at its intersection with Lincoln Avenue. At its signalized “T” intersection with Green Bay Road, although not stripped as such, Oak Street is wide enough to operate as an exclusive left-turn lane and an exclusive right-turn lane. Oak Street carries an AADT volume of 1,050 vehicles east of Green Bay Road (IDOT 2022) and is under the jurisdiction of the Village of Winnetka.

Arbor Vitae Road is a one-way southbound residential local roadway that is under stop sign control at its intersection with Elm Street. On-street parking is not allowed on the west side of the road. Arbor Vitae Road is under the jurisdiction of the Village of Winnetka.

Pedestrian Facilities. All of the roads within the immediate area have sidewalks on both sides of the road. Lastly, crosswalks are provided at all of the intersections within the immediate area.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts during the morning (7:00 to 9:00 A.M.) and evening (3:00 to 6:00 P.M.) peak periods for the following intersections:

- Elm Street with Green Bay Road (Wednesday, May 21, 2014 adjusted to reflect Year 2023 conditions)
- Elm Street with Lincoln Avenue (Tuesday, February 14, 2023)
- Elm Street with Arbor Vitae Road (Tuesday, February 14, 2023)
- Lincoln Avenue with Condominium Access Drive (Tuesday, February 14, 2023)
- Lincoln Avenue with Oak Street (Tuesday, February 14, 2023)
- Oak Street with Green Bay Road (Tuesday, February 14, 2023)

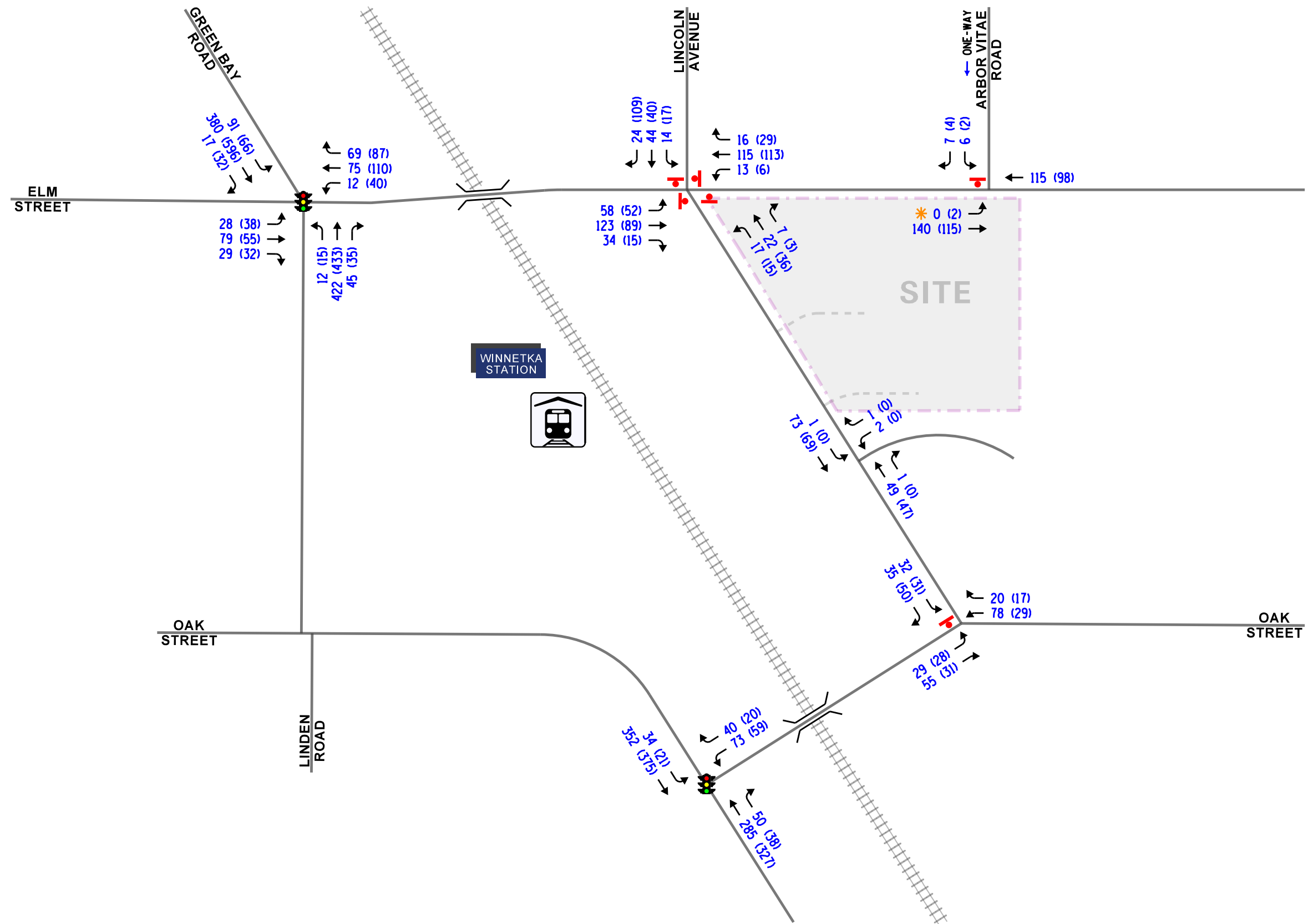
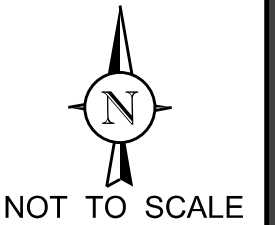
It should be noted that KLOA, Inc. also conducted peak period traffic data at the intersection of Elm Street with Green Bay Road on Thursday, May 4, 2023. A comparison between the counts conducted in 2014 and 2023 peak period data showed that the 2023 counts are approximately 5% and 20% lower during the weekday morning peak hour and weekday evening peak hour, respectively. As such and in order to provide for a conservative analysis, the adjusted 2014 counts were used in analysis at this intersection.

The results of the traffic counts show that the peak hours generally occur between:

- 7:30 A.M. and 8:30 A.M. during the weekday morning peak period
- 4:45 P.M. and 5:45 P.M. during the weekday evening peak period

The existing peak hour vehicle traffic volumes are shown in **Figure 4**.

Given that the traffic counts were conducted on February and at the request of the Village of Winnetka staff, the pedestrian volumes were doubled to reflect peak summer conditions. The adjusted peak hour pedestrian and bicycle traffic volumes are shown in **Figure 5**.



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- * - ILLEGAL MOVEMENT

MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

EXISTING TRAFFIC VOLUMES

Crash Data Summary

KLOA, Inc. obtained crash data from the Village of Winnetka for Years 2018 through 2022 for the intersections of Elm Street with Green Bay Road and Arbor Vitae Road, Lincoln Avenue with Elm Street and Oak Street, and the intersection of Green Bay Road with Oak Street. A review of the crash data indicated that no crashes were reported at the intersections of Elm Street with Arbor Vitae Road. No fatalities were reported at any of these intersections during the review period. **Tables 1** through **4** summarize the crash data.

Table 1

GREEN BAY ROAD WITH ELM STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Ped/Bike	Object	Rear End	Sideswipe	Turning	Parked Vehicle	
2018	1	1	0	0	0	1	1	4
2019	0	1	1	3	0	2	1	8
2020	0	0	0	1	0	1	0	2
2021	0	1	0	3	0	0	1	5
2022	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>7</u>
Total	2	3	2	9	1	6	3	26
Average	<1.0	<1/0	<1.0	1.8	<1.0	1.2	<1.0	5.2

Table 2

ELM STREET WITH LINCOLN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Parked Vehicle	Total
2018	0	0	0	0	0	0	3	3
2019	0	0	0	0	1	0	3	4
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	2	2
2022	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>5</u>
Total	0	0	1	0	1	0	12	14
Average	--	--	<1.0	--	<1.0	--	2.4	2.8

Table 3

GREEN BAY ROAD WITH OAK STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0	0
2019	0	0	0	1	0	0	0	1
2020	0	0	2	1	2	0	0	5
2021	0	0	0	0	1	0	0	1
2022	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	0	0	3	3	4	0	0	10
Average	--	--	<1.0	<1.0	<1.0	<1.0	--	2.0

Table 4

LINCOLN AVENUE WITH OAK STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Ped/Bike	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	1	1
2020	0	0	0	0	0	0	0	0
2021	0	0	1	0	0	1	0	2
2022	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>
Total	0	1	1	0	0	1	2	5
Average	--	<1.0	<1.0	--	--	<1.0	<1.0	1.0

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Development Plan

To evaluate the impact of the current development plan on the area roadway system, it was necessary to quantify the number of vehicle trips the overall site will generate during the weekday morning and evening peak hours and then determine the directions from which this traffic will approach and depart the site.

As previously mentioned, the site is located within the East Elm Street District and was formerly occupied by various retail stores. The plans call for demolishing the existing buildings and developing the site with 59 residential units and approximately 19,480 square feet of commercial space.

Parking

As part of the new plan, approximately 113 underground residential parking spaces will be provided. A covered surface parking lot with 39 spaces will be provided on the southeast corner of the site to serve the commercial space.

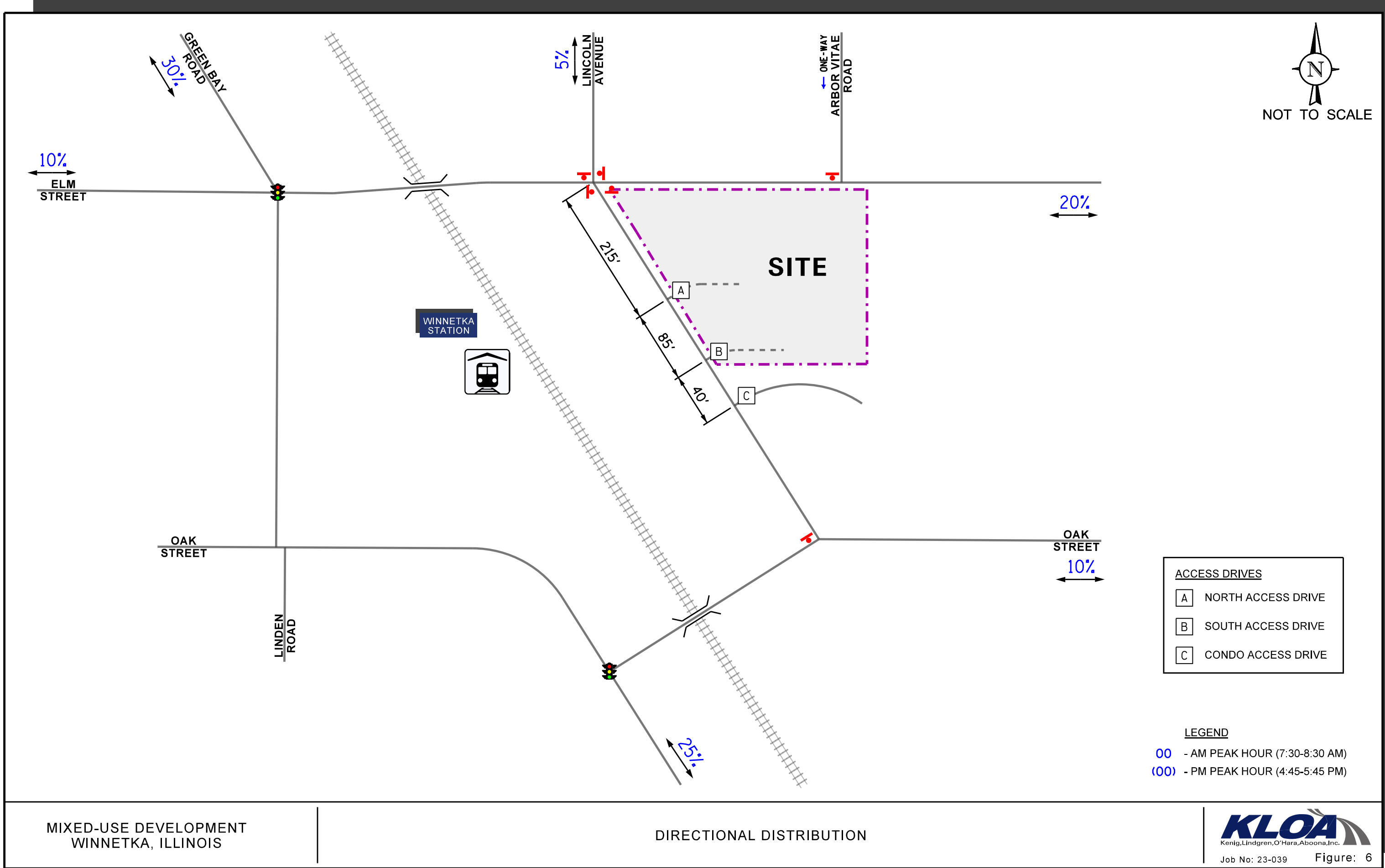
Access

Access to the commercial parking lot will be provided via a full-movement access drive on Lincoln Avenue located approximately 215 feet south of Elm Street. Access to the residential parking spaces will be provided via an access drive on Lincoln Avenue approximately 300 feet south of Elm Street. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on a combination of existing travel patterns and the orientation and physical restrictions of the surrounding roadway system. For example, given the site's proximity to Green Bay Road (classified as a minor arterial by IDOT) and based on a review of the existing traffic volumes and traffic patterns, it is anticipated that the great majority of the traffic will travel along Green Bay Road. Conversely, given that Oak Street and Elm Street within the vicinity of the site are either a minor collector street or a local/residential street, it is anticipated that less traffic will traverse these roads to get to Sheridan Road, which provides one lane in each direction versus the two lanes in each direction that are provided along Green Bay Road.

The estimated directional distribution for the proposed development is illustrated in **Figure 6**.



Development Traffic Generation

The peak hour traffic volumes that will be generated by the proposed mixed-use development were estimated based on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. The “Multifamily Housing” (Land-Use Code 221) rates were used for the residential units and the “Strip Retail Plaza” (Land-Use Code 822) rates were used for the commercial space. It is important to note that the Strip Retail Plaza land-use code was utilized given the proposed size of the commercial use. Furthermore and as indicated in the *Trip Generation Manual*, a strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Previous editions of the *Trip Generation Manual* indicated that many of the centers surveyed contained non-merchandising facilities such as office buildings, restaurants, post offices, banks, health clubs, etc. As such, the data collected reflects the effects of a combination of uses. The ITE trip generation sheets are included in the Appendix.

It should be noted that the trip rates assume that the primary mode of transportation is the automobile. The location of the site within downtown Winnetka and its proximity to the train station and the Pace Bus Routes fits the criteria of a transit-oriented development (TOD) that results in less dependence on automobile use. Based on inspection of Census data within one quarter mile from a train station, approximately 35 percent of the residents in the immediate area use other means of transportation to commute to work. However, in order to present a worst-case scenario in the analysis no reduction was applied to the generated trips.

Table 4 shows the estimated peak hour traffic to be generated by the proposed mixed-use development when all the commercial area will be occupied by retail stores (Scenario 1).

It should be noted that although the developer is requesting a special use approval to potentially have a medical office use, there are no concrete plans to have a medical office use within the proposed retail plaza. However, in order to analyze the potential impact of a medical office use, a second trip generation scenario (scenario 2) was prepared assuming 8,000 square feet of medical office and 11,480 square feet of retail. **Table 5** shows the estimated peak hour traffic under this scenario. The “Medical-Dental Office Building” (Land-Use Code 720) rates were used for the medical office building.

Table 4

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – SCENARIO 1

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 59 units	3	11	14	14	9	23	268
822	Strip Retail Plaza (19,480 s.f.)	27	18	45	62	63	125	1,052
Total		30	29	59	76	72	148	1,320

Table 5

PROJECTED SITE-GENERATED TRAFFIC VOLUMES – SCENARIO 2

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (Mid-Rise) – 59 units	3	11	14	14	9	23	268
720	Medical-Dental Office Building (8,000 s.f.)	20	5	25	9	20	29	236
822	Strip Retail Plaza (11,480 s.f.)	19	13	32	43	43	86	714
Total		42	29	71	66	72	138	1,218

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes increased by a regional growth rate and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (Table 4 and 5) were assigned to the area roadways based on the directional distribution analysis (Figure 6).

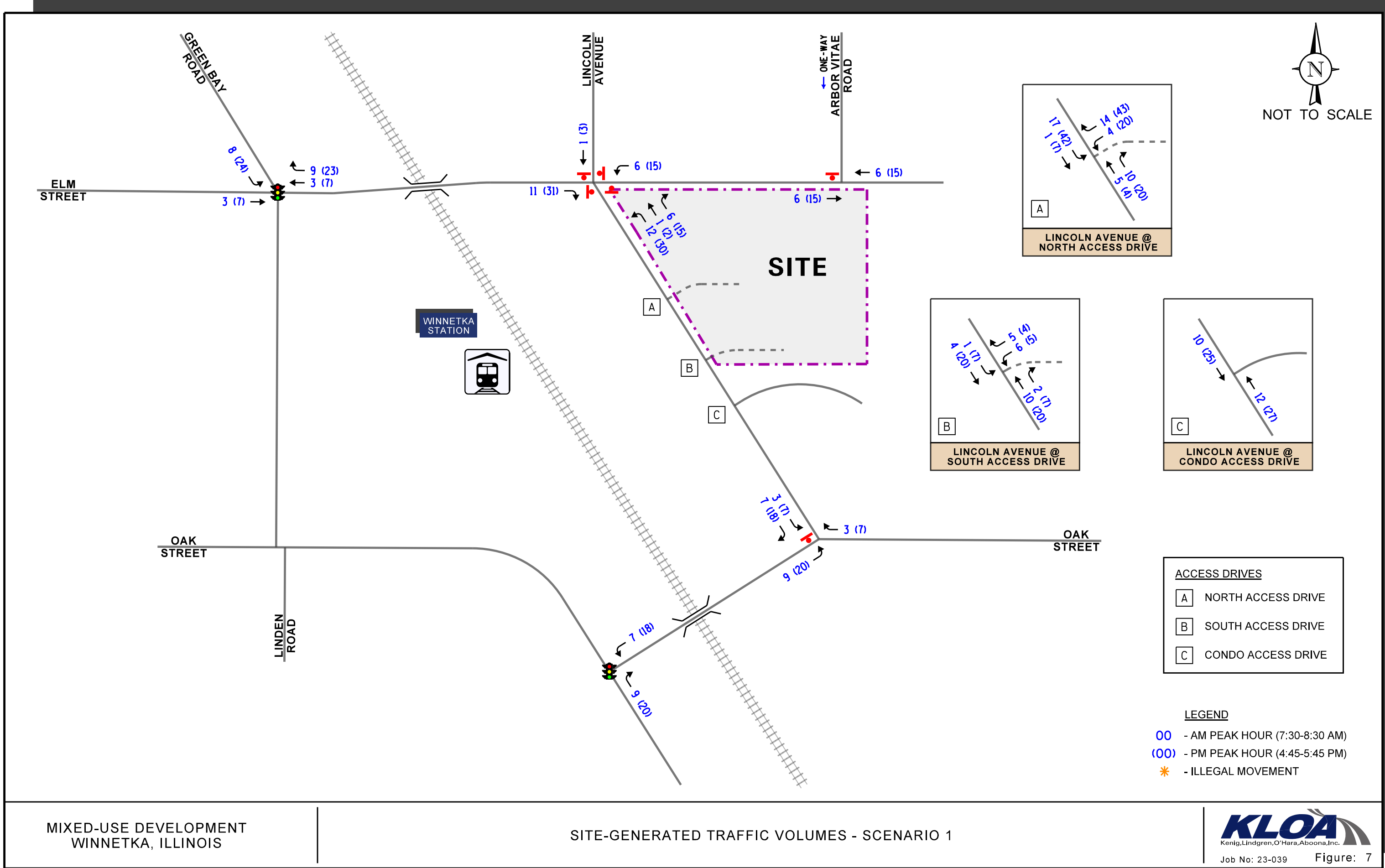
Figure 7 and **8** shows the assignment of the development-generated traffic volumes under scenarios one and two, respectively.

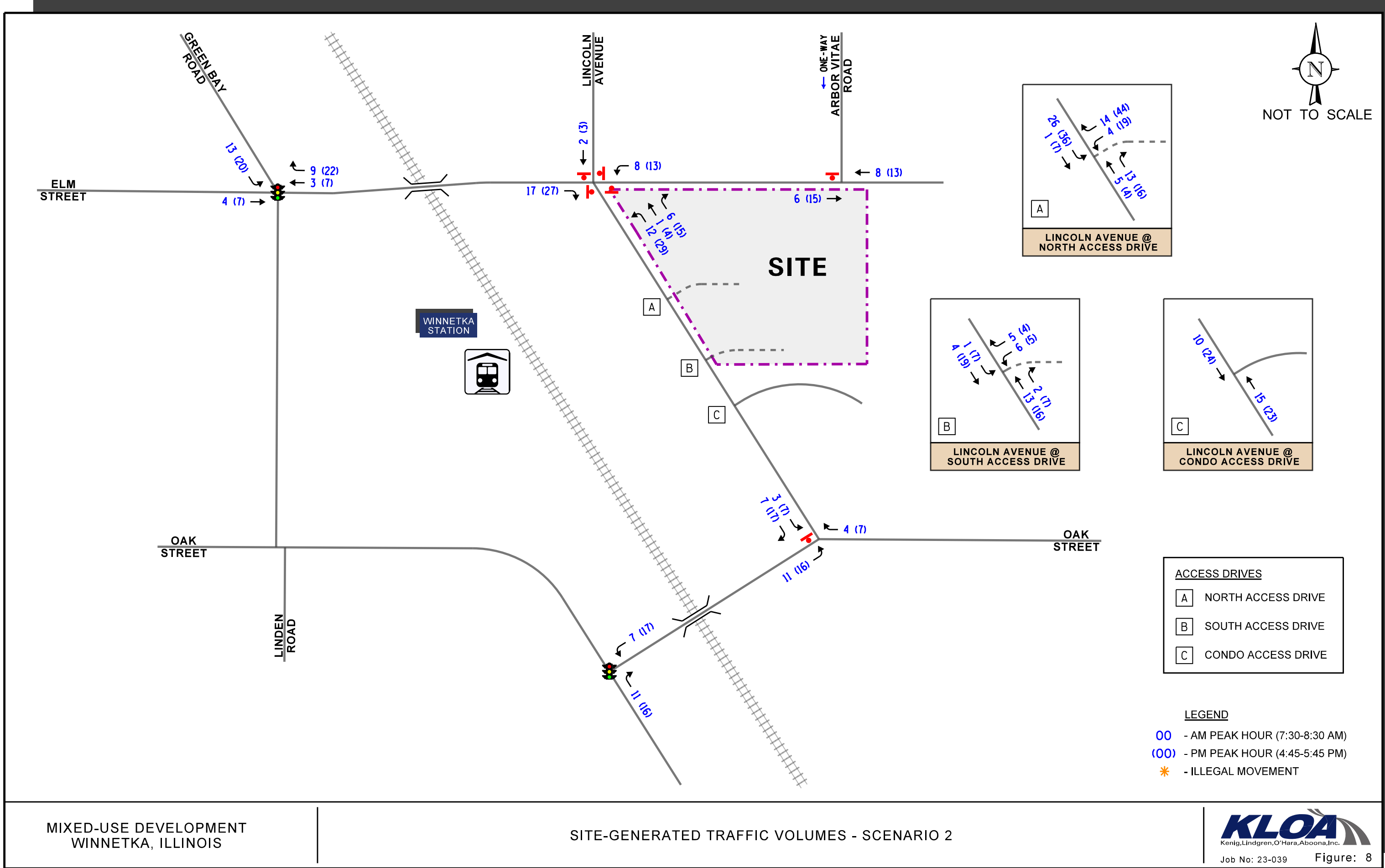
Background (No-Build) Traffic Volumes

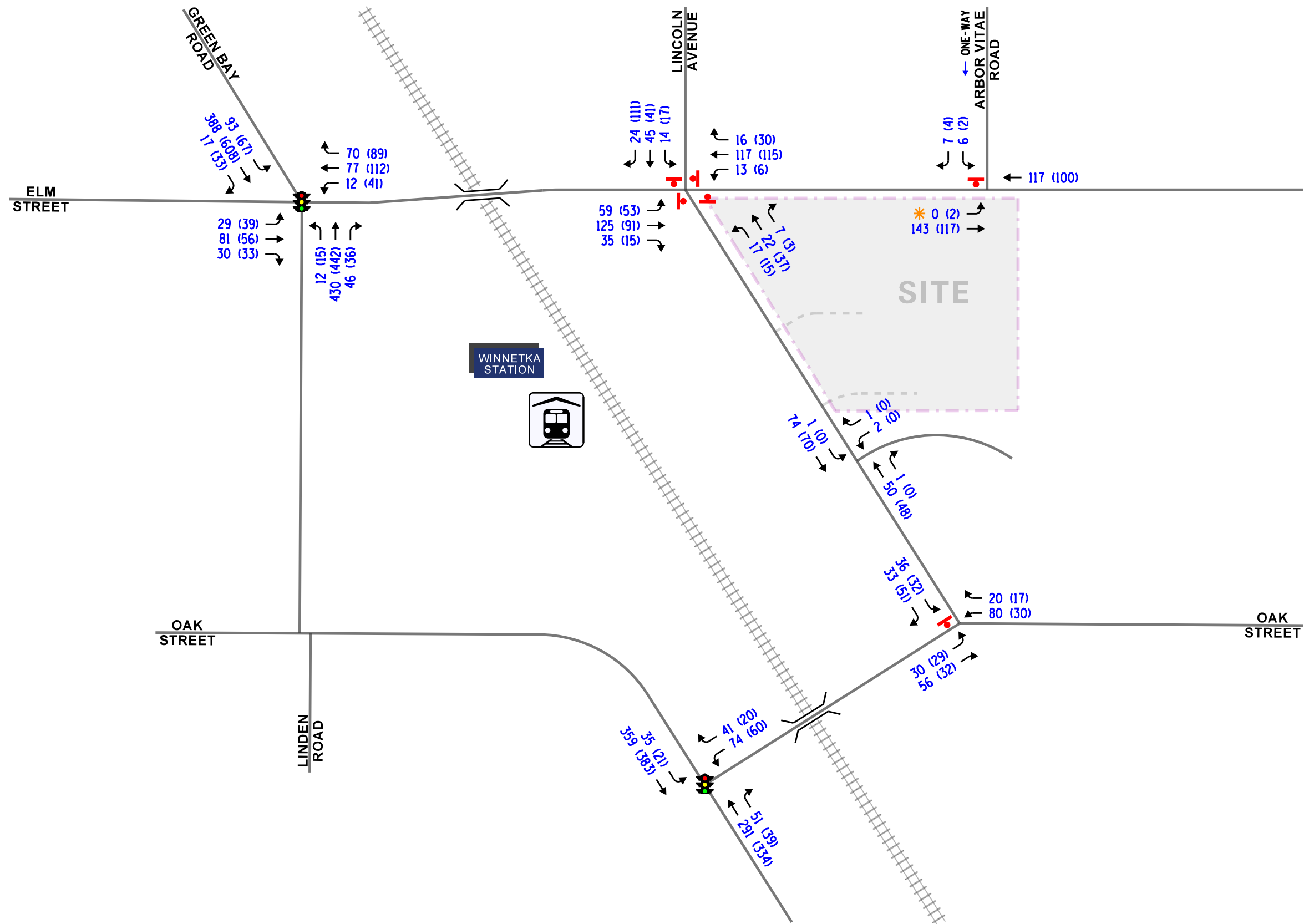
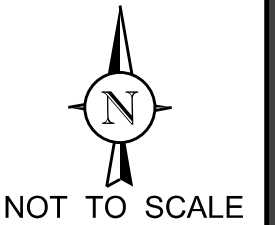
In order to account for background growth and the existing vacancies within the East Elm Street district and based on the Chicago Metropolitan Agency for Planning (CMAP) Year 2050 population and employment forecast, the existing traffic volumes were increased by 0.26 percent per year for six years (a total of two percent) to reflect Year 2029 traffic volumes, which are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The total projected traffic volumes include the no-build traffic volumes increased by two percent and the traffic estimated to be generated by the proposed subject development. **Figure 10** shows the total projected traffic volumes for scenario 1 and **Figure 11** shows the total projected traffic volumes under scenario 2.

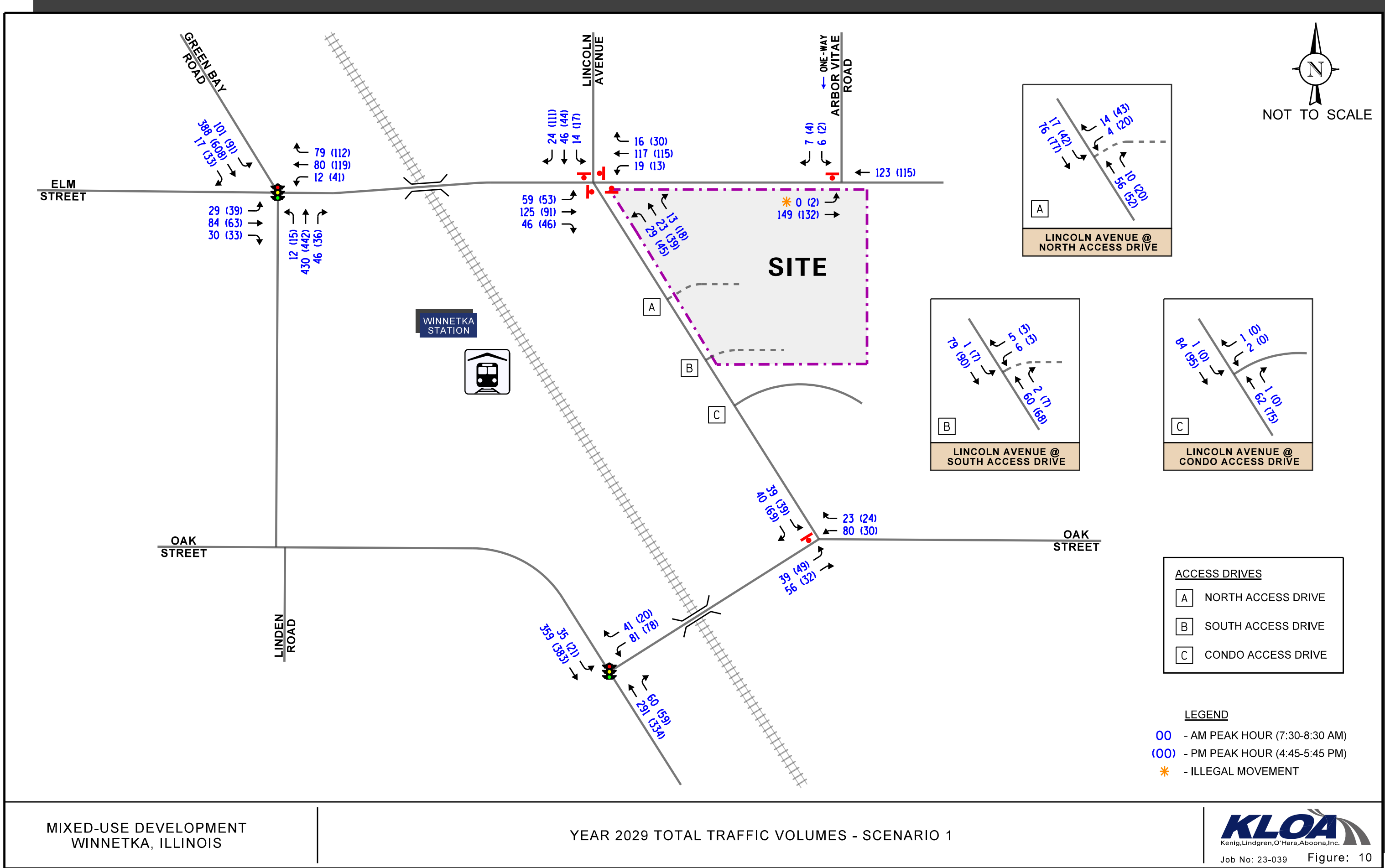


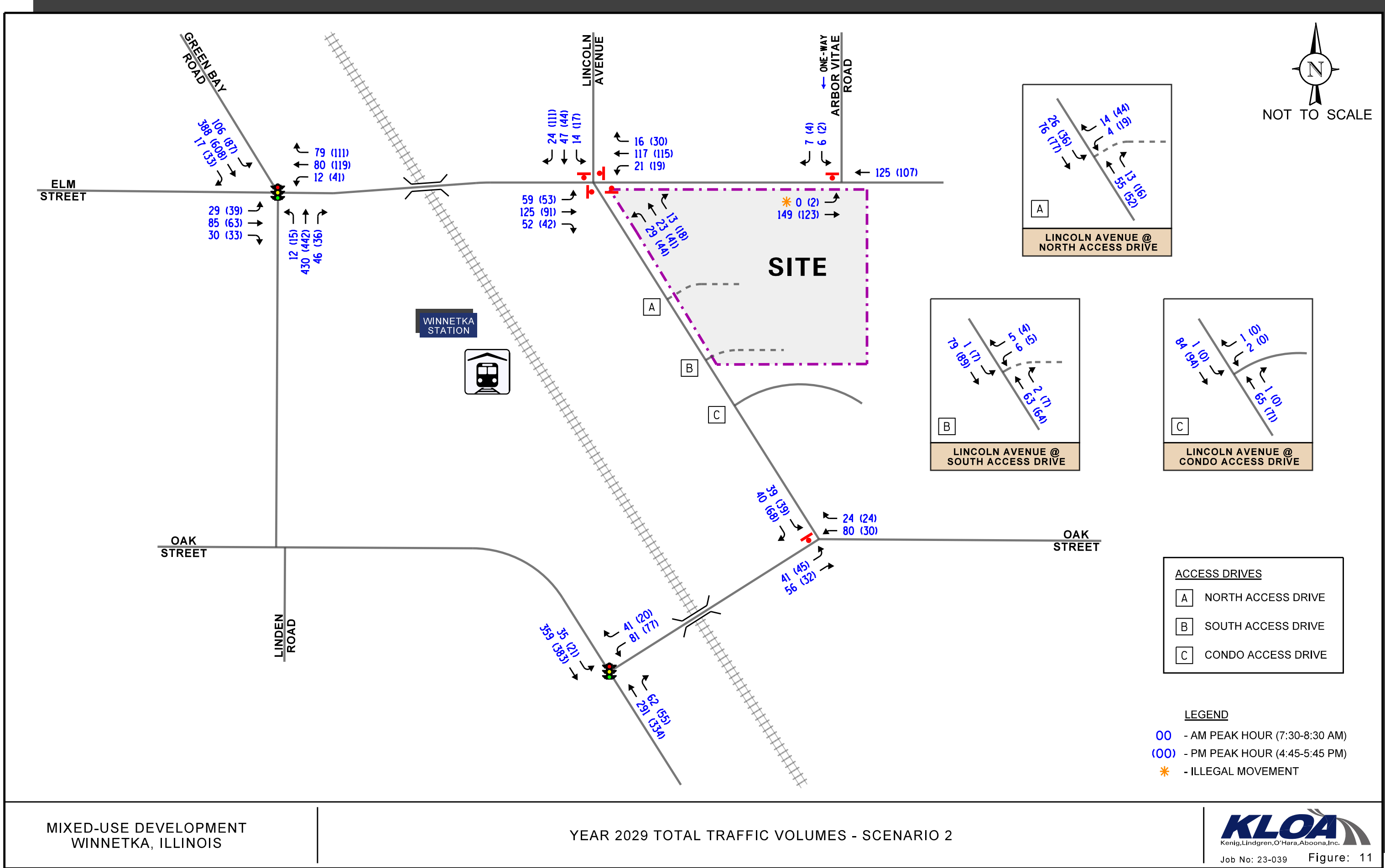




MIXED-USE DEVELOPMENT
WINNETKA, ILLINOIS

YEAR 2029 NO-BUILD TRAFFIC VOLUMES





5. Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the existing and total projected peak hour traffic conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Editions and using Synchro/SimTraffic 11 software.

The analysis for the traffic-signal controlled intersections were accomplished using existing signal timing data to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2023 existing, Year 2029 no-build, and Year 2029 total projected are presented in **Tables 6** through **11**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix. A discussion of the intersections and recommendations follows.

Table 6

CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH ELM STREET – SIGNALIZED

	Peak Hour	Eastbound L/T/R	Westbound L/T/R	Northbound L/T/R	Southbound L/T/R	Overall
Existing Conditions	Weekday Morning	C – 31.6	B – 17.0	A – 5.9	A – 6.5	B 10.3
	Weekday Evening	C – 30.8	C – 20.6	A – 5.9	A – 6.9	B 10.6
No-Build Conditions	Weekday Morning	C – 31.7	B – 16.9	A – 6.0	A – 6.7	B 10.4
	Weekday Evening	C – 30.9	C – 20.5	A – 6.0	A – 7.1	B 10.8
Projected Conditions (Scenario – 1)	Weekday Morning	C – 31.8	B – 16.4	A – 6.1	A – 6.8	B 10.5
	Weekday Evening	C – 31.4	B – 19.2	A – 6.2	A – 6.7	B 11.1
Projected Conditions (Scenario – 2)	Weekday Morning	C – 32.0	B – 16.3	A – 6.1	A – 6.9	B 10.6
	Weekday Evening	C – 31.4	B – 19.2	A – 6.2	A – 7.6	B 11.1
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through						

Table 7

CAPACITY ANALYSIS RESULTS – GREEN BAY ROAD WITH OAK STREET – SIGNALIZED

	Peak Hour	Westbound		Northbound	Southbound	Overall
		L	R	L/T	T/R	
Existing Conditions	Weekday Morning	C 27.7	A 9.1	A – 4.2	A – 3.6	A 6.2
		C – 21.1				
	Weekday Evening	C 27.1	B 11.2	A – 3.3	A – 3.0	A 5.0
		C – 23.1				
No-Build Conditions	Weekday Morning	C 27.7	A 9.0	A – 4.2	A – 3.6	A 6.2
		C – 21.0				
	Weekday Evening	C 27.2	B 11.2	A – 3.3	A – 3.0	A 5.1
		C – 23.3				
Projected Conditions (Scenario - 1)	Weekday Morning	C 27.9	A 8.7	A – 4.4	A – 3.7	A 6.5
		C – 21.4				
	Weekday Evening	C 27.7	B 10.6	A – 4.2	A – 3.7	A 6.2
		C – 24.3				
Projected Conditions (Scenario -2)	Weekday Morning	C – 27.9	A – 8.7	A – 4.4	A – 3.6	A 6.5
		C – 21.4				
	Weekday Evening	C 27.6	B 10.6	A – 4.2	A – 3.7	A 6.2
		C – 24.1				
Letter denotes Level of Service L – Left Turn R – Right Turn Delay is measured in seconds. T – Through						

Table 8

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street¹				
• Overall	A	9.6	A	9.3
• Eastbound Approach	B	10.2	A	8.7
• Westbound Approach	A	9.2	A	9.6
• Northbound Approach	A	9.1	A	9.3
• Southbound Approach	A	8.9	A	9.3
Elm Street with Arbor Vitae Road²				
• Southbound Approach	B	10.1	A	9.2
Lincoln Avenue with Condominium Access Drive²				
• Westbound Approach	A	9.1	A	0.1
• Southbound Left Turn	A	7.3	A	0.1
Lincoln Avenue with Oak Street²				
• Southbound Approach	B	10.6	A	9.4
• Eastbound Left Turn	A	7.7	A	7.4
LOS = Level of Service Delay is measured in seconds.		1- All-Way Stop Control 2- Two-Way Stop Control		

Table 9

CAPACITY ANALYSIS RESULTS – YEAR 2029 NO-BUILD CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street¹				
• Overall	A	9.6	A	9.4
• Eastbound Approach	B	10.3	A	9.7
• Westbound Approach	A	9.2	A	9.4
• Northbound Approach	A	9.1	A	8.8
• Southbound Approach	A	8.9	A	9.4
Elm Street with Arbor Vitae Road²				
• Southbound Approach	B	10.1	A	9.2
Lincoln Avenue with Condominium Access Drive²				
• Westbound Approach	A	9.1	A	0.1
• Southbound Left Turn	A	7.3	A	0.1
Lincoln Avenue with Oak Street²				
• Southbound Approach	B	10.7	A	9.4
• Eastbound Left Turn	A	7.7	A	7.4
LOS = Level of Service Delay is measured in seconds.		1- All-Way Stop Control 2- Two-Way Stop Control		

Table 10

CAPACITY ANALYSIS RESULTS – YEAR 2029 TOTAL PROJECTED CONDITIONS –
SCENARIO – 1 - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street¹				
• Overall	A	9.9	B	10.3
• Eastbound Approach	B	10.7	B	10.7
• Westbound Approach	A	9.5	B	10.3
• Northbound Approach	A	9.3	A	9.8
• Southbound Approach	A	9.1	B	10.1
Elm Street with Arbor Vitae Road²				
• Southbound Approach	B	10.3	A	9.4
Lincoln Avenue with Condominium Access Drive²				
• Westbound Approach	A	9.3	A	0.1
• Southbound Left Turn	A	7.4	A	0.1
Lincoln Avenue with Oak Street²				
• Southbound Approach	B	11.1	A	9.9
• Eastbound Left Turn	A	7.8	A	7.5
Lincoln Avenue with Proposed Commercial Access Drive				
• Westbound Approach	A	9.6	A	9.3
• Southbound Left Turn	A	7.7	A	7.4
Lincoln Avenue with Proposed Residential Access Drive				
• Westbound Approach	A	9.0	A	9.2
• Southbound Left Turn	A	7.3	A	7.4
LOS = Level of Service Delay is measured in seconds.		1- All-Way Stop Control 2- Two-Way Stop Control		

Table 11

CAPACITY ANALYSIS RESULTS – YEAR 2029 TOTAL PROJECTED CONDITIONS –
SCENARIO – 2 - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Elm Street with Lincoln Street¹				
• Overall	A	10.0	B	10.2
• Eastbound Approach	B	10.8	B	10.6
• Westbound Approach	A	9.6	B	10.3
• Northbound Approach	A	9.3	A	9.7
• Southbound Approach	A	9.1	B	10.1
Elm Street with Arbor Vitae Road²				
• Southbound Approach	B	10.3	A	9.4
Lincoln Avenue with Condominium Access Drive²				
• Westbound Approach	A	9.3	A	0.1
• Southbound Left Turn	A	7.4	A	0.1
Lincoln Avenue with Oak Street²				
• Southbound Approach	B	11.2	A	9.8
• Eastbound Left Turn	A	7.8	A	7.5
Lincoln Avenue with Proposed Commercial Access Drive				
• Westbound Approach	A	9.6	A	9.3
• Southbound Left Turn	A	7.7	A	7.4
Lincoln Avenue with Proposed Residential Access Drive				
• Westbound Approach	A	9.0	A	9.1
• Southbound Left Turn	A	7.3	A	7.4
LOS = Level of Service Delay is measured in seconds.		1- All-Way Stop Control 2- Two-Way Stop Control		

Discussion and Recommendations

The results of the capacity analyses show that with the addition of the development traffic and the background growth in the area, all of the intersections are projected to continue to operate at an acceptable level of service. A discussion of each intersection is provided below.

Green Bay Road with Elm Street

The capacity analysis results indicated that this intersection currently operates at an overall Level of Service (LOS) B during the morning and evening peak hours. All the approaches operate at LOS C or better during both peak hours.

Under Year 2029 no-build, the intersection is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. All the approaches are projected to continue operating at LOS C or better during both peak hours with minimal increases in delay.

Under Year 2029 total projected conditions (scenario 1 and 2), the intersection is projected to continue operating at LOS B during the weekday morning and weekday evening peak hours with increases in delay of less than one second over the no-build conditions. All the approaches are projected to operate at LOS B or better during both peak hours with minimal increases in delay. The 95th percentile queue for the westbound is projected to be approximately 45 feet during the weekday morning peak hour and approximately 70 feet during the weekday evening peak hour and will not back up to the intersection of Elm Street with Lincoln Avenue. As such, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Green Bay Road with Oak Street

The capacity analysis results indicated that this intersection currently operates at an overall LOS A during the morning and evening peak hours. All the approaches operate at LOS C or better during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the intersection is projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. All the approaches are projected to continue operating at LOS C or better during both peak hours with increases in delay of less than two seconds. As such, no roadway or traffic control improvements are recommended at this intersection in conjunction with the proposed development.

Elm Street with Lincoln Avenue

The capacity analysis results indicated that overall this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours and all the approaches operate at LOS B or better during both peak hours.

Under Year 2029 no-build conditions, the intersection and all its approaches are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of approximately one second or less.

Under Year 2029 total projected conditions (scenario 1 and 2), the intersection is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of less than one second over the no-build conditions. All the approaches are projected to operate at LOS B or better during both peak hours with increases in delay of approximately one second or less. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Oak Street

The capacity analysis results indicated that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. The eastbound left-turn movement currently operates at LOS A during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the southbound approach and the eastbound left-turn movement are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Elm Street with Arbor Vitae Road

The capacity analysis results indicated that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the southbound approach is projected to continue operating at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Condominium Access Drive

This condominium drive is located approximately 200 feet northwest of Oak Street and the access drive to it provides on inbound and on outbound lanes.

The capacity analysis results indicated that the westbound approach and the southbound left-turn movement operate at LOS A during both peak hours.

Under Year 2029 no-build and total projected conditions (scenario 1 and 2), the westbound approach and the southbound left-turn movement are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments are required.

Lincoln Avenue with Proposed Commercial Access Drive and Residential Access Drive

Under Year 2029 total projected conditions (scenario 1 and 2), the capacity analysis results indicated that the westbound approach and the southbound left-turn movement at both access drives are projected to operate at LOS A during both peak hours. The 95th percentile queues for the northbound approach and southbound left-turn movement are projected to be one to two vehicles at both access drives and the southbound queue will not block the commercial access drive or the intersection of Lincoln Avenue with Elm Street. As such, these intersections will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient access to the site. It is anticipated that there will be minimal conflict with simultaneous exiting movements from both driveways. However, in order to ensure exiting vehicles have the ability to see the other access drive, consideration could be given to providing convex mirror at the exit lane of each access drive.

On-Site Circulation Evaluation

KLOA, Inc. conducted Auto-Turn runs to determine the ability of a large passenger vehicle to maneuver through the commercial and residential parking lots. Based on the Auto Turn runs (see Appendix), large passenger vehicles will be able to maneuver in and around the parking areas.

Parking Analysis

Existing Parking Characteristics

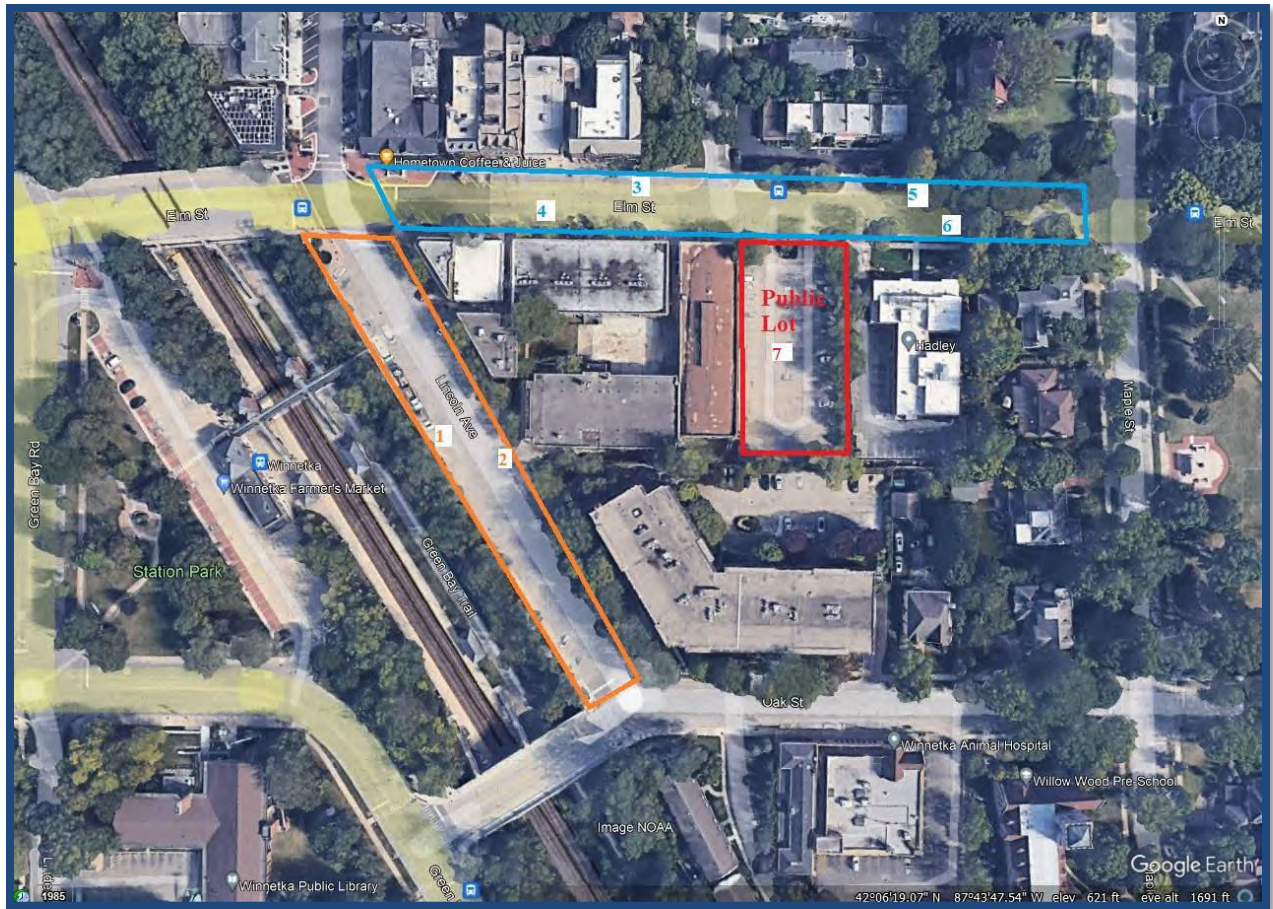
The East Elm Street District general boundaries are Pine Street to the north, Maple Street to the east, Oak Street to the south and the Metra tracks to the west.

Based on a review of the area, there are two parking zones/permits. These are Zone A - Employee Parking and Zone C - Commuter Parking. In addition, free parking ranging from 15 minutes to four hours is provided throughout the survey area. Furthermore, the residents can purchase a Zone C pass (valid for six months) if they need additional parking and are allowed to park overnight on the public parking lots.

In order to determine the availability of parking within close proximity to the site, a parking survey was conducted in the vicinity of the site. The surveys were conducted on Wednesday, May 10, 2023, every hour from 9:00 A.M. to 6:00 P.M. **Figure 12** shows the parking survey locations along Elm Street and Lincoln Street in the vicinity of the site.

The survey area includes Lincoln Street between Elm Street and Oak Street, along Elm Street between Lincoln Street and Maple Street, and the public parking lot located to the east of the site. **Table 12** summarizes the on-street and off-street parking occupancy data for the weekday. The survey area provides approximately 91 regular parking spaces and 90 permit spaces for a total of 181 parking spaces. Approximately 28 of the permit spaces are designated for a Zone C permit and 62 of the permit spaces are designated for Zone A permit or as two (2) hours regular parking spaces.

It is important to note that the Urban Land Institute (ULI) Shared Parking manual has developed level of service conditions for walking distances between parking locations and the pedestrian's destination. Based on the manual, a distance of approximately 300 to 350 feet is the distance for a LOS A that customers/patrons will find acceptable. It should be noted that these walking distances can vary given the type of land use and expectation for parkers. For example, while a walking distance of over 600 feet may be deemed an unacceptable walking distance for customers of a convenience store, a walking distance of up to 1,600 feet is generally an acceptable walking distance for event facilities. As such, the on-street parking spaces on Lincoln Avenue north of Elm Street or the public parking lot north of Elm Street off Lincoln Avenue were not surveyed.



East Elm Street District Parking Survey Locations

Figure 12

Table 12
PARKING OCCUPANCY RESULTS – WEDNESDAY, MAY 10, 2023

Time										Total
	Area 1		Area 2		Area 3	Area 4	Area 5	Area 6	Area 7 (Public Parking)	
	Zone C	Regular	Zone C	Regular	Regular	Regular		Regular		
9:00 AM	17	18	11	13	9	12	0	0	22	102
10:00 AM	17	22	11	15	11	14	0	0	26	116
11:00 AM	17	21	11	15	11	21	0	2	32	130
12:00 PM	17	13	11	11	10	17	0	0	26	108
1:00 PM	17	19	11	8	5	18	0	0	30	111
2:00 PM	17	17	11	8	10	14	0	0	27	104
3:00 PM	17	17	11	8	7	16	0	2	25	103
4:00 PM	15	18	11	8	5	17	0	2	22	98
5:00 PM	11	17	11	6	9	14	0	0	17	85
Inventory	17	25	11	21	13	23	0	9	62	181
Parking Composition	25 – 2 hr 17 – Zone C		19 – 2 hr 1 – 15 min 1- HC 11- Zone C		10 – 1 hr 2 – 15 min 1 - HC	22- 1 hr 1 – 5 min	No Parking	± 3 – HC ±6 – 4 hr	(Zone A only 6 A.M. – 5 P.M. M-F) or 2 hr 60 – Regular 2 - HC	

As can be seen from Table 12, the study area has a peak parking demand on Wednesday of 130 vehicles occurring at 11:00 A.M. which translates into an occupancy of approximately 72 percent. This means that approximately 51 regular parking spaces are available in total during the peak hour within the surveyed area. Taking into consideration that the proposed development will be eliminating approximately 10 on-street parking spaces, the peak parking occupancy in the area would be approximately 76 percent with at least 41 regular parking spaces still available.

It should be noted that Zone C area has an occupancy rate of a hundred percent during the peak parking demand hour at 11:00 A.M., Area 7 (public parking lot) has an occupancy of approximately 52 percent with 30 parking spaces available during the peak parking demand hour, and the regular parking zone has an occupancy rate of approximately 77 percent which means approximately 21 regular parking spaces are available during the parking demand peak hour.

The proposed development will provide residential parking spaces and retail/public parking spaces. As previously indicated, the proposed development will have approximately 59 apartment units (nine one bedroom/den units, 19 two-bedroom units, 11 two-bedroom+ units, 12 three-bedroom units, and eight three-bedroom+ units) and an approximate 113-space underground parking garage for the residential units. In addition, 39 parking spaces will be provided for the 19,480 square-foot commercial area. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Winnetka requirements and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village Code

- Multifamily Housing (59 units)
 - 1.25 spaces per one-bedroom unit
 - 1.5 spaces per two-bedroom unit
 - 2 spaces per unit per three-bedroom unit
- Commercial Uses
 - 2 parking spaces per 1,000 s.f. (net floor space)

Based on the above, this translates into 96 residential parking spaces (surplus of 17 spaces) and 39 commercial parking spaces. As such, the proposed number of parking spaces meets and/or exceeds the Village of Winnetka's parking requirements.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise – Land Use Code 221)
 - 1.31 spaces per dwelling unit
 - 0.75 spaces per bedroom
- Commercial (Shopping Center – Land Use Code 820)
 - 1.95 per 1,000 s.f. (Monday – Thursday)
 - 2.61 per 1,000 s.f. (Friday)
 - 2.91 per 1,000 s.f. (Saturday)
- Medical – Dental Office Building (Land Use Code 720)
 - 3.23 per 1,000 s.f. (Monday – Friday)
 - 0.56 per 1,000 s.f. (Saturday)

Based on the above and the rates published in the *ITE Parking Generation Manual*, the residential portion of the development will have a peak parking demand of 78 spaces based on the number of dwelling units and 97 spaces based on the number of bedrooms which results in a surplus of 35 and 16 parking spaces, respectively. Therefore, the proposed parking supply of 113 parking spaces exceeds ITE's peak parking demand of 97 parking spaces.

Under scenario 1, the commercial portion of the development, based on ITE, will have a peak parking demand of 35 spaces Monday through Thursday, 47 spaces on Friday, and 52 spaces on Saturday. Although it appears that the commercial portion's parking demand on Friday and Saturday will exceed the number of parking spaces provided, it is important to note that this estimated parking demand is based on suburban land uses with little to no public transportation available and not in a downtown area where the walkability of the site reduces the demand for parking.

Based on other national studies of typical suburban mixed-use developments or downtown districts, the typical captive market is on average approximately 30 percent. This means that approximately one in three trips require just one parking space because they are generated by residents, workers, or visitors/patrons who live or work within the adjacent area. Conservatively assuming a 20 to 25 percent reduction in parking demand due to captive market, multi-purpose trips, location within downtown Winnetka and the number of residents within walking distance of the downtown, the anticipated peak parking demand could be between 26 and 28 vehicles Monday through Thursday, 35 to 38 vehicles on a Friday and between 39 and 42 vehicles on a Saturday. This potential additional parking demand beyond the proposed 39 spaces can easily be accommodated by the available surplus of public parking spaces within close proximity to the site even with the future loss of 10 on-street parking spaces. As such, the proposed 39 off-street parking spaces will be adequate.

Under scenario 2, the commercial portion of the development, based on ITE, will have a peak parking demand of 23 spaces Monday through Thursday, 30 spaces on Friday, and 34 spaces on Saturday. Additionally, the medical portion of the development will have a peak parking demand of 26 spaces Monday through Friday and 5 spaces on Saturday. Combining both land uses parking demand yields a total parking demand of 49 parking spaces Monday through Thursday, 55 spaces on Friday and 39 spaces on Saturday. However, as previously indicated, this estimated parking demand is based on suburban land uses with little to no public transportation available and not in a downtown area where the walkability of the site reduces the demand for parking.

As discussed under scenario 1 and applying the same reduction factors, the adjusted parking demand for scenario 2 would be between 37 to 39 vehicles Monday through Thursday, 42 to 45 on a Friday and between 39 and 42 vehicles on a Saturday. This potential additional parking demand beyond the proposed 39 spaces can easily be accommodated by the available surplus of public parking spaces within close proximity to the site even with the future loss of 10 on-street parking spaces. As such, the proposed 39 off-street parking spaces will be adequate.

East Elm Street Vacancies Parking Evaluation

The additional parking demand for the current vacancies along East Elm Street were calculated based on information provided by the Village of Winnetka. There are approximately 17,500 square feet of commercial/retail space vacancies and applying the Village's code, these vacancies will require 35 parking spaces. Based on a review of the parking survey, the peak parking demand in the area is 130 spaces at 11:00 A.M. with over 50 parking spaces still available in the immediate vicinity. This surplus can accommodate the vacancy demand and still have approximately 16 spaces available. Given that the potential surplus demand of the commercial portion of the proposed development could be between three and six vehicles, the 16 spaces available (assuming full occupancy of the existing vacancies) can accommodate this additional demand.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The site of the proposed development is located in close proximity to the train station.
- The amount of traffic that will be generated by the proposed development will be reduced due to the availability of public transportation serving the area (Metra and Pace bus routes) and its location within downtown Winnetka.
- The results of the capacity analyses indicate that the studied intersections are and will continue operating at acceptable levels of service with minimal increases in delays and that queues will not impact adjacent intersections.
- The proposed access system will provide maximum access flexibility for residents and customers entering and departing the site.
- Based on the Auto-Turn runs (see Appendix) all large passenger vehicles will be able to maneuver in and around the parking lots.
- The proposed parking supply of 113 spaces for the residential portion of the development and 39 spaces for the commercial portion will be adequate in accommodating the projected peak parking demand considering the anticipated parking demand reduction as a result of captive market, multi-purpose trips, location within downtown Winnetka and the number of residents within walking distance of the downtown as well as the available surplus of public parking spaces in the vicinity of the site.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Auto Turn Runs

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023
Page No: 1

Turning Movement Data

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	10	3	6	18	0	0	10	1	3	11	0	1	5	1	0	7	0	2	3	2	4	7	43
7:15 AM	0	8	14	3	3	25	0	2	15	2	6	19	0	1	5	1	0	7	0	0	6	5	8	11	62
7:30 AM	0	11	20	3	3	34	0	0	16	0	5	16	0	2	3	1	3	6	0	3	4	4	3	11	67
7:45 AM	0	11	29	10	5	50	0	4	16	3	9	23	0	1	5	2	3	8	0	4	15	4	6	23	104
Hourly Total	0	35	73	19	17	127	0	6	57	6	23	69	0	5	18	5	6	28	0	9	28	15	21	52	276
8:00 AM	0	22	35	14	7	71	0	4	37	5	8	46	0	7	5	1	5	13	0	5	18	10	9	33	163
8:15 AM	0	14	39	7	2	60	0	5	46	8	10	59	0	7	9	3	2	19	0	2	7	6	9	15	153
8:30 AM	0	29	28	15	5	72	0	3	19	8	11	30	0	6	6	0	4	12	0	2	5	7	4	14	128
8:45 AM	0	19	23	3	4	45	0	1	17	9	9	27	0	12	11	0	3	23	0	7	6	23	7	36	131
Hourly Total	0	84	125	39	18	248	0	13	119	30	38	162	0	32	31	4	14	67	0	16	36	46	29	98	575
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	25	2	0	41	0	3	27	9	5	39	0	1	6	1	0	8	0	7	15	41	5	63	151
4:15 PM	0	9	16	1	1	26	0	1	23	5	7	29	0	1	2	0	2	3	0	6	7	24	5	37	95
4:30 PM	0	11	12	4	1	27	0	3	30	5	3	38	0	2	11	2	1	15	0	7	4	28	7	39	119
4:45 PM	0	20	18	4	3	42	0	1	25	12	8	38	0	1	11	0	0	12	0	1	6	26	3	33	125
Hourly Total	0	54	71	11	5	136	0	8	105	31	23	144	0	5	30	3	3	38	0	21	32	119	20	172	490
5:00 PM	0	14	18	3	3	35	0	2	31	5	5	38	0	7	10	1	2	18	0	14	17	46	1	77	168
5:15 PM	0	7	25	7	3	39	0	2	35	9	3	46	0	3	6	2	1	11	0	0	9	19	2	28	124
5:30 PM	0	11	28	1	2	40	0	1	22	3	5	26	0	4	9	0	2	13	0	2	8	18	3	28	107
5:45 PM	0	18	9	4	2	31	0	1	11	12	4	24	0	4	9	2	1	15	0	3	9	14	7	26	96
Hourly Total	0	50	80	15	10	145	0	6	99	29	17	134	0	18	34	5	6	57	0	19	43	97	13	159	495
Grand Total	0	223	349	84	50	656	0	33	380	96	101	509	0	60	113	17	29	190	0	65	139	277	83	481	1836
Approach %	0.0	34.0	53.2	12.8	-	-	0.0	6.5	74.7	18.9	-	-	0.0	31.6	59.5	8.9	-	-	0.0	13.5	28.9	57.6	-	-	-
Total %	0.0	12.1	19.0	4.6	-	35.7	0.0	1.8	20.7	5.2	-	27.7	0.0	3.3	6.2	0.9	-	10.3	0.0	3.5	7.6	15.1	-	26.2	-
Lights	0	222	341	82	-	645	0	33	364	96	-	493	0	52	111	17	-	180	0	64	137	277	-	478	1796
% Lights	-	99.6	97.7	97.6	-	98.3	-	100.0	95.8	100.0	-	96.9	-	86.7	98.2	100.0	-	94.7	-	98.5	98.6	100.0	-	99.4	97.8
Buses	0	1	6	0	-	7	0	0	12	0	-	12	0	7	0	0	-	7	0	0	0	0	-	0	26
% Buses	-	0.4	1.7	0.0	-	1.1	-	0.0	3.2	0.0	-	2.4	-	11.7	0.0	0.0	-	3.7	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	1	1	-	2	0	0	2	0	-	2	0	1	1	0	-	2	0	1	1	0	-	2	8
% Single-Unit Trucks	-	0.0	0.3	1.2	-	0.3	-	0.0	0.5	0.0	-	0.4	-	1.7	0.9	0.0	-	1.1	-	1.5	0.7	0.0	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	4

% Bicycles on Road	-	0.0	0.3	1.2	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.5	-	0.0	0.7	0.0	-	0.2	0.2	
Pedestrians	-	-	-	-	50	-	-	-	-	-	101	-	-	-	-	-	29	-	-	-	-	-	-	83	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	11	20	3	3	34	0	0	16	0	5	16	0	2	3	1	3	6	0	3	4	4	3	11	67
7:45 AM	0	11	29	10	5	50	0	4	16	3	9	23	0	1	5	2	3	8	0	4	15	4	6	23	104
8:00 AM	0	22	35	14	7	71	0	4	37	5	8	46	0	7	5	1	5	13	0	5	18	10	9	33	163
8:15 AM	0	14	39	7	2	60	0	5	46	8	10	59	0	7	9	3	2	19	0	2	7	6	9	15	153
Total	0	58	123	34	17	215	0	13	115	16	32	144	0	17	22	7	13	46	0	14	44	24	27	82	487
Approach %	0.0	27.0	57.2	15.8	-	-	0.0	9.0	79.9	11.1	-	-	0.0	37.0	47.8	15.2	-	-	0.0	17.1	53.7	29.3	-	-	-
Total %	0.0	11.9	25.3	7.0	-	44.1	0.0	2.7	23.6	3.3	-	29.6	0.0	3.5	4.5	1.4	-	9.4	0.0	2.9	9.0	4.9	-	16.8	-
PHF	0.000	0.659	0.788	0.607	-	0.757	0.000	0.650	0.625	0.500	-	0.610	0.000	0.607	0.611	0.583	-	0.605	0.000	0.700	0.611	0.600	-	0.621	0.747
Lights	0	57	118	33	-	208	0	13	111	16	-	140	0	14	22	7	-	43	0	14	42	24	-	80	471
% Lights	-	98.3	95.9	97.1	-	96.7	-	100.0	96.5	100.0	-	97.2	-	82.4	100.0	100.0	-	93.5	-	100.0	95.5	100.0	-	97.6	96.7
Buses	0	1	3	0	-	4	0	0	3	0	-	3	0	2	0	0	-	2	0	0	0	0	-	0	9
% Buses	-	1.7	2.4	0.0	-	1.9	-	0.0	2.6	0.0	-	2.1	-	11.8	0.0	0.0	-	4.3	-	0.0	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	4
% Single-Unit Trucks	-	0.0	0.8	2.9	-	0.9	-	0.0	0.0	0.0	-	0.0	-	5.9	0.0	0.0	-	2.2	-	0.0	2.3	0.0	-	1.2	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	0.0	-	1.2	0.4
Pedestrians	-	-	-	-	17	-	-	-	-	-	32	-	-	-	-	-	13	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Elm St with Lincoln St
Site Code:
Start Date: 02/23/2023
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Elm St Eastbound						Elm St Westbound						Lincoln St Northbound						Lincoln St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	20	18	4	3	42	0	1	25	12	8	38	0	1	11	0	0	12	0	1	6	26	3	33	125
5:00 PM	0	14	18	3	3	35	0	2	31	5	5	38	0	7	10	1	2	18	0	14	17	46	1	77	168
5:15 PM	0	7	25	7	3	39	0	2	35	9	3	46	0	3	6	2	1	11	0	0	9	19	2	28	124
5:30 PM	0	11	28	1	2	40	0	1	22	3	5	26	0	4	9	0	2	13	0	2	8	18	3	28	107
Total	0	52	89	15	11	156	0	6	113	29	21	148	0	15	36	3	5	54	0	17	40	109	9	166	524
Approach %	0.0	33.3	57.1	9.6	-	-	0.0	4.1	76.4	19.6	-	-	0.0	27.8	66.7	5.6	-	-	0.0	10.2	24.1	65.7	-	-	-
Total %	0.0	9.9	17.0	2.9	-	29.8	0.0	1.1	21.6	5.5	-	28.2	0.0	2.9	6.9	0.6	-	10.3	0.0	3.2	7.6	20.8	-	31.7	-
PHF	0.000	0.650	0.795	0.536	-	0.929	0.000	0.750	0.807	0.604	-	0.804	0.000	0.536	0.818	0.375	-	0.750	0.000	0.304	0.588	0.592	-	0.539	0.780
Lights	0	52	87	15	-	154	0	6	110	29	-	145	0	15	35	3	-	53	0	17	40	109	-	166	518
% Lights	-	100.0	97.8	100.0	-	98.7	-	100.0	97.3	100.0	-	98.0	-	100.0	97.2	100.0	-	98.1	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	2.2	0.0	-	1.3	-	0.0	2.7	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.8	0.0	-	1.9	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	11	-	-	-	-	-	21	-	-	-	-	-	5	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023
Page No: 1

Turning Movement Data

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	0	14	0	14	0	12	0	0	12	0	2	0	3	2	28
7:15 AM	0	0	14	0	14	0	17	0	0	17	0	0	2	1	2	33
7:30 AM	0	0	13	0	13	0	14	0	0	14	0	0	1	3	1	28
7:45 AM	0	0	28	0	28	0	19	0	1	19	0	0	0	4	0	47
Hourly Total	0	0	69	0	69	0	62	0	1	62	0	2	3	11	5	136
8:00 AM	0	0	51	0	51	0	36	0	1	36	0	4	5	8	9	96
8:15 AM	0	0	48	0	48	0	46	0	3	46	0	2	1	6	3	97
8:30 AM	1	0	32	1	33	0	24	0	4	24	0	0	3	9	3	60
8:45 AM	0	0	26	1	26	0	40	0	2	40	0	1	2	5	3	69
Hourly Total	1	0	157	2	158	0	146	0	10	146	0	7	11	28	18	322
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	26	2	26	0	35	0	2	35	0	2	2	2	4	65
4:15 PM	0	0	25	4	25	0	34	0	1	34	0	2	0	1	2	61
4:30 PM	1	0	28	0	29	0	28	0	0	28	0	0	1	3	1	58
4:45 PM	0	0	23	0	23	0	23	0	1	23	0	0	2	6	2	48
Hourly Total	1	0	102	6	103	0	120	0	4	120	0	4	5	12	9	232
5:00 PM	0	0	39	0	39	0	23	0	3	23	0	0	2	5	2	64
5:15 PM	1	1	30	0	32	0	20	0	3	20	0	1	0	5	1	53
5:30 PM	0	0	23	0	23	0	32	0	2	32	0	1	0	3	1	56
5:45 PM	0	0	25	1	25	0	26	0	0	26	0	0	1	1	1	52
Hourly Total	1	1	117	1	119	0	101	0	8	101	0	2	3	14	5	225
Grand Total	3	1	445	9	449	0	429	0	23	429	0	15	22	65	37	915
Approach %	0.7	0.2	99.1	-	-	0.0	100.0	0.0	-	-	0.0	40.5	59.5	-	-	-
Total %	0.3	0.1	48.6	-	49.1	0.0	46.9	0.0	-	46.9	0.0	1.6	2.4	-	4.0	-
Lights	2	0	436	-	438	0	414	0	-	414	0	14	21	-	35	887
% Lights	66.7	0.0	98.0	-	97.6	-	96.5	-	-	96.5	-	93.3	95.5	-	94.6	96.9
Buses	0	0	7	-	7	0	13	0	-	13	0	1	0	-	1	21
% Buses	0.0	0.0	1.6	-	1.6	-	3.0	-	-	3.0	-	6.7	0.0	-	2.7	2.3
Single-Unit Trucks	1	0	1	-	2	0	1	0	-	1	0	0	1	-	1	4
% Single-Unit Trucks	33.3	0.0	0.2	-	0.4	-	0.2	-	-	0.2	-	0.0	4.5	-	2.7	0.4
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.2	-	0.2	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	100.0	0.0	-	0.2	-	0.2	-	-	0.2	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	9	-	-	-	-	23	-	-	-	-	65	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:30 AM	0	0	13	0	13	0	14	0	0	14	0	0	1	3	1	28
7:45 AM	0	0	28	0	28	0	19	0	1	19	0	0	0	4	0	47
8:00 AM	0	0	51	0	51	0	36	0	1	36	0	4	5	8	9	96
8:15 AM	0	0	48	0	48	0	46	0	3	46	0	2	1	6	3	97
Total	0	0	140	0	140	0	115	0	5	115	0	6	7	21	13	268
Approach %	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	0.0	46.2	53.8	-	-	-
Total %	0.0	0.0	52.2	-	52.2	0.0	42.9	0.0	-	42.9	0.0	2.2	2.6	-	4.9	-
PHF	0.000	0.000	0.686	-	0.686	0.000	0.625	0.000	-	0.625	0.000	0.375	0.350	-	0.361	0.691
Lights	0	0	135	-	135	0	110	0	-	110	0	5	7	-	12	257
% Lights	-	-	96.4	-	96.4	-	95.7	-	-	95.7	-	83.3	100.0	-	92.3	95.9
Buses	0	0	3	-	3	0	4	0	-	4	0	1	0	-	1	8
% Buses	-	-	2.1	-	2.1	-	3.5	-	-	3.5	-	16.7	0.0	-	7.7	3.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	-	0.7	-	0.7	-	0.9	-	-	0.9	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	-	0.7	-	0.7	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Elm Street with Arbor Vitae Road
TMC
Site Code:
Start Date: 02/14/2023
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Elm Street Eastbound					Elm Street Westbound					Arbor Vitae Road Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:45 PM	0	0	23	0	23	0	23	0	1	23	0	0	2	6	2	48
5:00 PM	0	0	39	0	39	0	23	0	3	23	0	0	2	5	2	64
5:15 PM	1	1	30	0	32	0	20	0	3	20	0	1	0	5	1	53
5:30 PM	0	0	23	0	23	0	32	0	2	32	0	1	0	3	1	56
Total	1	1	115	0	117	0	98	0	9	98	0	2	4	19	6	221
Approach %	0.9	0.9	98.3	-	-	0.0	100.0	0.0	-	-	0.0	33.3	66.7	-	-	-
Total %	0.5	0.5	52.0	-	52.9	0.0	44.3	0.0	-	44.3	0.0	0.9	1.8	-	2.7	-
PHF	0.250	0.250	0.737	-	0.750	0.000	0.766	0.000	-	0.766	0.000	0.500	0.500	-	0.750	0.863
Lights	1	0	113	-	114	0	96	0	-	96	0	2	4	-	6	216
% Lights	100.0	0.0	98.3	-	97.4	-	98.0	-	-	98.0	-	100.0	100.0	-	100.0	97.7
Buses	0	0	2	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	0.0	0.0	1.7	-	1.7	-	2.0	-	-	2.0	-	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	100.0	0.0	-	0.9	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	0	-	-	-	-	9	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023
Page No: 1

Turning Movement Data

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	4	1	0	5	0	40	8	0	48	0	2	47	0	49	102
7:15 AM	0	6	2	2	8	0	48	12	1	60	0	2	49	1	51	119
7:30 AM	0	25	8	1	33	0	62	10	1	72	0	4	89	1	93	198
7:45 AM	0	12	11	1	23	0	63	11	1	74	0	14	116	0	130	227
Hourly Total	0	47	22	4	69	0	213	41	3	254	0	22	301	2	323	646
8:00 AM	0	19	14	0	33	0	93	15	0	108	0	9	75	0	84	225
8:15 AM	0	17	7	0	24	0	67	14	0	81	0	7	72	8	79	184
8:30 AM	0	12	7	1	19	0	72	20	0	92	0	12	67	5	79	190
8:45 AM	0	9	7	0	16	0	63	14	0	77	0	3	50	1	53	146
Hourly Total	0	57	35	1	92	0	295	63	0	358	0	31	264	14	295	745
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	16	6	0	22	0	77	6	1	83	0	6	73	1	79	184
4:15 PM	0	7	8	0	15	0	75	11	2	86	0	0	83	3	83	184
4:30 PM	0	17	4	1	21	0	66	6	1	72	0	1	72	2	73	166
4:45 PM	0	14	5	0	19	0	72	13	0	85	0	9	90	3	99	203
Hourly Total	0	54	23	1	77	0	290	36	4	326	0	16	318	9	334	737
5:00 PM	0	22	1	1	23	0	76	8	1	84	0	3	114	1	117	224
5:15 PM	0	8	9	1	17	0	93	6	3	99	0	4	78	1	82	198
5:30 PM	0	15	5	0	20	0	86	11	1	97	0	5	93	0	98	215
5:45 PM	0	12	5	1	17	0	75	5	2	80	0	6	81	2	87	184
Hourly Total	0	57	20	3	77	0	330	30	7	360	0	18	366	4	384	821
Grand Total	0	215	100	9	315	0	1128	170	14	1298	0	87	1249	29	1336	2949
Approach %	0.0	68.3	31.7	-	-	0.0	86.9	13.1	-	-	0.0	6.5	93.5	-	-	-
Total %	0.0	7.3	3.4	-	10.7	0.0	38.3	5.8	-	44.0	0.0	3.0	42.4	-	45.3	-
Lights	0	211	100	-	311	0	1100	163	-	1263	0	86	1213	-	1299	2873
% Lights	-	98.1	100.0	-	98.7	-	97.5	95.9	-	97.3	-	98.9	97.1	-	97.2	97.4
Buses	0	1	0	-	1	0	16	6	-	22	0	1	22	-	23	46
% Buses	-	0.5	0.0	-	0.3	-	1.4	3.5	-	1.7	-	1.1	1.8	-	1.7	1.6
Single-Unit Trucks	0	1	0	-	1	0	11	0	-	11	0	0	13	-	13	25
% Single-Unit Trucks	-	0.5	0.0	-	0.3	-	1.0	0.0	-	0.8	-	0.0	1.0	-	1.0	0.8
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	-	0.0	0.1	-	0.1	0.1
Bicycles on Road	0	2	0	-	2	0	0	1	-	1	0	0	0	-	0	3
% Bicycles on Road	-	0.9	0.0	-	0.6	-	0.0	0.6	-	0.1	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	9	-	-	-	-	14	-	-	-	-	29	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:30 AM	0	25	8	1	33	0	62	10	1	72	0	4	89	1	93	198
7:45 AM	0	12	11	1	23	0	63	11	1	74	0	14	116	0	130	227
8:00 AM	0	19	14	0	33	0	93	15	0	108	0	9	75	0	84	225
8:15 AM	0	17	7	0	24	0	67	14	0	81	0	7	72	8	79	184
Total	0	73	40	2	113	0	285	50	2	335	0	34	352	9	386	834
Approach %	0.0	64.6	35.4	-	-	0.0	85.1	14.9	-	-	0.0	8.8	91.2	-	-	-
Total %	0.0	8.8	4.8	-	13.5	0.0	34.2	6.0	-	40.2	0.0	4.1	42.2	-	46.3	-
PHF	0.000	0.730	0.714	-	0.856	0.000	0.766	0.833	-	0.775	0.000	0.607	0.759	-	0.742	0.919
Lights	0	72	40	-	112	0	273	48	-	321	0	34	338	-	372	805
% Lights	-	98.6	100.0	-	99.1	-	95.8	96.0	-	95.8	-	100.0	96.0	-	96.4	96.5
Buses	0	0	0	-	0	0	7	2	-	9	0	0	7	-	7	16
% Buses	-	0.0	0.0	-	0.0	-	2.5	4.0	-	2.7	-	0.0	2.0	-	1.8	1.9
Single-Unit Trucks	0	1	0	-	1	0	5	0	-	5	0	0	7	-	7	13
% Single-Unit Trucks	-	1.4	0.0	-	0.9	-	1.8	0.0	-	1.5	-	0.0	2.0	-	1.8	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Green bay Rd with Oak St
Site Code:
Start Date: 02/23/2023
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Oak St Westbound					Green Bay Rd Northbound					Green Bay Rd Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:45 PM	0	14	5	0	19	0	72	13	0	85	0	9	90	3	99	203
5:00 PM	0	22	1	1	23	0	76	8	1	84	0	3	114	1	117	224
5:15 PM	0	8	9	1	17	0	93	6	3	99	0	4	78	1	82	198
5:30 PM	0	15	5	0	20	0	86	11	1	97	0	5	93	0	98	215
Total	0	59	20	2	79	0	327	38	5	365	0	21	375	5	396	840
Approach %	0.0	74.7	25.3	-	-	0.0	89.6	10.4	-	-	0.0	5.3	94.7	-	-	-
Total %	0.0	7.0	2.4	-	9.4	0.0	38.9	4.5	-	43.5	0.0	2.5	44.6	-	47.1	-
PHF	0.000	0.670	0.556	-	0.859	0.000	0.879	0.731	-	0.922	0.000	0.583	0.822	-	0.846	0.938
Lights	0	59	20	-	79	0	323	37	-	360	0	20	369	-	389	828
% Lights	-	100.0	100.0	-	100.0	-	98.8	97.4	-	98.6	-	95.2	98.4	-	98.2	98.6
Buses	0	0	0	-	0	0	2	1	-	3	0	1	5	-	6	9
% Buses	-	0.0	0.0	-	0.0	-	0.6	2.6	-	0.8	-	4.8	1.3	-	1.5	1.1
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023
Page No: 1

Turning Movement Data

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	0	0	2	0	0	11	0	0	11	0	0	4	0	4	15
7:15 AM	0	0	0	2	0	0	7	0	0	7	0	0	8	0	8	15
7:30 AM	0	0	0	1	0	1	5	0	0	6	0	0	12	0	12	18
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	18	0	18	30
Hourly Total	0	0	0	5	0	1	35	0	0	36	0	0	42	0	42	78
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	1	24	0	25	40
8:15 AM	0	2	1	2	3	0	17	1	0	18	0	0	19	0	19	40
8:30 AM	0	0	0	2	0	0	18	0	0	18	0	0	26	0	26	44
8:45 AM	0	0	0	1	0	0	20	0	1	20	0	0	8	1	8	28
Hourly Total	0	2	1	5	3	0	70	1	1	71	0	1	77	1	78	152
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	1	0	0	13	0	0	13	0	0	17	0	17	30
4:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	10	0	10	17
4:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	11	0	11	22
4:45 PM	0	0	0	0	0	1	14	0	0	15	0	0	13	0	13	28
Hourly Total	0	0	0	1	0	1	45	0	0	46	0	0	51	0	51	97
5:00 PM	0	0	0	1	0	0	14	0	0	14	0	0	23	0	23	37
5:15 PM	0	0	0	0	0	0	13	0	0	13	0	0	16	0	16	29
5:30 PM	0	0	0	2	0	0	6	0	1	6	1	0	17	0	18	24
5:45 PM	0	0	0	0	0	0	13	0	0	13	0	0	23	0	23	36
Hourly Total	0	0	0	3	0	0	46	0	1	46	1	0	79	0	80	126
Grand Total	0	2	1	14	3	2	196	1	2	199	1	1	249	1	251	453
Approach %	0.0	66.7	33.3	-	-	1.0	98.5	0.5	-	-	0.4	0.4	99.2	-	-	-
Total %	0.0	0.4	0.2	-	0.7	0.4	43.3	0.2	-	43.9	0.2	0.2	55.0	-	55.4	-
Lights	0	2	1	-	3	2	191	1	-	194	1	1	249	-	251	448
% Lights	-	100.0	100.0	-	100.0	100.0	97.4	100.0	-	97.5	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	0	-	0	0	5	0	-	5	0	0	0	-	0	5
% Buses	-	0.0	0.0	-	0.0	0.0	2.6	0.0	-	2.5	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	14	-	-	-	-	2	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:30 AM	0	0	0	1	0	1	5	0	0	6	0	0	12	0	12	18
7:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	18	0	18	30
8:00 AM	0	0	0	0	0	0	15	0	0	15	0	1	24	0	25	40
8:15 AM	0	2	1	2	3	0	17	1	0	18	0	0	19	0	19	40
Total	0	2	1	3	3	1	49	1	0	51	0	1	73	0	74	128
Approach %	0.0	66.7	33.3	-	-	2.0	96.1	2.0	-	-	0.0	1.4	98.6	-	-	-
Total %	0.0	1.6	0.8	-	2.3	0.8	38.3	0.8	-	39.8	0.0	0.8	57.0	-	57.8	-
PHF	0.000	0.250	0.250	-	0.250	0.250	0.721	0.250	-	0.708	0.000	0.250	0.760	-	0.740	0.800
Lights	0	2	1	-	3	1	47	1	-	49	0	1	73	-	74	126
% Lights	-	100.0	100.0	-	100.0	100.0	95.9	100.0	-	96.1	-	100.0	100.0	-	100.0	98.4
Buses	0	0	0	-	0	0	2	0	-	2	0	0	0	-	0	2
% Buses	-	0.0	0.0	-	0.0	0.0	4.1	0.0	-	3.9	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lincoln Avenue with Access Drive
TMC
Site Code:
Start Date: 02/14/2023
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Access Drive Westbound					Lincoln Avenue Northbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
4:45 PM	0	0	0	0	0	1	14	0	0	15	0	0	13	0	13	28
5:00 PM	0	0	0	1	0	0	14	0	0	14	0	0	23	0	23	37
5:15 PM	0	0	0	0	0	0	13	0	0	13	0	0	16	0	16	29
5:30 PM	0	0	0	2	0	0	6	0	1	6	1	0	17	0	18	24
Total	0	0	0	3	0	1	47	0	1	48	1	0	69	0	70	118
Approach %	0.0	0.0	0.0	-	-	2.1	97.9	0.0	-	-	1.4	0.0	98.6	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.8	39.8	0.0	-	40.7	0.8	0.0	58.5	-	59.3	-
PHF	0.000	0.000	0.000	-	0.000	0.250	0.839	0.000	-	0.800	0.250	0.000	0.750	-	0.761	0.797
Lights	0	0	0	-	0	1	47	0	-	48	1	0	69	-	70	118
% Lights	-	-	-	-	-	100.0	100.0	-	-	100.0	100.0	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023
Page No: 1

Turning Movement Data

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	11	8	1	19	0	4	3	0	7	0	2	1	0	3	29
7:15 AM	1	6	0	0	7	0	3	1	1	4	0	2	8	1	10	21
7:30 AM	0	4	9	0	13	0	6	3	1	9	0	2	7	1	9	31
7:45 AM	0	7	12	2	19	0	22	5	0	27	0	4	9	0	13	59
Hourly Total	1	28	29	3	58	0	35	12	2	47	0	10	25	2	35	140
8:00 AM	0	7	17	0	24	0	29	9	3	38	0	15	11	2	26	88
8:15 AM	0	9	11	2	20	0	14	3	0	17	0	11	4	2	15	52
8:30 AM	0	14	22	2	36	0	13	5	0	18	0	18	8	1	26	80
8:45 AM	0	14	15	4	29	0	13	8	1	21	0	7	5	0	12	62
Hourly Total	0	44	65	8	109	0	69	25	4	94	0	51	28	5	79	282
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	12	8	0	20	0	12	4	1	16	0	4	17	1	21	57
4:15 PM	0	6	5	0	11	0	11	2	1	13	0	3	7	0	10	34
4:30 PM	0	8	6	0	14	1	6	4	0	11	0	4	7	0	11	36
4:45 PM	0	9	5	1	14	0	6	4	2	10	0	7	8	0	15	39
Hourly Total	0	35	24	1	59	1	35	14	4	50	0	18	39	1	57	166
5:00 PM	0	6	10	0	16	1	7	5	1	13	0	5	20	1	25	54
5:15 PM	0	9	7	0	16	0	6	5	0	11	0	10	7	4	17	44
5:30 PM	0	2	6	0	8	0	9	3	0	12	0	9	11	2	20	40
5:45 PM	0	9	3	0	12	0	10	4	0	14	0	7	14	0	21	47
Hourly Total	0	26	26	0	52	1	32	17	1	50	0	31	52	7	83	185
Grand Total	1	133	144	12	278	2	171	68	11	241	0	110	144	15	254	773
Approach %	0.4	47.8	51.8	-	-	0.8	71.0	28.2	-	-	0.0	43.3	56.7	-	-	-
Total %	0.1	17.2	18.6	-	36.0	0.3	22.1	8.8	-	31.2	0.0	14.2	18.6	-	32.9	-
Lights	1	127	142	-	270	2	168	68	-	238	0	110	144	-	254	762
% Lights	100.0	95.5	98.6	-	97.1	100.0	98.2	100.0	-	98.8	-	100.0	100.0	-	100.0	98.6
Buses	0	5	0	-	5	0	0	0	-	0	0	0	0	-	0	5
% Buses	0.0	3.8	0.0	-	1.8	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	1.4	-	0.7	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.8	0.0	-	0.4	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	1.8	0.0	-	1.2	-	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	12	-	-	-	-	11	-	-	-	-	15	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:30 AM	0	4	9	0	13	0	6	3	1	9	0	2	7	1	9	31
7:45 AM	0	7	12	2	19	0	22	5	0	27	0	4	9	0	13	59
8:00 AM	0	7	17	0	24	0	29	9	3	38	0	15	11	2	26	88
8:15 AM	0	9	11	2	20	0	14	3	0	17	0	11	4	2	15	52
Total	0	27	49	4	76	0	71	20	4	91	0	32	31	5	63	230
Approach %	0.0	35.5	64.5	-	-	0.0	78.0	22.0	-	-	0.0	50.8	49.2	-	-	-
Total %	0.0	11.7	21.3	-	33.0	0.0	30.9	8.7	-	39.6	0.0	13.9	13.5	-	27.4	-
PHF	0.000	0.750	0.721	-	0.792	0.000	0.612	0.556	-	0.599	0.000	0.533	0.705	-	0.606	0.653
Lights	0	25	49	-	74	0	68	20	-	88	0	32	31	-	63	225
% Lights	-	92.6	100.0	-	97.4	-	95.8	100.0	-	96.7	-	100.0	100.0	-	100.0	97.8
Buses	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	7.4	0.0	-	2.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	4.2	0.0	-	3.3	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	4	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak Street with Lincoln Avenue
TMC
Site Code:
Start Date: 02/14/2023
Page No: 3

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lincoln Avenue Eastbound					Oak Street Westbound					Lincoln Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:45 PM	0	9	5	1	14	0	6	4	2	10	0	7	8	0	15	39
5:00 PM	0	6	10	0	16	1	7	5	1	13	0	5	20	1	25	54
5:15 PM	0	9	7	0	16	0	6	5	0	11	0	10	7	4	17	44
5:30 PM	0	2	6	0	8	0	9	3	0	12	0	9	11	2	20	40
Total	0	26	28	1	54	1	28	17	3	46	0	31	46	7	77	177
Approach %	0.0	48.1	51.9	-	-	2.2	60.9	37.0	-	-	0.0	40.3	59.7	-	-	-
Total %	0.0	14.7	15.8	-	30.5	0.6	15.8	9.6	-	26.0	0.0	17.5	26.0	-	43.5	-
PHF	0.000	0.722	0.700	-	0.844	0.250	0.778	0.850	-	0.885	0.000	0.775	0.575	-	0.770	0.819
Lights	0	26	26	-	52	1	28	17	-	46	0	31	46	-	77	175
% Lights	-	100.0	92.9	-	96.3	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	98.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	7.1	-	3.7	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	3	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Site Plan

SITE PLAN

DEVELOPMENT SUMMARY

SITE AREA: 52,755 SF (1.21 ACRES)ZONING DISTRICT: C-2

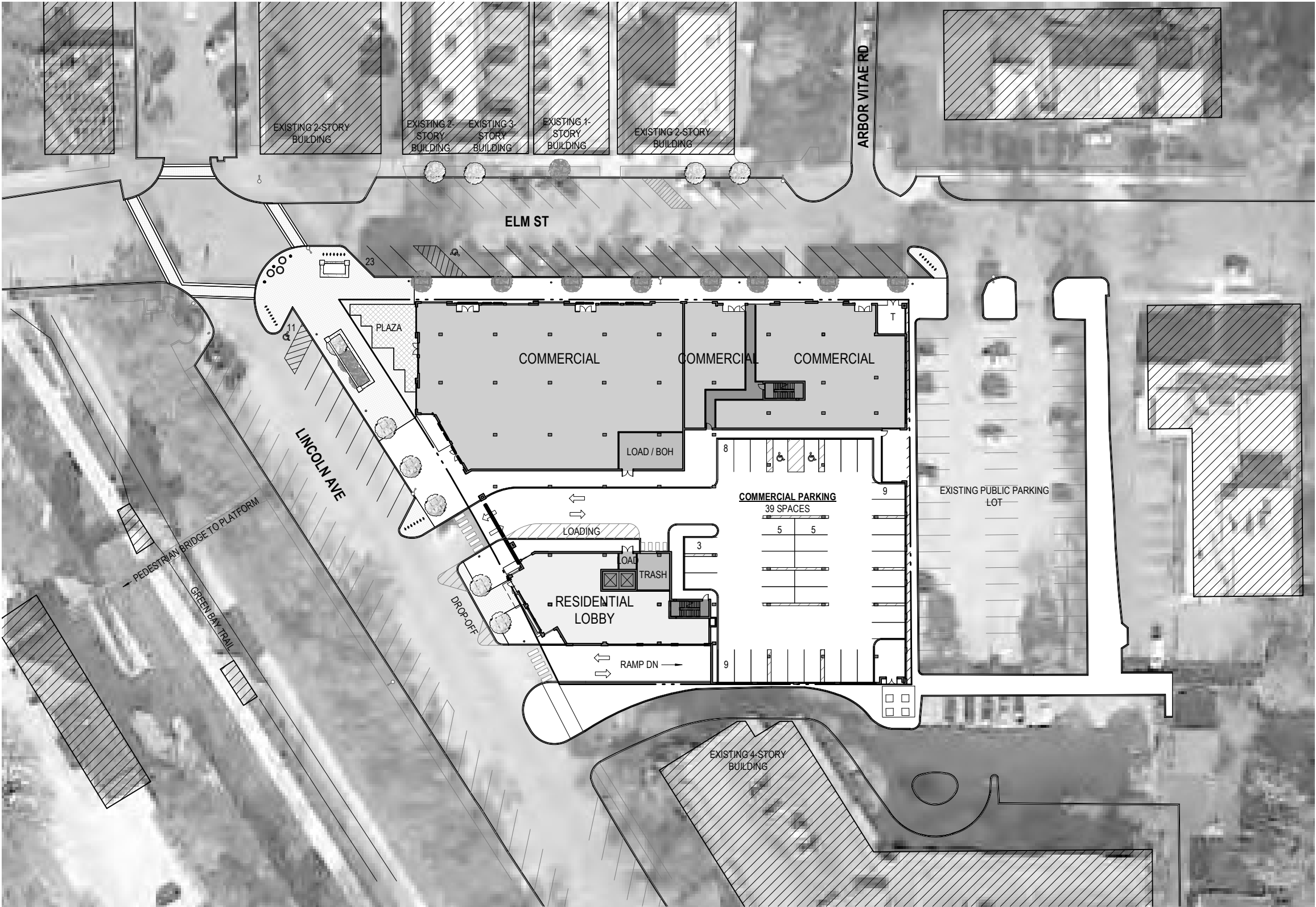
BUILDING AREA

	GROSS	RENTABLE (RESIDENTIAL)	COMMERCIAL	PARKING
LEVEL LL	47,950 SF	--	--	43,771 SF
LEVEL 01:	47,699 SF	--	19,500 SF	22,056 SF
LEVEL 02:	36,248 SF	28,735 SF	--	--
LEVEL 03:	35,924 SF	30,191 SF	--	--
LEVEL 04:	29,454 SF	25,045 SF	--	--
TOTAL:	197,275 SF	85,077 SF	19,500 SF	65,827 SF

AVERAGE UNIT SIZE: +/- 1,441 SF

PARKING

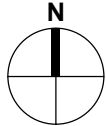
	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	113		
GROUND LEVEL		39	
TOTAL PROVIDED	113	39	152
RATIO	1.9/UNIT	2.0/1,000 SF	



1 SITE PLAN
SCALE: 1" = 60'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
May 19, 2023 Project #: 21077

ITE Trip Generation Summary Sheets

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

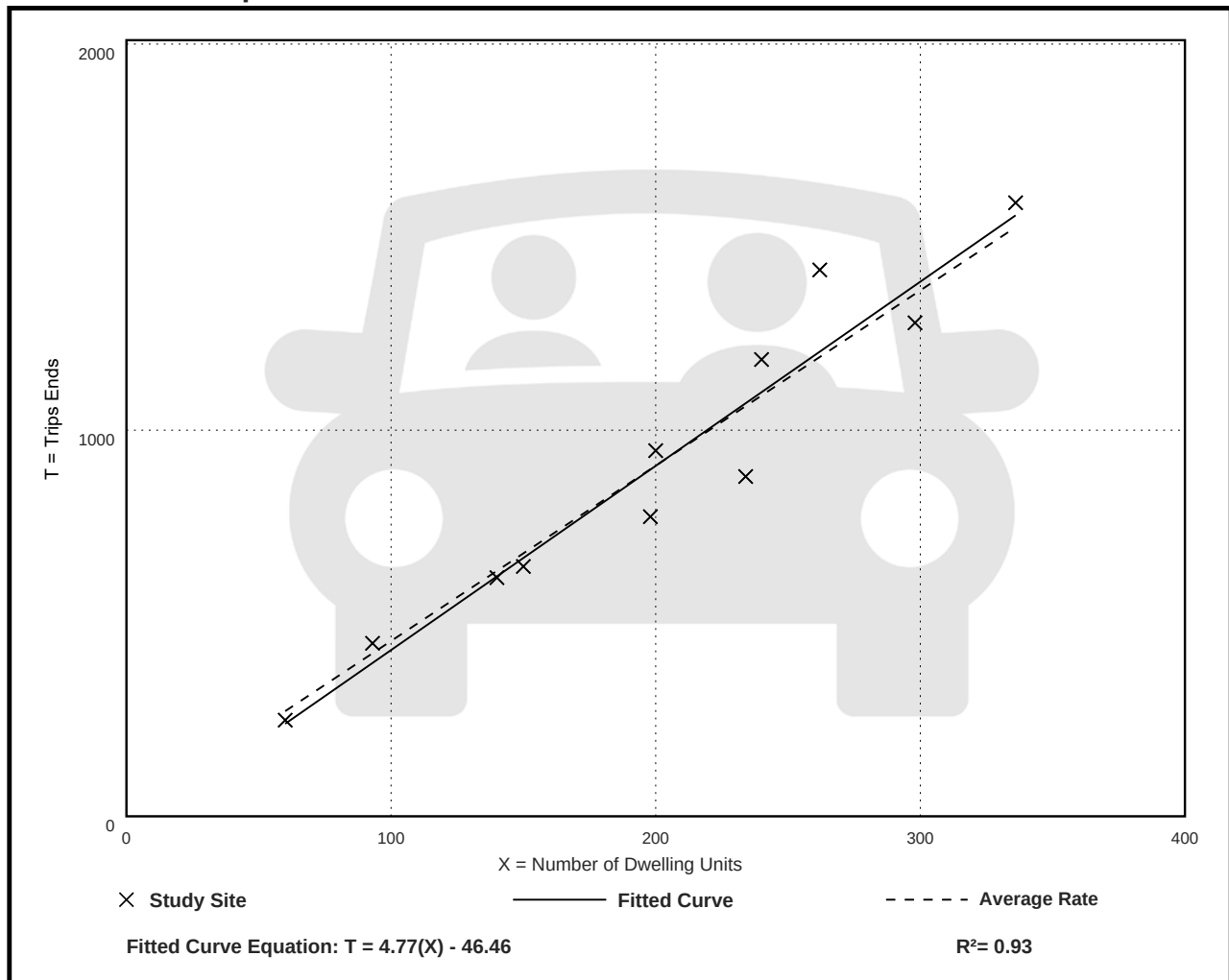
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

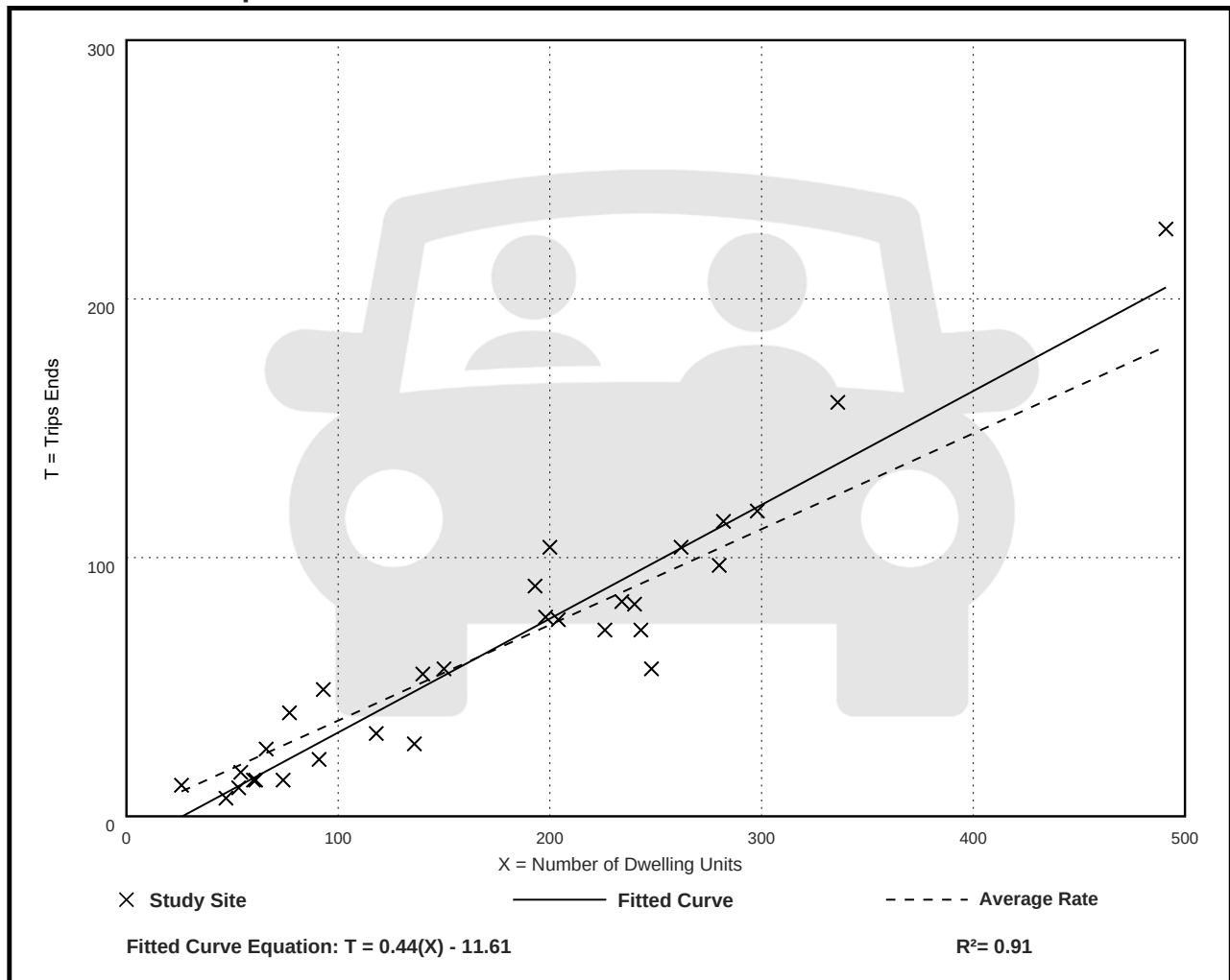
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

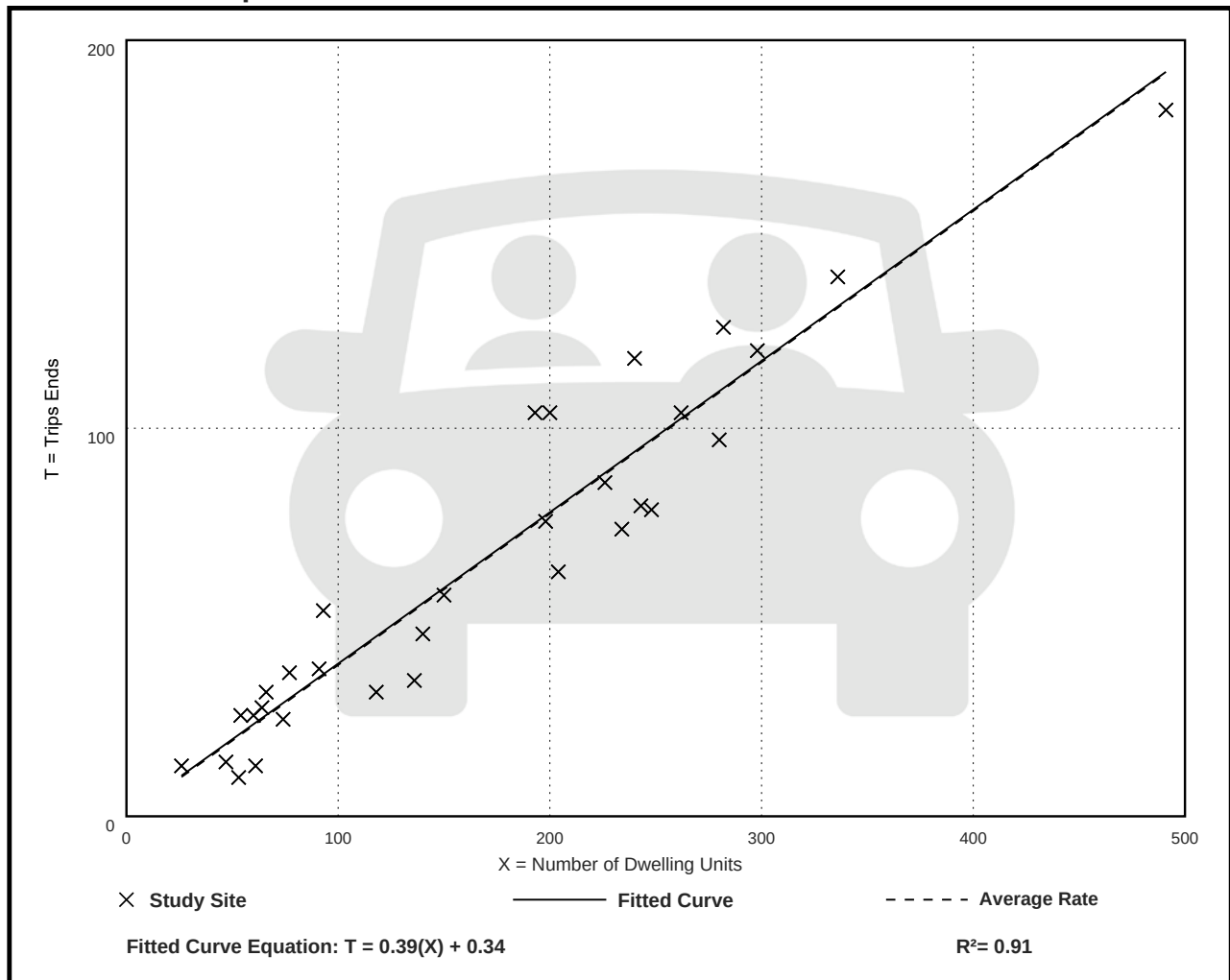
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Land Use: 720

Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 18

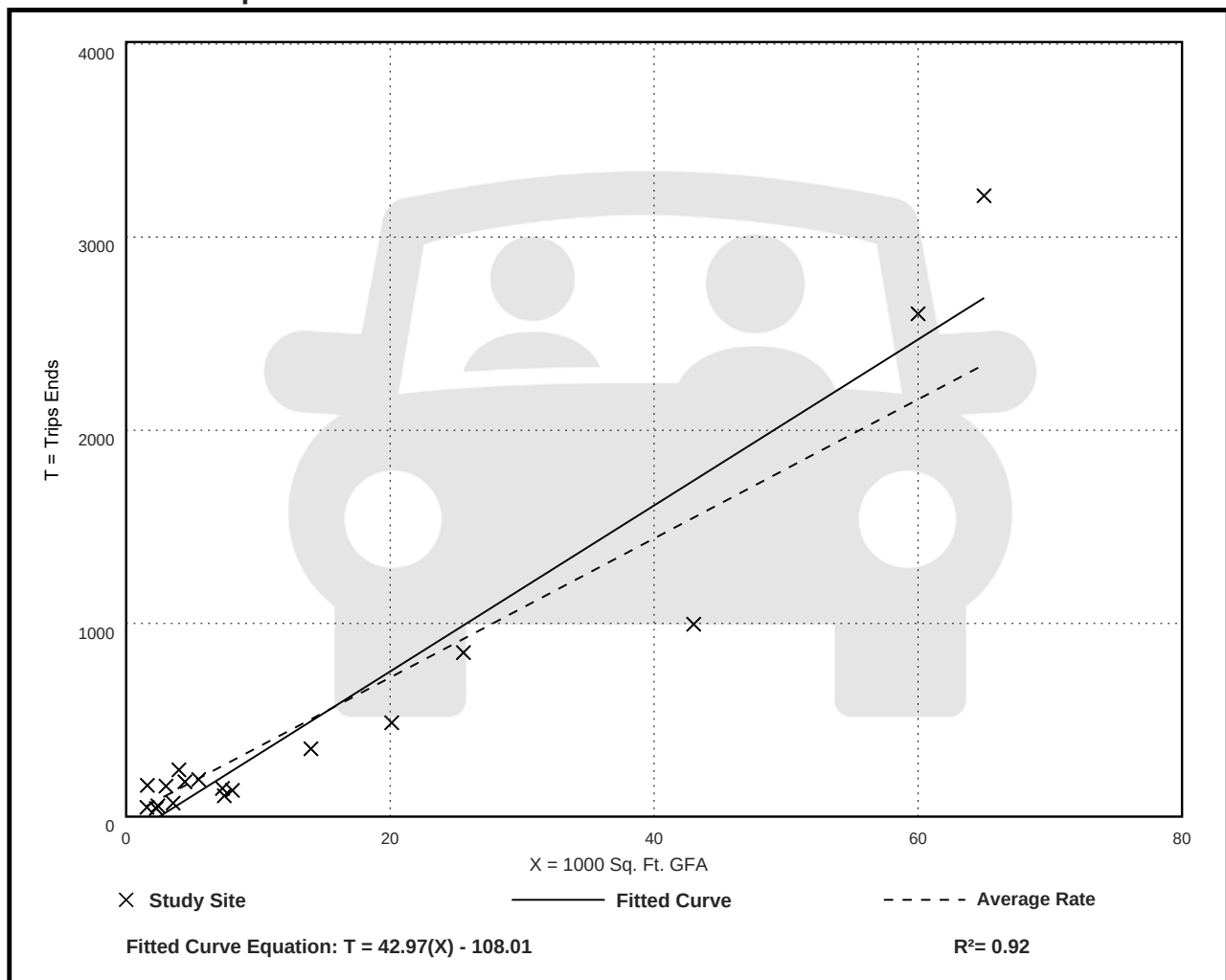
Avg. 1000 Sq. Ft. GFA: 15

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

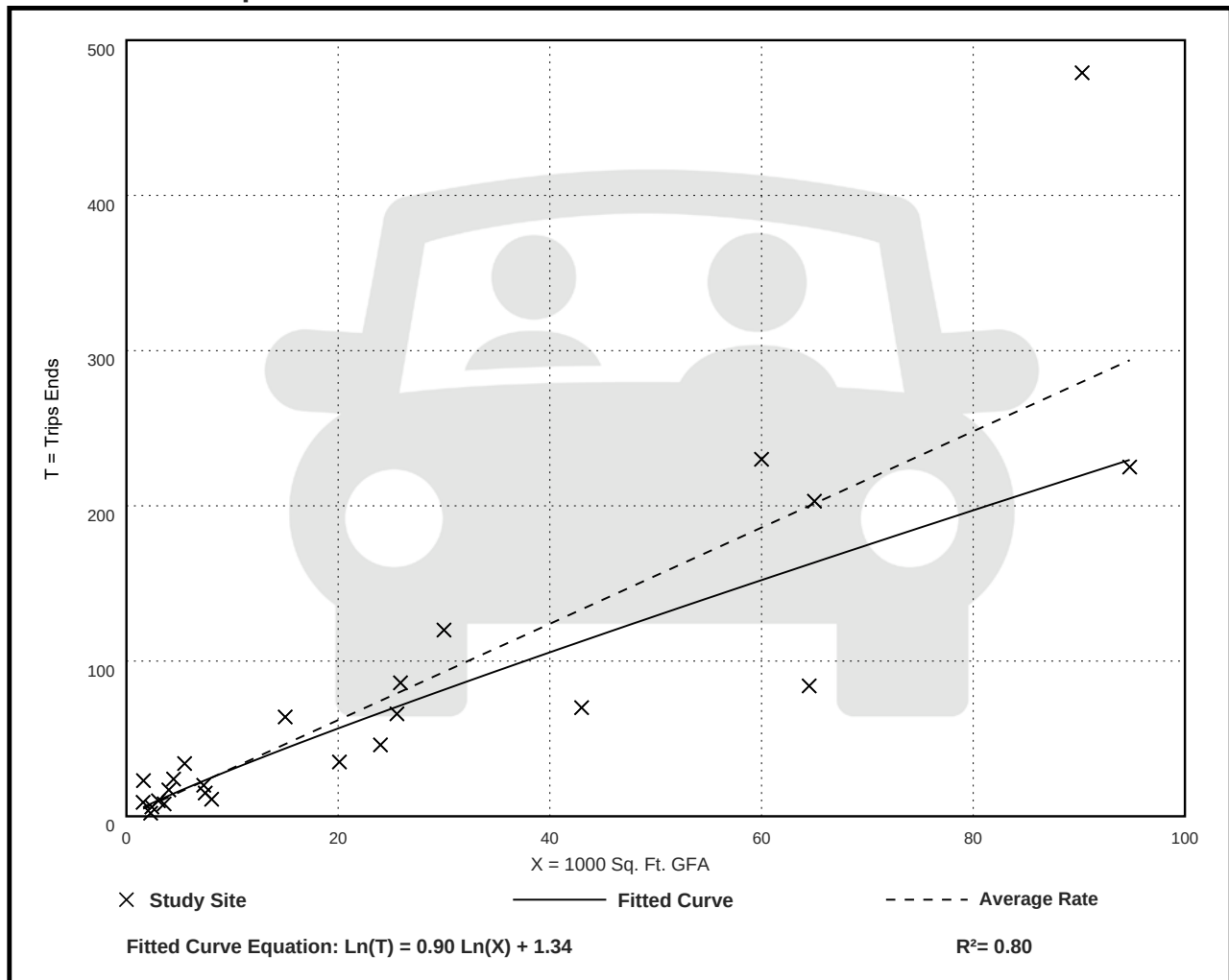
Avg. 1000 Sq. Ft. GFA: 25

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

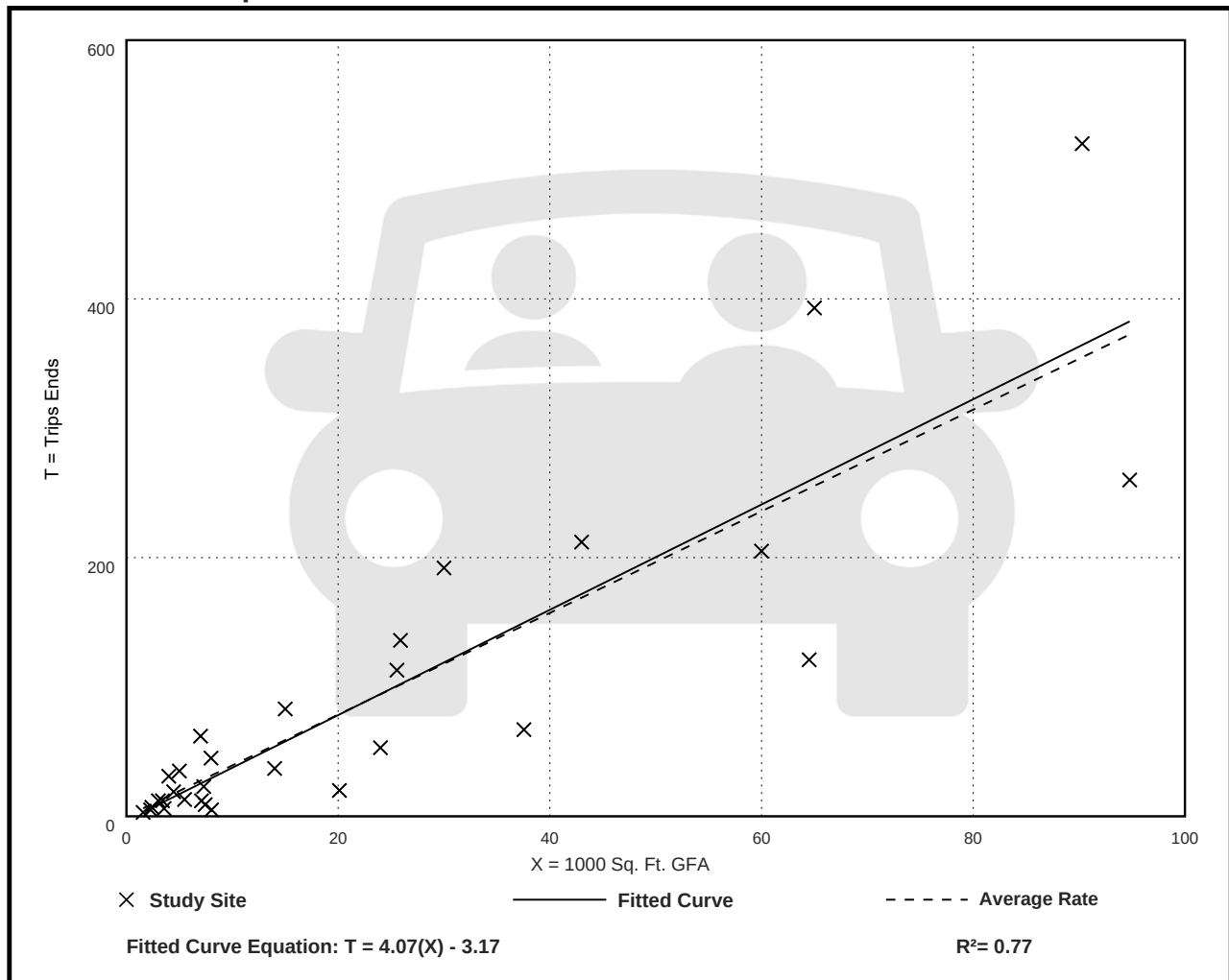
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

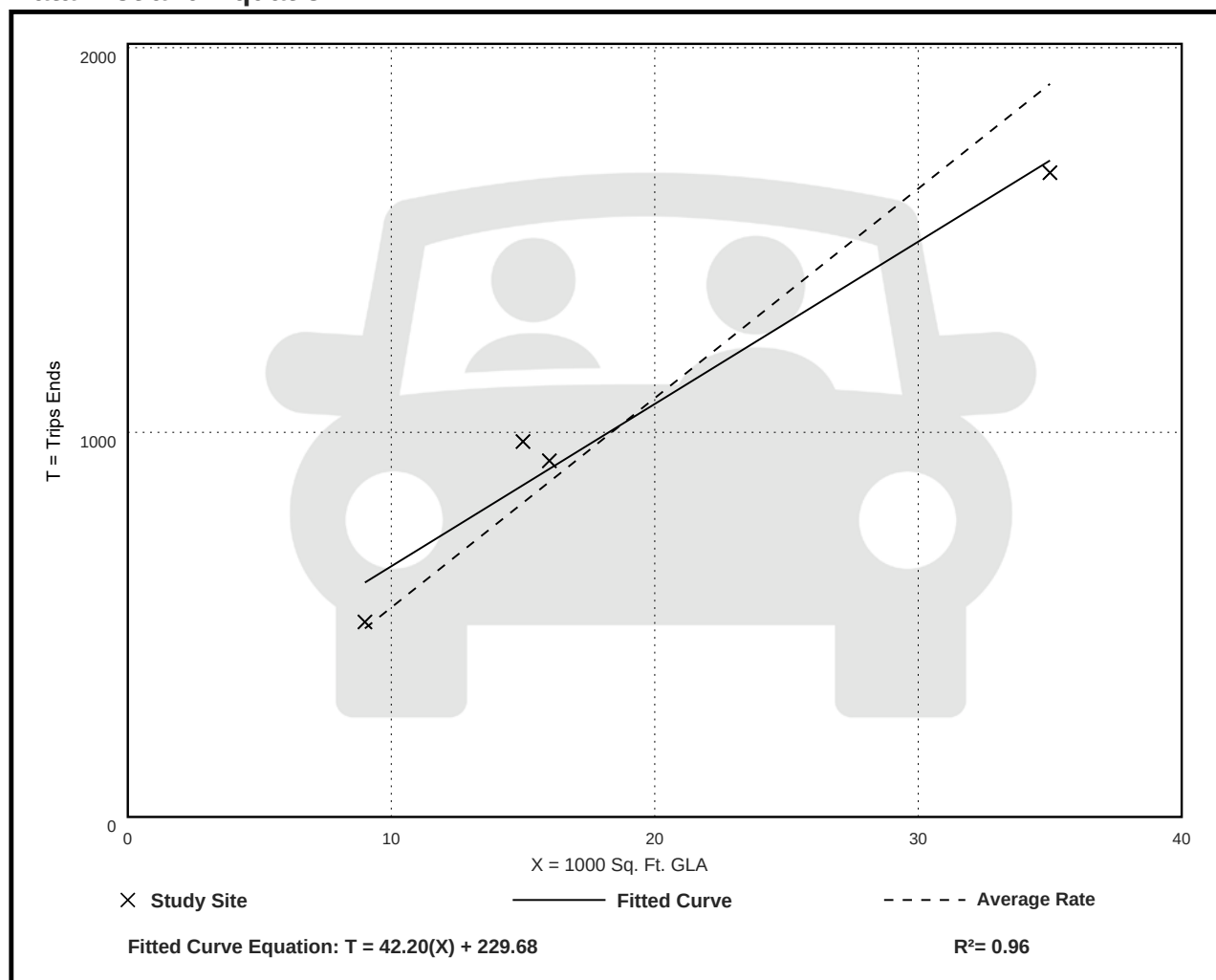
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

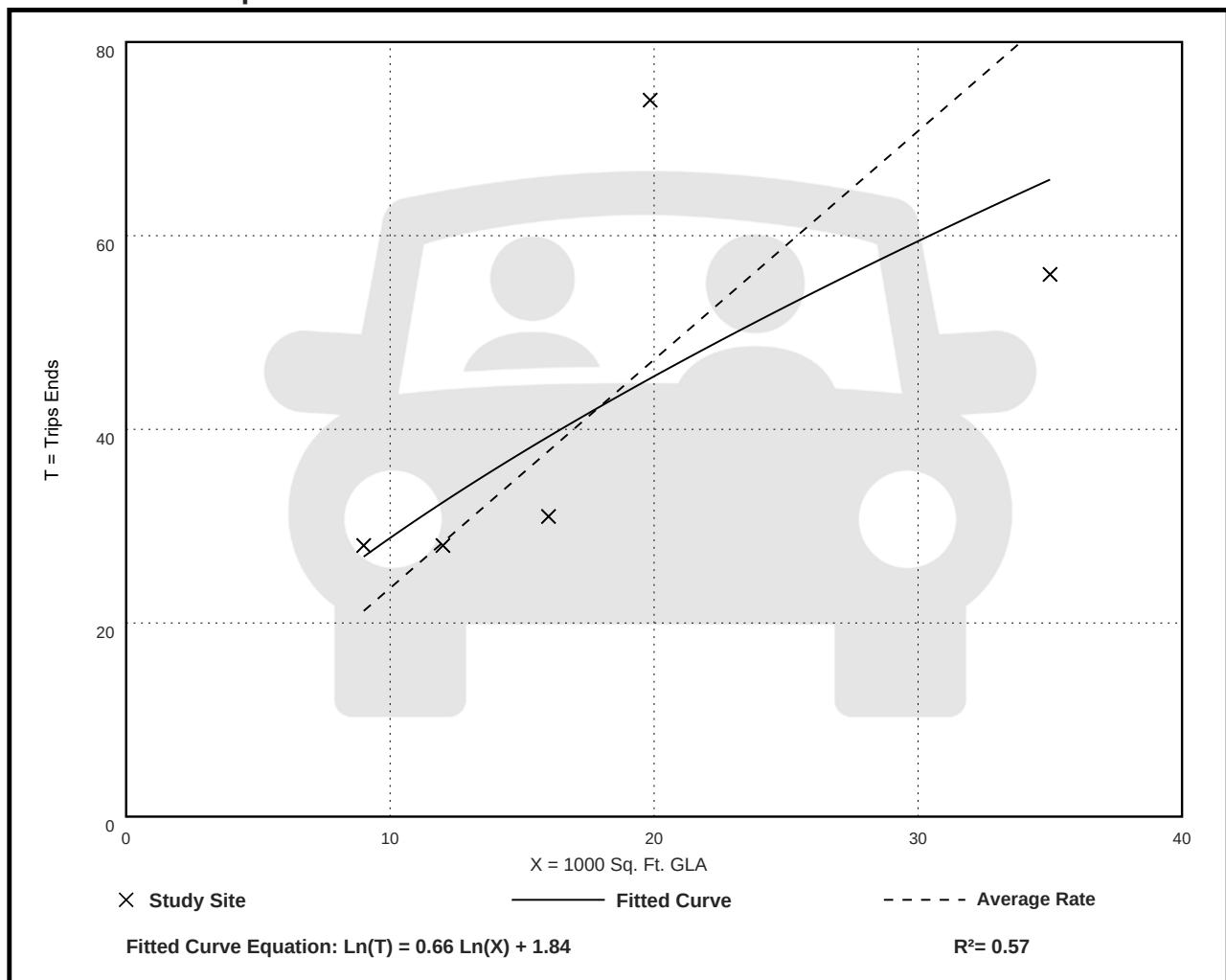
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

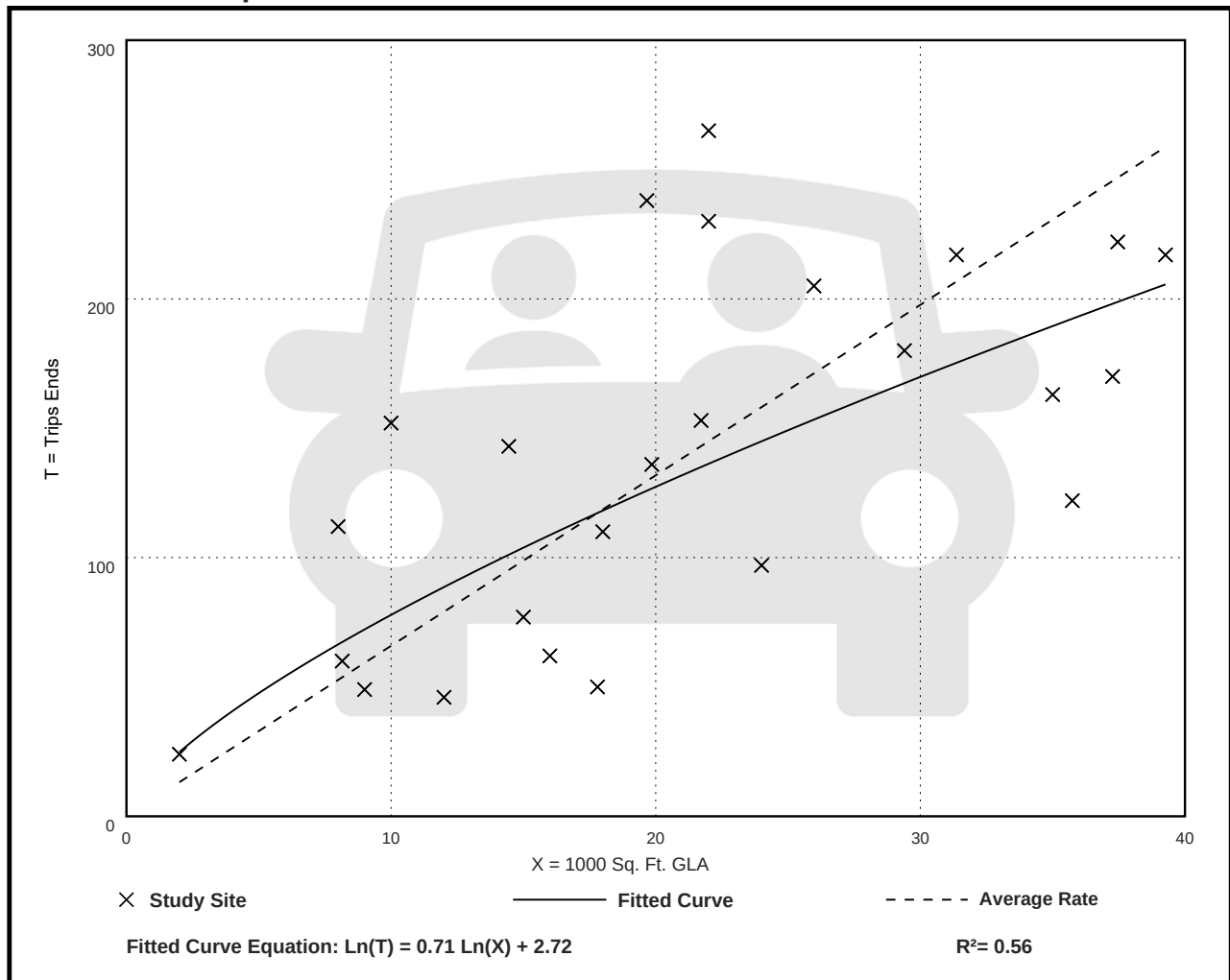
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



CMAP 2050 Projections Letter



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607
312-454-0400
cmap.illinois.gov

February 24, 2023

Shahrzad Ainkeshavarzi
Traffic Engineer
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Elm Street - Green Bay Road - Oak Street
IDOT

Dear Ms. Ainkeshavarzi:

In response to a request made on your behalf and dated February 24, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Elm St	2,500	2,700
Green Bay Rd	8,300	9,000
Oak St	1,150	1,250

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

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

cc: Rios (IDOT)
\\2023_TrafficForecasts\Winnetka\ck-33-23\ck-33-23.docxx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high, and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	79	29	12	75	69	12	422	45	91	380	17
Future Volume (vph)	28	79	29	12	75	69	12	422	45	91	380	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.934			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.991	
Satd. Flow (prot)	0	1767	0	0	3205	0	0	3415	0	0	3479	0
Flt Permitted		0.898			0.925			0.940			0.767	
Satd. Flow (perm)	0	1595	0	0	2968	0	0	3212	0	0	2688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			73			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	25		45	45		25	19		13	13		19
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	165	0	0	504	0	0	514	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		15.7			15.7			57.3			57.3	
Actuated g/C Ratio		0.18			0.18			0.67			0.67	
v/c Ratio		0.47			0.27			0.23			0.28	
Control Delay		31.6			17.0			5.9			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.6			17.0			5.9			6.5	
LOS		C			B			A			A	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.6			17.0			5.9			6.5	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		61			22			45			49	
Queue Length 95th (ft)		108			45			78			87	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		443			856			2172			1814	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.19			0.23			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 10.3

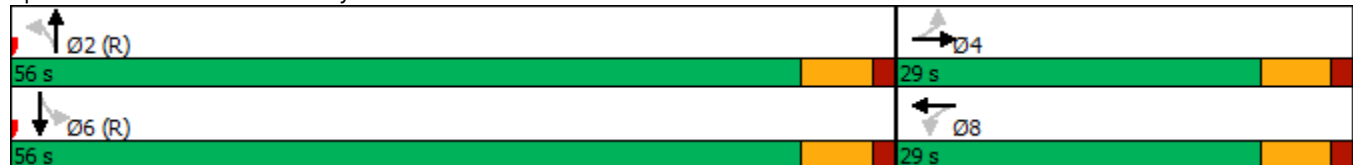
Intersection LOS: B

Intersection Capacity Utilization 96.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

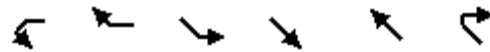
02/28/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	73	40	34	352	285	50
Future Volume (vph)	73	40	34	352	285	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		1.00	1.00	
Frt		0.850			0.978	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3383	0
Flt Permitted	0.757			0.902		
Satd. Flow (perm)	1416	1593	0	3141	3383	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43			45	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	9	2	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	43	0	420	364	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.8	8.8		43.5	43.5	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.38	0.16		0.18	0.15	
Control Delay	27.7	9.1		4.2	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	9.1		4.2	3.6	
LOS	C	A		A	A	
Approach Delay	21.1			4.2	3.6	

AMEX Existing Weekday Morning Peak Hour Conditions 5:00 pm 06/13/2014 23-039 - Mixed-Use Development, Winnetka, IL Synchro 11 Report
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Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	26	0		24	17	
Queue Length 95th (ft)	57	22		48	37	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	472	559		2278	2466	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.08		0.18	0.15	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 6.2

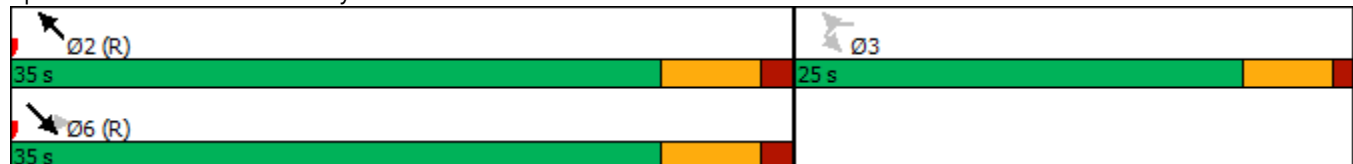
Intersection LOS: A

Intersection Capacity Utilization 50.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	123	34	13	115	16	17	22	7	14	44	24
Future Vol, veh/h	58	123	34	13	115	16	17	22	7	14	44	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	18	0	0	0	2	0
Mvmt Flow	77	164	45	17	153	21	23	29	9	19	59	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.2	9.1	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	27%	9%	17%
Vol Thru, %	48%	57%	80%	54%
Vol Right, %	15%	16%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	215	144	82
LT Vol	17	58	13	14
Through Vol	22	123	115	44
RT Vol	7	34	16	24
Lane Flow Rate	61	287	192	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.362	0.246	0.15
Departure Headway (Hd)	5.434	4.549	4.614	4.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	788	776	722
Service Time	3.5	2.594	2.662	2.997
HCM Lane V/C Ratio	0.093	0.364	0.247	0.151
HCM Control Delay	9.1	10.2	9.2	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	1.7	1	0.5

HCM 6th TWSC
5: Oak Street & Lincoln Avenue

02/28/2023

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	55	78	20	35	32
Future Vol, veh/h	29	55	78	20	35	32
Conflicting Peds, #/hr	5	0	0	5	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	45	85	120	31	54	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	156	0	-	0	320	145
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1394	-	-	-	678	908
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	650	901
Mov Cap-2 Maneuver	-	-	-	-	650	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	854	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		10.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1388	-	-	-	750	
HCM Lane V/C Ratio	0.032	-	-	-	0.137	
HCM Control Delay (s)	7.7	0	-	-	10.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	140	115	0	6	7
Future Vol, veh/h	0	140	115	0	6	7
Conflicting Peds, #/hr	21	0	0	21	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	203	167	0	9	10
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	375	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	598	882
Stage 1	0	-	-	0	827	-
Stage 2	0	-	-	0	792	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	598	882
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	792	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		10.1	
HCM LOS					B	
Minor Lane/Major Mvmt	EBT		WBT		SBLn1	
Capacity (veh/h)	-		-		723	
HCM Lane V/C Ratio	-		-		0.026	
HCM Control Delay (s)	-		-		10.1	
HCM Lane LOS	-		-		B	
HCM 95th %tile Q(veh)	-		-		0.1	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	49	1	1	74
Future Vol, veh/h	2	1	49	1	1	74
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	61	1	1	93
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	160	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	836	1005	-	-	1550	-
Stage 1	963	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	1002	-	-	1546	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.1	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	883	1546	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	9.1	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	55	32	40	110	87	15	433	35	66	596	32
Future Volume (vph)	38	55	32	40	110	87	15	433	35	66	596	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.965			0.945			0.989			0.993	
Flt Protected		0.985			0.992			0.998			0.995	
Satd. Flow (prot)	0	1743	0	0	3269	0	0	3483	0	0	3491	0
Flt Permitted		0.812			0.871			0.926			0.849	
Satd. Flow (perm)	0	1428	0	0	2851	0	0	3232	0	0	2977	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			92			14			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	25		45	45		25	19		13	13		19
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	250	0	0	509	0	0	730	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		15.4			15.4			57.6			57.6	
Actuated g/C Ratio		0.18			0.18			0.68			0.68	
v/c Ratio		0.48			0.42			0.23			0.36	
Control Delay		30.8			20.6			5.9			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.8			20.6			5.9			6.9	
LOS		C			C			A			A	
Approach Delay		30.8			20.6			5.9			6.9	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		53			38			45			74	
Queue Length 95th (ft)		100			67			81			127	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		501			1033			2194			2020	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.24			0.23			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.6

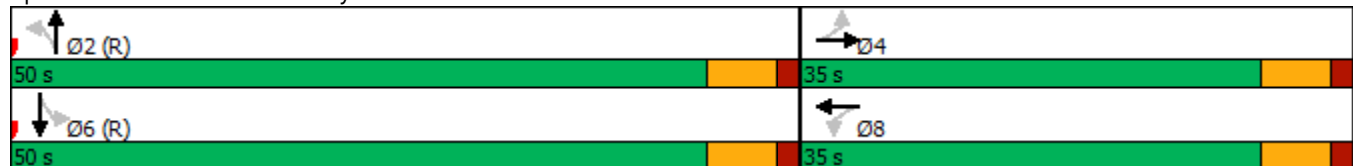
Intersection LOS: B

Intersection Capacity Utilization 100.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



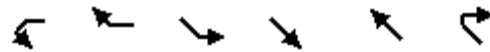
Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	59	20	21	375	327	38
Future Volume (vph)	59	20	21	375	327	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98		1.00	1.00	
Frt		0.850			0.985	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3523	3505	0
Flt Permitted	0.757			0.928		
Satd. Flow (perm)	1434	1588	0	3279	3505	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			28	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	5	5	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	5%	2%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	21	0	421	388	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.1	8.1		47.7	47.7	
Actuated g/C Ratio	0.14	0.14		0.80	0.80	
v/c Ratio	0.32	0.09		0.16	0.14	
Control Delay	27.1	11.2		3.3	3.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.1	11.2		3.3	3.0	
LOS	C	B		A	A	
Approach Delay	23.1			3.3	3.0	

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	21	0		23	18	
Queue Length 95th (ft)	49	15		44	38	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	478	543		2606	2792	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.13	0.04		0.16	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 5.0

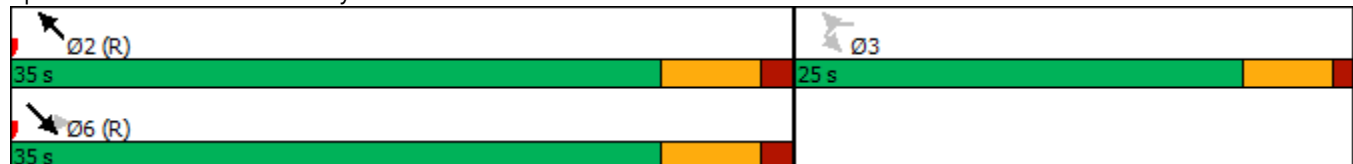
Intersection LOS: A

Intersection Capacity Utilization 40.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	89	15	6	113	29	15	36	3	17	40	109
Future Vol, veh/h	52	89	15	6	113	29	15	36	3	17	40	109
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	67	114	19	8	145	37	19	46	4	22	51	140
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.6			9.3			8.7			9.3		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	33%	4%	10%
Vol Thru, %	67%	57%	76%	24%
Vol Right, %	6%	10%	20%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	156	148	166
LT Vol	15	52	6	17
Through Vol	36	89	113	40
RT Vol	3	15	29	109
Lane Flow Rate	69	200	190	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.267	0.248	0.268
Departure Headway (Hd)	5.113	4.8	4.7	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	744	759	787
Service Time	3.187	2.861	2.76	2.596
HCM Lane V/C Ratio	0.099	0.269	0.25	0.271
HCM Control Delay	8.7	9.6	9.3	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	1	1.1

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	31	29	17	31	50
Future Vol, veh/h	28	31	29	17	31	50
Conflicting Peds, #/hr	7	0	0	7	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	7	0	0	0	0
Mvmt Flow	34	38	35	21	38	61
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	63	0	-	0	162	54
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1553	-	-	-	834	1019
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	806	1012
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	915	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.5	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1544	-	-	-	922	
HCM Lane V/C Ratio	0.022	-	-	-	0.107	
HCM Control Delay (s)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	115	98	0	2	4
Future Vol, veh/h	0	115	98	0	2	4
Conflicting Peds, #/hr	19	0	0	19	9	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	134	114	0	2	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	257	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	736	944
Stage 1	0	-	-	0	916	-
Stage 2	0	-	-	0	889	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	736	944
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	863			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	9.2			
HCM Lane LOS	-	-	A			
HCM 95th %tile O(veh)	-	-	0			

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	47	0	0	69
Future Vol, veh/h	0	0	47	0	0	69
Conflicting Peds, #/hr	1	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	59	0	0	86

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	149	62	0
Stage 1	62	-	-
Stage 2	87	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	848	1009	-
Stage 1	966	-	-
Stage 2	941	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	845	1006	-
Mov Cap-2 Maneuver	845	-	-
Stage 1	964	-	-
Stage 2	940	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1550	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Capacity Analysis Summary Sheets
Year 2029 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	81	30	12	77	70	12	430	46	93	388	17
Future Volume (vph)	29	81	30	12	77	70	12	430	46	93	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.934			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.991	
Satd. Flow (prot)	0	1765	0	0	3201	0	0	3414	0	0	3479	0
Flt Permitted		0.893			0.925			0.940			0.763	
Satd. Flow (perm)	0	1584	0	0	2963	0	0	3211	0	0	2674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			74			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	168	0	0	514	0	0	524	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.27			0.24			0.29	
Control Delay		31.7			16.9			6.0			6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.7			16.9			6.0			6.7	
LOS		C			B			A			A	

Lanes, Volumes, Timings

1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.7			16.9			6.0			6.7	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		63			22			46			51	
Queue Length 95th (ft)		111			46			81			90	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			855			2161			1796	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.20			0.24			0.29	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.4

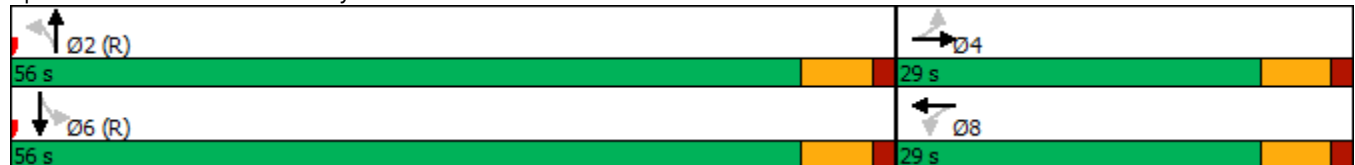
Intersection LOS: B

Intersection Capacity Utilization 97.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



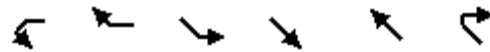
Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	74	41	35	359	291	51
Future Volume (vph)	74	41	35	359	291	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.99		1.00	1.00	
Frt		0.850			0.978	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3383	0
Flt Permitted	0.757			0.901		
Satd. Flow (perm)	1415	1591	0	3138	3383	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			46	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	3	3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	45	0	428	371	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.8	8.8		43.5	43.5	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.17		0.19	0.15	
Control Delay	27.7	9.0		4.2	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	9.0		4.2	3.6	
LOS	C	A		A	A	
Approach Delay	21.0			4.2	3.6	

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	27	0		24	17	
Queue Length 95th (ft)	58	22		49	38	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	471	560		2275	2465	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.08		0.19	0.15	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 6.2

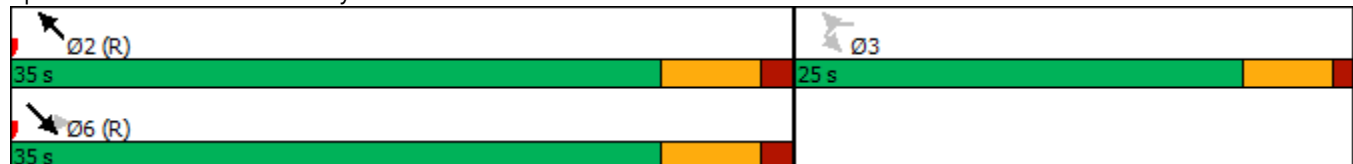
Intersection LOS: A

Intersection Capacity Utilization 51.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	59	125	35	13	117	16	17	22	7	14	45	24
Future Vol, veh/h	59	125	35	13	117	16	17	22	7	14	45	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	18	0	0	0	2	0
Mvmt Flow	79	167	47	17	156	21	23	29	9	19	60	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.2	9.1	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	27%	9%	17%
Vol Thru, %	48%	57%	80%	54%
Vol Right, %	15%	16%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	219	146	83
LT Vol	17	59	13	14
Through Vol	22	125	117	45
RT Vol	7	35	16	24
Lane Flow Rate	61	292	195	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.37	0.25	0.152
Departure Headway (Hd)	5.455	4.556	4.624	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	785	773	718
Service Time	3.525	2.601	2.675	3.021
HCM Lane V/C Ratio	0.093	0.372	0.252	0.155
HCM Control Delay	9.1	10.3	9.2	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	1.7	1	0.5

HCM 6th TWSC
5: Oak Street & Lincoln Avenue

02/28/2023

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	56	80	20	36	33
Future Vol, veh/h	30	56	80	20	36	33
Conflicting Peds, #/hr	6	0	0	6	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	46	86	123	31	55	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	160	0	-	0	328	150
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1389	-	-	-	671	902
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	641	894
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	849	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		10.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1382	-	-	-	741	
HCM Lane V/C Ratio	0.033	-	-	-	0.143	
HCM Control Delay (s)	7.7	0	-	-	10.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	143	117	0	6	7
Future Vol, veh/h	0	143	117	0	6	7
Conflicting Peds, #/hr	23	0	0	23	6	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	207	170	0	9	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	383	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	591	879
Stage 1	0	-	-	0	825	-
Stage 2	0	-	-	0	788	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	591	879
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	788	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	718			
HCM Lane V/C Ratio	-	-	0.026			
HCM Control Delay (s)	-	-	10.1			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.1			

HCM 6th TWSC
20: Lincoln Avenue & Condominium Drive

02/28/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	50	1	1	74
Future Vol, veh/h	2	1	50	1	1	74
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	63	1	1	93

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	163	68	0
Stage 1	68	-	-
Stage 2	95	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	832	1001	-
Stage 1	960	-	-
Stage 2	934	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	829	998	-
Mov Cap-2 Maneuver	829	-	-
Stage 1	957	-	-
Stage 2	933	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	879	1541
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Capacity Analysis Summary Sheets
Year 2029 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	56	33	41	112	89	15	442	36	67	608	33
Future Volume (vph)	39	56	33	41	112	89	15	442	36	67	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.965			0.945			0.989			0.993	
Flt Protected		0.985			0.992			0.998			0.995	
Satd. Flow (prot)	0	1740	0	0	3265	0	0	3483	0	0	3491	0
Flt Permitted		0.809			0.869			0.926			0.846	
Satd. Flow (perm)	0	1420	0	0	2839	0	0	3231	0	0	2965	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			94			14			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	255	0	0	519	0	0	746	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		15.6			15.6			57.4			57.4	
Actuated g/C Ratio		0.18			0.18			0.68			0.68	
v/c Ratio		0.49			0.43			0.24			0.37	
Control Delay		30.9			20.5			6.0			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.9			20.5			6.0			7.1	
LOS		C			C			A			A	
Approach Delay		30.9			20.5			6.0			7.1	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

02/28/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		54			39			47			77	
Queue Length 95th (ft)		101			68			83			132	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		498			1030			2186			2005	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.25			0.24			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 10.8

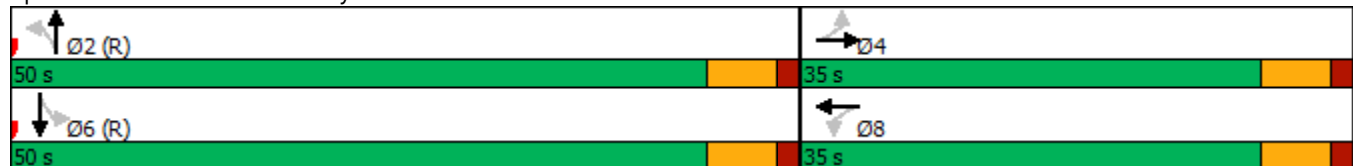
Intersection LOS: B

Intersection Capacity Utilization 101.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



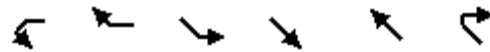
Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	60	20	21	383	334	39
Future Volume (vph)	60	20	21	383	334	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98		1.00	1.00	
Frt		0.850			0.984	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3467	0
Flt Permitted	0.757			0.928		
Satd. Flow (perm)	1434	1588	0	3247	3467	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			29	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	5	5	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	21	0	429	396	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.2	8.2		47.7	47.7	
Actuated g/C Ratio	0.14	0.14		0.80	0.80	
v/c Ratio	0.33	0.09		0.17	0.14	
Control Delay	27.2	11.2		3.3	3.0	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.2	11.2		3.3	3.0	
LOS	C	B		A	A	
Approach Delay	23.3			3.3	3.0	

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

02/28/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	21	0		23	19	
Queue Length 95th (ft)	49	15		45	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	478	543		2580	2761	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.13	0.04		0.17	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 5.1

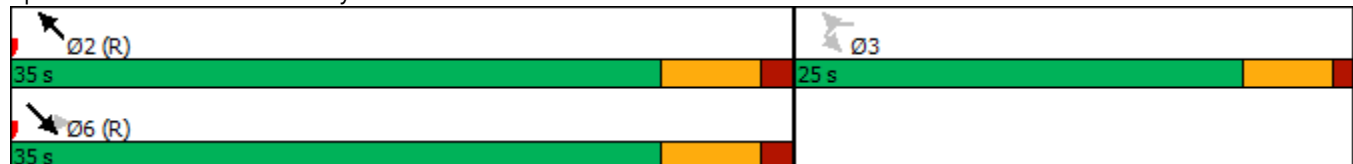
Intersection LOS: A

Intersection Capacity Utilization 40.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	53	91	15	6	115	30	15	37	3	17	41	111
Future Vol, veh/h	53	91	15	6	115	30	15	37	3	17	41	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	19	8	147	38	19	47	4	22	53	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.4	8.8	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	33%	4%	10%
Vol Thru, %	67%	57%	76%	24%
Vol Right, %	5%	9%	20%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	159	151	169
LT Vol	15	53	6	17
Through Vol	37	91	115	41
RT Vol	3	15	30	111
Lane Flow Rate	71	204	194	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.273	0.254	0.275
Departure Headway (Hd)	5.141	4.822	4.718	4.562
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	740	755	782
Service Time	3.218	2.888	2.785	2.621
HCM Lane V/C Ratio	0.103	0.276	0.257	0.277
HCM Control Delay	8.8	9.7	9.4	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1.1	1	1.1

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	32	30	17	32	51
Future Vol, veh/h	29	32	30	17	32	51
Conflicting Peds, #/hr	7	0	0	7	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	35	39	37	21	39	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	65	0	-	0	167	56
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1550	-	-	-	828	1016
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	799	1009
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	912	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.5	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1541	-	-	-	916	
HCM Lane V/C Ratio	0.023	-	-	-	0.111	
HCM Control Delay (s)	7.4	0	-	-	9.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	117	100	0	2	4
Future Vol, veh/h	0	117	100	0	2	4
Conflicting Peds, #/hr	21	0	0	21	10	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	136	116	0	2	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	262	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	731	942
Stage 1	0	-	-	0	914	-
Stage 2	0	-	-	0	886	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	731	942
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	886	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS					A	
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	859			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	9.2			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0			

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	48	0	0	70
Future Vol, veh/h	0	0	48	0	0	70
Conflicting Peds, #/hr	2	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	60	0	0	88

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	154	64	0	0	64	0
Stage 1	64	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	842	1006	-	-	1551	-
Stage 1	964	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	838	1003	-	-	1546	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1546
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Capacity Analysis Summary Sheets
Year 2029 Total Projected Weekday Morning Peak Hour
(Scenario 1)

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	29	84	30	12	80	79	12	430	46	101	388	17
Future Volume (vph)	29	84	30	12	80	79	12	430	46	101	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.971			0.931			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.990	
Satd. Flow (prot)	0	1765	0	0	3187	0	0	3414	0	0	3475	0
Flt Permitted		0.892			0.927			0.939			0.750	
Satd. Flow (perm)	0	1583	0	0	2958	0	0	3208	0	0	2627	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			83			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	180	0	0	514	0	0	532	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		16.1			16.1			56.9			56.9	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.29			0.24			0.30	
Control Delay		31.8			16.4			6.1			6.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.8			16.4			6.1			6.8	
LOS		C			B			A			A	

Lanes, Volumes, Timings

1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.8			16.4			6.1			6.8	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		64			23			46			53	
Queue Length 95th (ft)		114			47			82			94	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			860			2154			1760	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.21			0.24			0.30	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.5

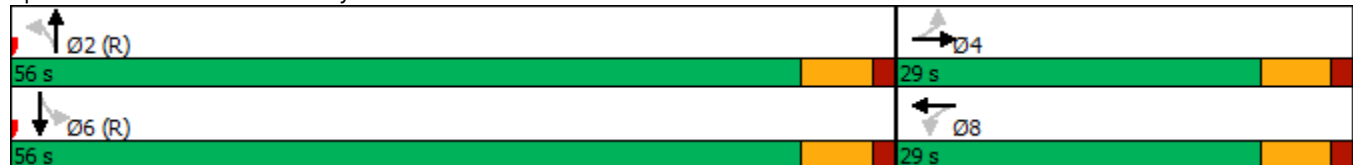
Intersection LOS: B

Intersection Capacity Utilization 97.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

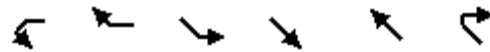
05/22/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	81	41	35	359	291	60
Future Volume (vph)	81	41	35	359	291	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.974	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3371	0
Flt Permitted	0.757			0.900		
Satd. Flow (perm)	1406	1587	0	3134	3371	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			56	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	20	6	6			6
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	45	0	428	381	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	9.2	9.2		43.1	43.1	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.41	0.16		0.19	0.16	
Control Delay	27.9	8.7		4.4	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.9	8.7		4.4	3.7	
LOS	C	A		A	A	
Approach Delay	21.4			4.4	3.7	

AMPR Year 2029 Total Projected Weekday Morning Peak Hour Conditions 10:42 am 02/28/2023 23-039 - Mixed-Use Development, Plover, WI
sa Page 3

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

05/22/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	29	0		25	18	
Queue Length 95th (ft)	61	21		51	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	468	559		2253	2439	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.19	0.08		0.19	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 6.5

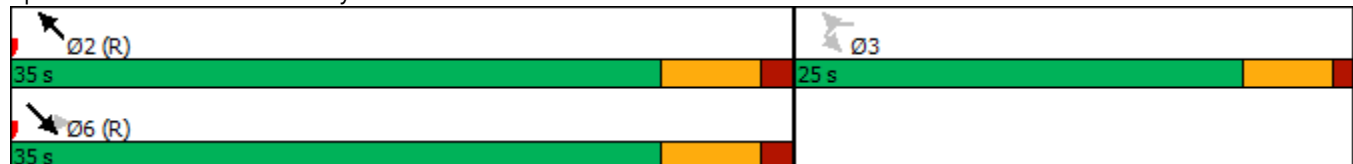
Intersection LOS: A

Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	59	125	46	19	117	16	29	23	13	14	46	24
Future Vol, veh/h	59	125	46	19	117	16	29	23	13	14	46	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	2	0	3	0	10	0	0	0	2	0
Mvmt Flow	79	167	61	25	156	21	39	31	17	19	61	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.5	9.3	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	26%	12%	17%
Vol Thru, %	35%	54%	77%	55%
Vol Right, %	20%	20%	11%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	230	152	84
LT Vol	29	59	19	14
Through Vol	23	125	117	46
RT Vol	13	46	16	24
Lane Flow Rate	87	307	203	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.129	0.393	0.266	0.157
Departure Headway (Hd)	5.372	4.617	4.73	5.06
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	776	754	702
Service Time	3.452	2.671	2.792	3.137
HCM Lane V/C Ratio	0.132	0.396	0.269	0.16
HCM Control Delay	9.3	10.7	9.5	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.9	1.1	0.6

HCM 6th TWSC
3: Lincoln Avenue & Proposed Commercial Access Drive

05/22/2023

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	14	56	10	17	76
Future Vol, veh/h	4	14	56	10	17	76
Conflicting Peds, #/hr	0	0	0	0	74	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	59	11	18	80
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	255	139	0	0	144	0
Stage 1	139	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	734	909	-	-	1438	-
Stage 1	888	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	679	853	-	-	1349	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.6	0	1.4			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	807	1349	-	
HCM Lane V/C Ratio	-	-	0.023	0.013	-	
HCM Control Delay (s)	-	-	9.6	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	56	80	23	39	40
Future Vol, veh/h	39	56	80	23	39	40
Conflicting Peds, #/hr	12	0	0	12	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	60	86	123	35	60	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	170	0	-	0	369	163
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1378	-	-	-	635	887
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	594	871
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	817	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.2	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1364	-	-	-	708	
HCM Lane V/C Ratio	0.044	-	-	-	0.172	
HCM Control Delay (s)	7.8	0	-	-	11.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	149	123	0	6	7
Future Vol, veh/h	0	149	123	0	6	7
Conflicting Peds, #/hr	46	0	0	46	12	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	3	4	0	17	0
Mvmt Flow	0	216	178	0	9	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	406	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	573	870
Stage 1	0	-	-	0	818	-
Stage 2	0	-	-	0	776	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	573	870
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	776	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	702			
HCM Lane V/C Ratio	-	-	0.027			
HCM Control Delay (s)	-	-	10.3			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	60	2	1	79
Future Vol, veh/h	6	5	60	2	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	63	2	1	83
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	149	64	0	0	65	0
Stage 1	64	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1000	-	-	1537	-
Stage 1	959	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	842	1000	-	-	1537	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9	0	0.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	907	1537	-	
HCM Lane V/C Ratio	-	-	0.013	0.001	-	
HCM Control Delay (s)	-	-	9	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	62	1	1	84
Future Vol, veh/h	2	1	62	1	1	84
Conflicting Peds, #/hr	0	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	3	0	0	0
Mvmt Flow	3	1	78	1	1	105
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	194	87	0	0	87	0
Stage 1	87	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	799	977	-	-	1522	-
Stage 1	941	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	793	970	-	-	1512	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	844	1512	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	9.3	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Capacity Analysis Summary Sheets
Year 2029 Total Projected Weekday Morning Peak Hour
(Scenario 2)

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	85	30	12	80	79	12	430	46	106	388	17
Future Volume (vph)	29	85	30	12	80	79	12	430	46	106	388	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.972			0.931			0.986			0.995	
Flt Protected		0.990			0.996			0.999			0.990	
Satd. Flow (prot)	0	1767	0	0	3187	0	0	3414	0	0	3475	0
Flt Permitted		0.893			0.927			0.939			0.742	
Satd. Flow (perm)	0	1586	0	0	2958	0	0	3208	0	0	2599	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			83			22			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	2%	4%	2%	3%	2%	2%
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	0	0	180	0	0	514	0	0	538	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	29.0	29.0		29.0	29.0		56.0	56.0		56.0	56.0	
Total Split (%)	34.1%	34.1%		34.1%	34.1%		65.9%	65.9%		65.9%	65.9%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		16.2			16.2			56.8			56.8	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.48			0.29			0.24			0.31	
Control Delay		32.0			16.3			6.1			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		32.0			16.3			6.1			6.9	
LOS		C			B			A			A	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		32.0			16.3			6.1			6.9	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		65			23			47			54	
Queue Length 95th (ft)		115			47			82			95	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		440			860			2151			1739	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.21			0.24			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.6

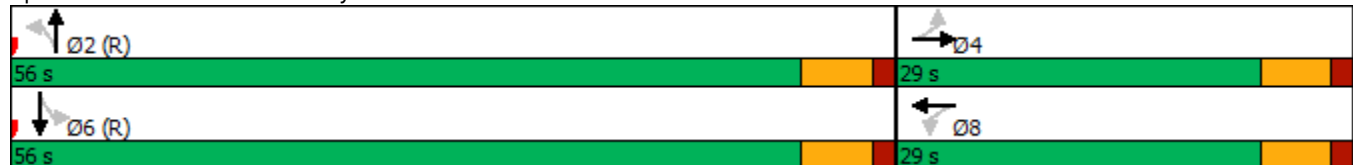
Intersection LOS: B

Intersection Capacity Utilization 97.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

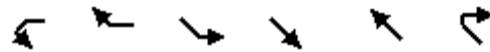
05/22/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	81	41	35	359	291	62
Future Volume (vph)	81	41	35	359	291	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.974	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1787	1615	0	3469	3365	0
Flt Permitted	0.757			0.899		
Satd. Flow (perm)	1406	1587	0	3130	3365	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		45			58	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	20	6	6			6
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	4%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	45	0	428	383	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	9.2	9.2		43.1	43.1	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.41	0.16		0.19	0.16	
Control Delay	27.9	8.7		4.4	3.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.9	8.7		4.4	3.6	
LOS	C	A		A	A	
Approach Delay	21.4			4.4	3.6	

AMPR Year 2029 Total Projected Weekday Morning Peak Hour Conditions 10:42 am 02/28/2023 23-039 - Mixed-Use Development, Plover, WI
sa Page 3

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

05/22/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	29	0		25	18	
Queue Length 95th (ft)	61	21		51	39	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	468	559		2250	2435	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.19	0.08		0.19	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 6.5

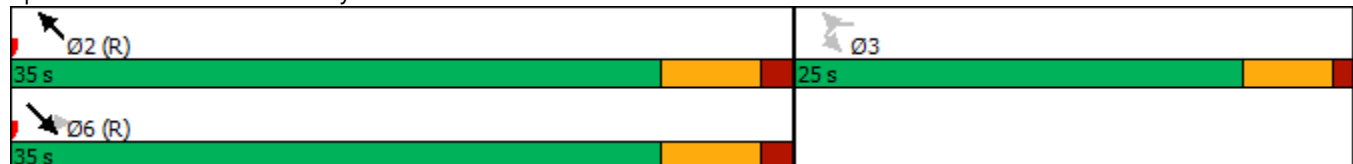
Intersection LOS: A

Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	59	125	52	21	117	16	29	23	13	14	47	24
Future Vol, veh/h	59	125	52	21	117	16	29	23	13	14	47	24
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	3	3	0	3	0	10	0	0	0	2	0
Mvmt Flow	79	167	69	28	156	21	39	31	17	19	63	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	9.6	9.3	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	25%	14%	16%
Vol Thru, %	35%	53%	76%	55%
Vol Right, %	20%	22%	10%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	236	154	85
LT Vol	29	59	21	14
Through Vol	23	125	117	47
RT Vol	13	52	16	24
Lane Flow Rate	87	315	205	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.403	0.271	0.16
Departure Headway (Hd)	5.4	4.615	4.75	5.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	658	774	752	698
Service Time	3.484	2.671	2.813	3.167
HCM Lane V/C Ratio	0.132	0.407	0.273	0.162
HCM Control Delay	9.3	10.8	9.6	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	2	1.1	0.6

Intersection

Int Delay, s/veh 2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	14	55	13	26	76
Future Vol, veh/h	4	14	55	13	26	76
Conflicting Peds, #/hr	0	0	0	0	74	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	15	58	14	27	80

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	273	139	0
Stage 1	139	-	-
Stage 2	134	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	716	909	-
Stage 1	888	-	-
Stage 2	892	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	657	853	-
Mov Cap-2 Maneuver	657	-	-
Stage 1	833	-	-
Stage 2	873	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	1347
HCM Lane V/C Ratio	-	-	0.024	0.02
HCM Control Delay (s)	-	-	9.6	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	56	80	24	39	40
Future Vol, veh/h	41	56	80	24	39	40
Conflicting Peds, #/hr	12	0	0	12	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	7	0	0	0	0	0
Mvmt Flow	63	86	123	37	60	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	172	0	-	0	376	164
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.17	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.263	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1375	-	-	-	629	886
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	820	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	586	870
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	812	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.3	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1361	-	-	-	702	
HCM Lane V/C Ratio	0.046	-	-	-	0.173	
HCM Control Delay (s)	7.8	0	-	-	11.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations					 	
Traffic Vol, veh/h	0	149	125	0	6	7
Future Vol, veh/h	0	149	125	0	6	7
Conflicting Peds, #/hr	46	0	0	46	12	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	4	4	0	17	0
Mvmt Flow	0	216	181	0	9	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	409	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	-	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	0	-	-	0	571	867
Stage 1	0	-	-	0	815	-
Stage 2	0	-	-	0	776	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	571	867
Mov Cap-2 Maneuver	-	-	-	-	571	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	776	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	700			
HCM Lane V/C Ratio	-	-	0.027			
HCM Control Delay (s)	-	-	10.3			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.1			

HCM 6th TWSC
17: Lincoln Avenue & Proposed Garage Access Drive

05/22/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	63	2	1	79
Future Vol, veh/h	6	5	63	2	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	66	2	1	83

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	152	67	0
Stage 1	67	-	-
Stage 2	85	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	840	997	-
Stage 1	956	-	-
Stage 2	938	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	839	997	-
Mov Cap-2 Maneuver	839	-	-
Stage 1	956	-	-
Stage 2	937	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1533
HCM Lane V/C Ratio	-	-	0.013	0.001
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	65	1	1	84
Future Vol, veh/h	2	1	65	1	1	84
Conflicting Peds, #/hr	0	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	3	1	81	1	1	105
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	197	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	796	973	-	-	1518	-
Stage 1	939	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	790	967	-	-	1508	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	841	1508	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	9.3	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Capacity Analysis Summary Sheets
Year 2029 Total Projected Weekday Evening Peak
Hour (Scenario 1)

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	39	63	33	41	119	112	15	442	36	91	608	33
Future Volume (vph)	39	63	33	41	119	112	15	442	36	91	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.967			0.938			0.989			0.993	
Flt Protected		0.986			0.993			0.998			0.994	
Satd. Flow (prot)	0	1747	0	0	3238	0	0	3483	0	0	3488	0
Flt Permitted		0.808			0.874			0.925			0.806	
Satd. Flow (perm)	0	1423	0	0	2831	0	0	3227	0	0	2824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			118			14			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	286	0	0	519	0	0	771	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.50			0.45			0.24			0.41	
Control Delay		31.4			19.2			6.2			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			19.2			6.2			7.6	
LOS		C			B			A			A	
Approach Delay		31.4			19.2			6.2			7.6	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		58			41			48			84	
Queue Length 95th (ft)		106			71			85			144	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		499			1043			2167			1895	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.27			0.24			0.41	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 11.1

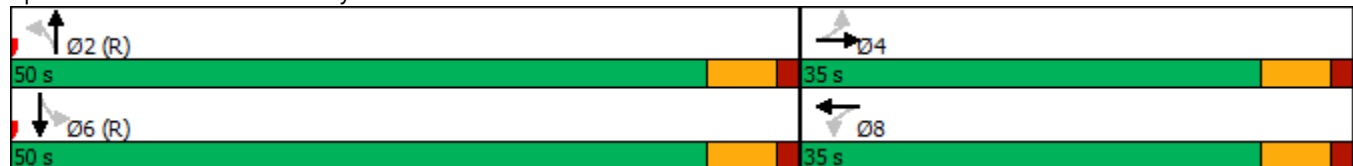
Intersection LOS: B

Intersection Capacity Utilization 102.4%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

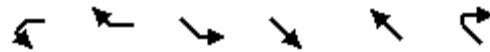
05/22/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	78	20	21	383	334	59
Future Volume (vph)	78	20	21	383	334	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.977	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3435	0
Flt Permitted	0.757			0.926		
Satd. Flow (perm)	1429	1581	0	3240	3435	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			47	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	10	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	21	0	429	418	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.9	8.9		43.4	43.4	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.08		0.18	0.17	
Control Delay	27.7	10.6		4.2	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.7	10.6		4.2	3.7	
LOS	C	B		A	A	
Approach Delay	24.3			4.2	3.7	

PMPR Year 2029 Total Projected Weekday Evening Peak Hour Conditions 10:43 am 02/28/2023 23-039 - Mixed-Use Development, Plover, WI
sa Page 3

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

05/22/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	28	0		25	21	
Queue Length 95th (ft)	59	15		49	43	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	476	541		2344	2498	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.04		0.18	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 6.2

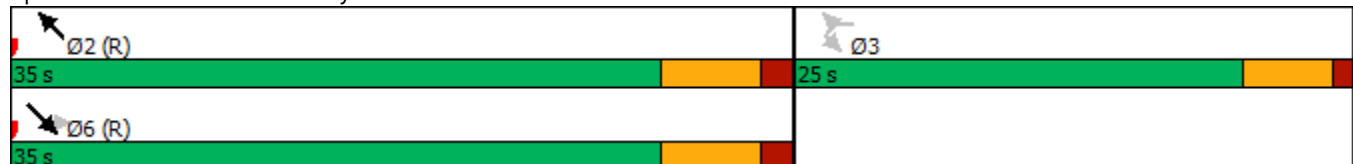
Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	53	91	46	21	115	30	45	39	18	17	44	111
Future Vol, veh/h	53	91	46	21	115	30	45	39	18	17	44	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	59	27	147	38	58	50	23	22	56	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	10.3	9.8	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	28%	13%	10%
Vol Thru, %	38%	48%	69%	26%
Vol Right, %	18%	24%	18%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	190	166	172
LT Vol	45	53	21	17
Through Vol	39	91	115	44
RT Vol	18	46	30	111
Lane Flow Rate	131	244	213	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.342	0.301	0.302
Departure Headway (Hd)	5.403	5.049	5.1	4.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	714	704	730
Service Time	3.437	3.078	3.13	2.954
HCM Lane V/C Ratio	0.197	0.342	0.303	0.303
HCM Control Delay	9.8	10.7	10.3	10.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	1.5	1.3	1.3

Intersection

Int Delay, s/veh 3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	43	52	20	42	77
Future Vol, veh/h	20	43	52	20	42	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	45	55	21	44	81

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	235	66	0
Stage 1	66	-	-
Stage 2	169	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	753	998	-
Stage 1	957	-	-
Stage 2	861	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	730	998	-
Mov Cap-2 Maneuver	730	-	-
Stage 1	957	-	-
Stage 2	835	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1523
HCM Lane V/C Ratio	-	-	0.074	0.029
HCM Control Delay (s)	-	-	9.3	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	32	30	24	39	69
Future Vol, veh/h	49	32	30	24	39	69
Conflicting Peds, #/hr	14	0	0	14	6	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	60	39	37	29	48	84
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	80	0	-	0	231	68
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1531	-	-	-	762	1001
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	713	988
Mov Cap-2 Maneuver	-	-	-	-	713	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	859	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.5	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1513	-	-	-	867	
HCM Lane V/C Ratio	0.039	-	-	-	0.152	
HCM Control Delay (s)	7.5	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	132	115	0	2	4
Future Vol, veh/h	0	132	115	0	2	4
Conflicting Peds, #/hr	42	0	0	42	20	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	153	134	0	2	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	307	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	689	920
Stage 1	0	-	-	0	897	-
Stage 2	0	-	-	0	862	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	689	920
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	862	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	828			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	9.4			
HCM Lane LOS	-	-	A			
HCM 95th %tile O(veh)	-	-	0			

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	68	7	7	90
Future Vol, veh/h	5	4	68	7	7	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	72	7	7	95
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	185	76	0	0	79	0
Stage 1	76	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	804	985	-	-	1519	-
Stage 1	947	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	985	-	-	1519	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	0.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	873	1519	-	
HCM Lane V/C Ratio	-	-	0.011	0.005	-	
HCM Control Delay (s)	-	-	9.2	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 6th TWSC
20: Lincoln Avenue & Condominium Drive

05/22/2023

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	75	0	0	95
Future Vol, veh/h	0	0	75	0	0	95
Conflicting Peds, #/hr	2	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	94	0	0	119

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	223	102	0	0	102
Stage 1	102	-	-	-	-
Stage 2	121	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	770	959	-	-	1503
Stage 1	927	-	-	-	-
Stage 2	909	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	763	953	-	-	1493
Mov Cap-2 Maneuver	763	-	-	-	-
Stage 1	921	-	-	-	-
Stage 2	907	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1493
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Capacity Analysis Summary Sheets
Year 2029 Total Projected Weekday Evening Peak
Hour (Scenario 2)

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	63	33	41	119	111	15	442	36	87	608	33
Future Volume (vph)	39	63	33	41	119	111	15	442	36	87	608	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		50	0		50	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.98			1.00			1.00	
Frt		0.967			0.938			0.989			0.993	
Flt Protected		0.986			0.993			0.998			0.994	
Satd. Flow (prot)	0	1747	0	0	3238	0	0	3483	0	0	3488	0
Flt Permitted		0.808			0.874			0.925			0.812	
Satd. Flow (perm)	0	1423	0	0	2831	0	0	3227	0	0	2846	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			117			14			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		424			290			99			376	
Travel Time (s)		9.6			6.6			2.3			8.5	
Confl. Peds. (#/hr)	28		50	50		28	21		15	15		21
Confl. Bikes (#/hr)			1			1			1			15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Parking (#/hr)	5		7			7	18		18	10		7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	285	0	0	519	0	0	767	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		16.0			16.0			57.0			57.0	
Actuated g/C Ratio		0.19			0.19			0.67			0.67	
v/c Ratio		0.50			0.45			0.24			0.40	
Control Delay		31.4			19.2			6.2			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			19.2			6.2			7.6	
LOS		C			B			A			A	
Approach Delay		31.4			19.2			6.2			7.6	

Lanes, Volumes, Timings
1: Green Bay Road & Elm Street

05/22/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		58			41			48			83	
Queue Length 95th (ft)		106			71			85			143	
Internal Link Dist (ft)		344			210			19			296	
Turn Bay Length (ft)												
Base Capacity (vph)		499			1042			2167			1910	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.27			0.24			0.40	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 11.1

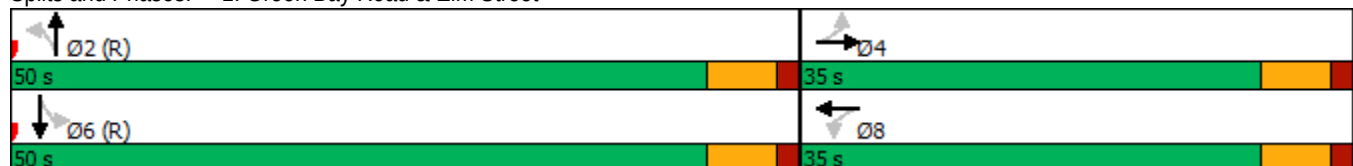
Intersection LOS: B

Intersection Capacity Utilization 102.3%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: Green Bay Road & Elm Street



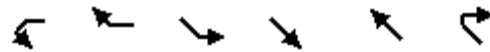
Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

05/22/2023

						
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations				 	 	
Traffic Volume (vph)	77	20	21	383	334	55
Future Volume (vph)	77	20	21	383	334	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	25	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99	0.98		1.00	1.00	
Frt		0.850			0.979	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	1615	0	3489	3443	0
Flt Permitted	0.757			0.926		
Satd. Flow (perm)	1429	1581	0	3240	3443	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21			43	
Link Speed (mph)	30			30	30	
Link Distance (ft)	230			161	167	
Travel Time (s)	5.2			3.7	3.8	
Confl. Peds. (#/hr)	10	10	4			4
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	6%	3%	2%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	21	0	429	414	0
Turn Type	Perm	Perm	Perm	NA	NA	
Protected Phases				6	2	
Permitted Phases	3	3	6			
Detector Phase	3	3	6	6	2	
Switch Phase						
Minimum Initial (s)	4.0	4.0	15.0	15.0	15.0	
Minimum Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (s)	25.0	25.0	35.0	35.0	35.0	
Total Split (%)	41.7%	41.7%	58.3%	58.3%	58.3%	
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	
All-Red Time (s)	1.0	1.0	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	
Act Effect Green (s)	8.9	8.9		43.4	43.4	
Actuated g/C Ratio	0.15	0.15		0.72	0.72	
v/c Ratio	0.39	0.08		0.18	0.17	
Control Delay	27.6	10.6		4.2	3.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	27.6	10.6		4.2	3.7	
LOS	C	B		A	A	
Approach Delay	24.1			4.2	3.7	

Lanes, Volumes, Timings
7: Green Bay Road & Oak Street

05/22/2023



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Approach LOS	C			A	A	
Queue Length 50th (ft)	27	0		25	21	
Queue Length 95th (ft)	58	15		49	43	
Internal Link Dist (ft)	150			81	87	
Turn Bay Length (ft)		25				
Base Capacity (vph)	476	541		2344	2503	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.04		0.18	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 6.2

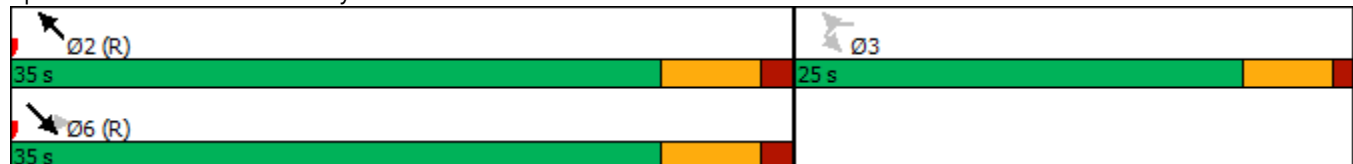
Intersection LOS: A

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Green Bay Road & Oak Street



Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	91	42	19	115	30	44	41	18	17	44	111
Future Vol, veh/h	53	91	42	19	115	30	44	41	18	17	44	111
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	68	117	54	24	147	38	56	53	23	22	56	142
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	10.3	9.7	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	28%	12%	10%
Vol Thru, %	40%	49%	70%	26%
Vol Right, %	17%	23%	18%	65%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	186	164	172
LT Vol	44	53	19	17
Through Vol	41	91	115	44
RT Vol	18	42	30	111
Lane Flow Rate	132	238	210	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.337	0.297	0.301
Departure Headway (Hd)	5.379	5.084	5.088	4.906
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	711	706	732
Service Time	3.417	3.084	3.12	2.939
HCM Lane V/C Ratio	0.198	0.335	0.297	0.302
HCM Control Delay	9.7	10.6	10.3	10.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	1.5	1.2	1.3

HCM 6th TWSC
3: Lincoln Avenue & Proposed Commercial Access Drive

05/22/2023

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	44	52	16	36	77
Future Vol, veh/h	19	44	52	16	36	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	46	55	17	38	81
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	221	64	0	0	72	0
Stage 1	64	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	767	1000	-	-	1528	-
Stage 1	959	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	1000	-	-	1528	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		2.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	907	1528	-	
HCM Lane V/C Ratio	-	-	0.073	0.025	-	
HCM Control Delay (s)	-	-	9.3	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	32	30	24	39	68
Future Vol, veh/h	45	32	30	24	39	68
Conflicting Peds, #/hr	14	0	0	14	6	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0
Mvmt Flow	55	39	37	29	48	83
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	80	0	-	0	221	68
Stage 1	-	-	-	-	66	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1531	-	-	-	772	1001
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1513	-	-	-	726	988
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	867	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.4	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1513	-	-	-	873	
HCM Lane V/C Ratio	0.036	-	-	-	0.149	
HCM Control Delay (s)	7.5	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	831
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th TWSC
17: Lincoln Avenue & Proposed Garage Access Drive

05/22/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	64	7	7	89
Future Vol, veh/h	5	4	64	7	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	67	7	7	94
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	179	71	0	0	74	0
Stage 1	71	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	811	991	-	-	1526	-
Stage 1	952	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	991	-	-	1526	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.1	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	880	1526	-	
HCM Lane V/C Ratio	-	-	0.011	0.005	-	
HCM Control Delay (s)	-	-	9.1	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 6th TWSC
20: Lincoln Avenue & Condominium Drive

05/22/2023

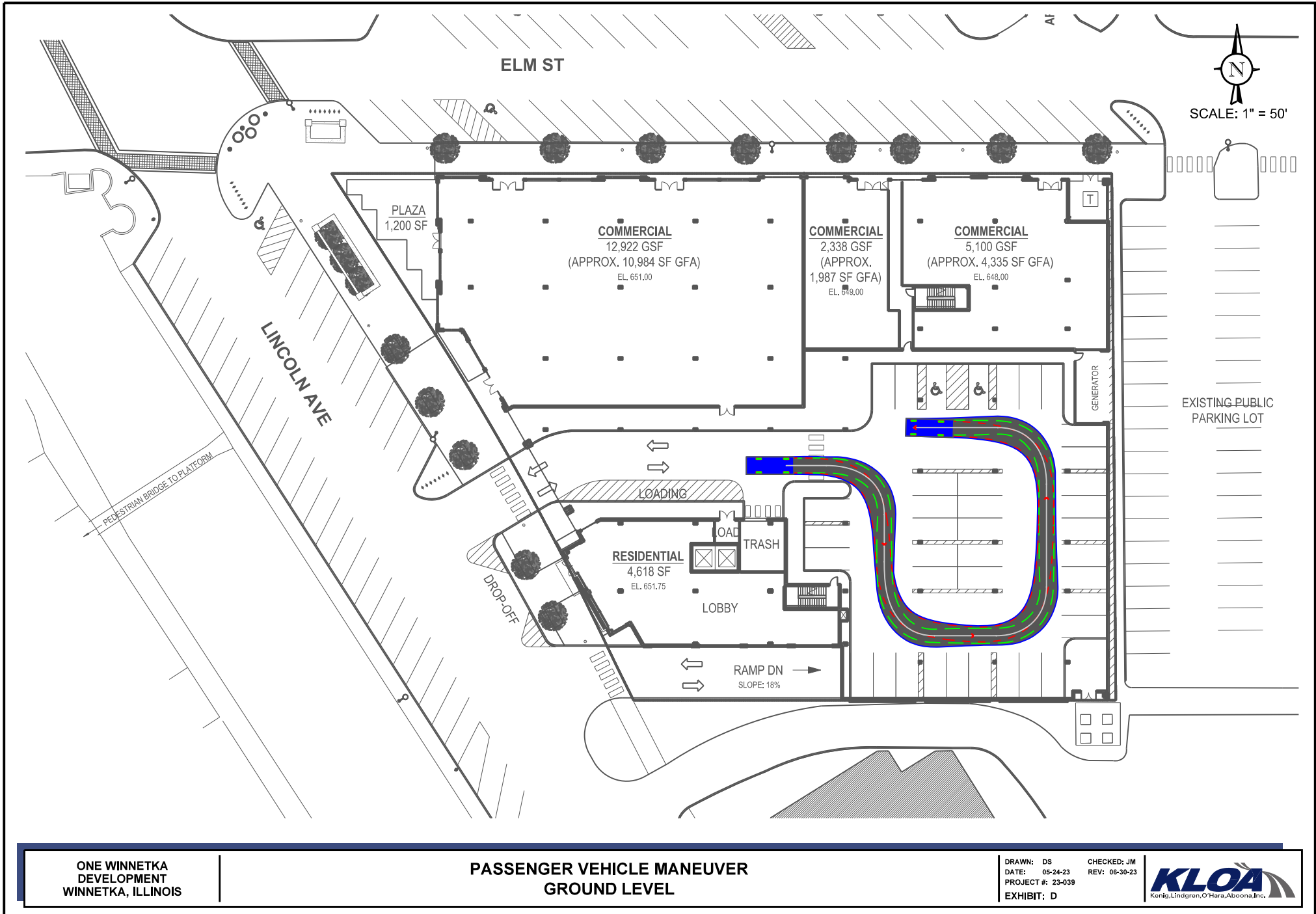
Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	94
Future Vol, veh/h	0	0	71	0	0	94
Conflicting Peds, #/hr	2	0	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	89	0	0	118

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	217	97	0
Stage 1	97	-	-
Stage 2	120	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	776	965	-
Stage 1	932	-	-
Stage 2	910	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	769	959	-
Mov Cap-2 Maneuver	769	-	-
Stage 1	925	-	-
Stage 2	908	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1499
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Auto Turn Runs



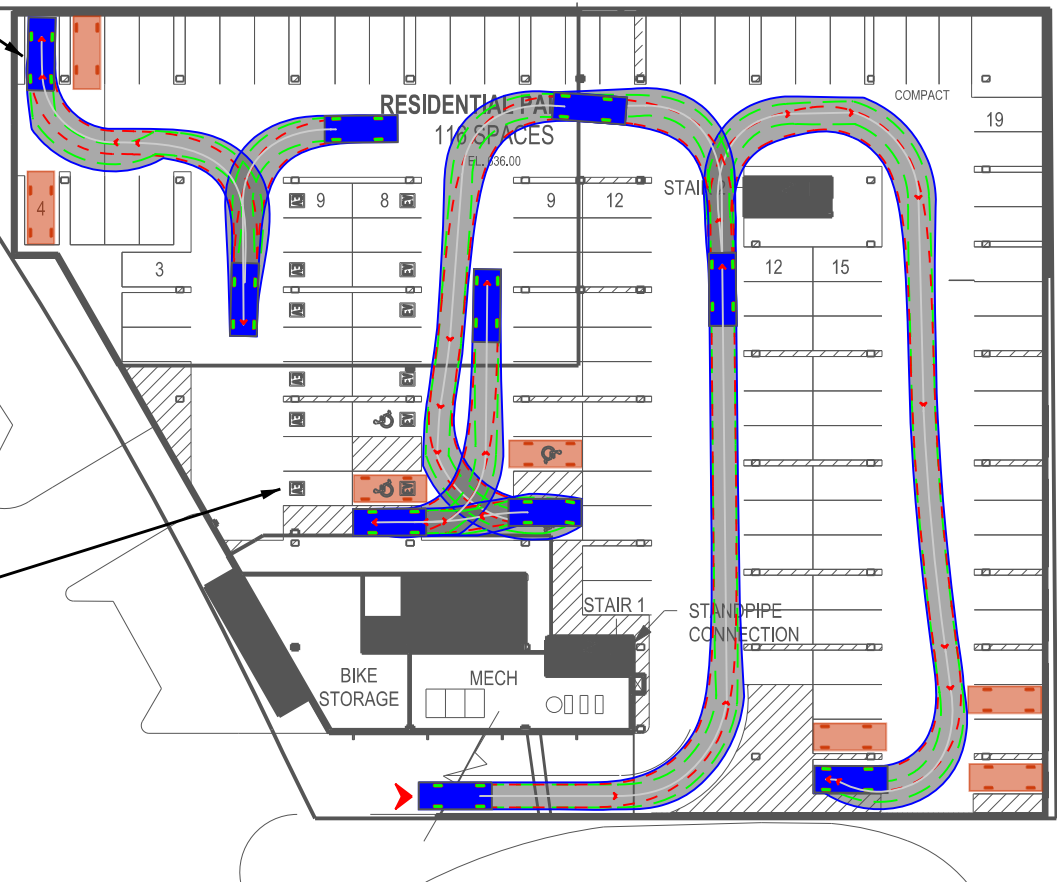


SCALE: 1" = 50'

**BACK IN
MANEUVER**

CURB EDGE AT
GROUND LEVEL
(FOR REFERENCE)

**COMPACT
VEHICLES
ONLY**



PASSENGER VEHICLE

WIDTH	: 7.00	FEET
TRACK	: 6.00	
LOCK TO LOCK TIME	: 6.00	
STEERING ANGLE	: 31.6	

BODY OF VEHICLE - —
FRONT TIRES PATH - —
REAR TIRES PATH - —



Village of
WINNETKA, IL

Office of the Village Manager
847.716.3541

ATTACHMENT B

510 Green Bay Road • Winnetka, IL 60093 • 847.501.6000
contactus@villageofwinnetka.org • villageofwinnetka.org

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, the undersigned, do hereby certify that I am the duly appointed, qualified and Deputy Village Clerk of the Village of Winnetka, Cook County, Illinois (the "Village") and as such officer I am the keeper of the official journal of proceedings, books, records, minutes, and files of the Village and of the Council (the "Village Council") thereof.

I do further certify that attached hereto is a full, true, and complete copy of an Ordinance entitled:

ORDINANCE NO. M-01-2025

**AN ORDINANCE GRANTING FINAL APPROVAL OF A PLANNED DEVELOPMENT,
ZONING EXCEPTIONS, A SPECIAL USE FOR GROUND FLOOR PARKING, AND
SPECIAL USE FINDINGS
FOR MEDICAL AND FINANCIAL SERVICES USES
(511-515 LINCOLN AVENUE AND 714-740 ELM STREET)
(ONE WINNETKA SUBDIVISION)**

Adopted by the Winnetka Village Council on January 21, 2025.

I do further certify that the deliberations of the Council on the adoption of said Ordinance were taken openly; that the vote on the adoption of said Ordinance was taken openly; that said meeting was held at a specified time and place convenient to the public; that notice of said meeting was duly given to all of the news media requesting such notice of said meeting; that said meeting was called and held in strict accordance with the provisions of the Open Meetings Act of the State of Illinois, as amended; and that the Council have complied with all of the applicable provisions of said Act, their procedural rules and the Village charter in the adoption of said Ordinance.

IN WITNESS WHEREOF, I have hereunto affixed my official signature and the seal of the Village this 21st day of January 2025.

[SEAL]



By: 
Berina Gradjan
Deputy Village Clerk

**AN ORDINANCE GRANTING FINAL APPROVAL OF
A PLANNED DEVELOPMENT, ZONING EXCEPTIONS,
A SPECIAL USE FOR GROUND FLOOR PARKING, AND SPECIAL USE FINDINGS
FOR MEDICAL AND FINANCIAL SERVICES USES
(511-515 LINCOLN AVENUE AND 714-740 ELM STREET)
(One Winnetka)**

WHEREAS, RIC (Winnetka Lincoln) LLC, an Illinois limited liability company (*“Previous Owner”*) is the previous owner of the properties commonly known as 714-716 Elm Street, 718-732 Elm Street, 736 Elm Street, 740 Elm Street, 511 Lincoln Avenue, and 515 Lincoln Avenue (collectively, *“Property”*), which Property is legally described in *Exhibit A* attached to this Ordinance; and

WHEREAS, the Property is generally located on the southeast corner of Elm Street and Lincoln Avenue in Winnetka, and is located in the C-2 General Retail Commercial District and C-2 Commercial Overlay District; and

WHEREAS, the Property is immediately west of and adjacent to an existing Village-owned, public parking lot with ingress and egress by way of a driveway on Elm Street (*“East Parking Lot”*); and

WHEREAS, currently located on the Property are several one- and two-story buildings that have been occupied by various street level retail users (*“Existing Buildings”*); and

WHEREAS, the Previous Owner desired to demolish the Existing Buildings and develop on the Property (i) a four-story mixed-use building with ground floor commercial space and 59 apartments on the upper level (*“Building”*); and (ii) related on-site improvements, including a new ground level parking lot with 39 parking spaces and an underground parking lot with 113 parking spaces (collectively, *“Prior Proposed Development”*); and

WHEREAS, the Property is required to be developed as a planned development in accordance with Chapter 17.58 (*“Planned Development Regulations”*) of the “Winnetka Zoning Ordinance,” as amended (*“Zoning Code”*); and

WHEREAS, on October 18, 2022, Previous Owner, with the assistance of Murphy Development Group LLC, filed an application (*“Application”*) with the Village for: (i) approval of a preliminary plat of subdivision to create one lot of record; (ii) approval of an exception from Section 16.12.010 of the “Winnetka Village Code,” as amended (*“Village Code”*) to permit a side lot line to abut a rear lot line; (iii) preliminary approval of a planned development and preliminary develop plan (*“Preliminary Development Plan”*); (iv) approval of an exception to Section 17.46.020.B of the Zoning Code to allow for a building height of 63 feet and four stories; (v) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a 42 foot, one inch setback along Lincoln Avenue; (vi) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a corner yard setback of 18 feet, 10 inches along Elm Street; (vii) approval of an exception to Section 17.46.030 of the Zoning Code to allow for a rear setback of one foot; (viii) approval of an exception to Section 17.46.103 of the Zoning Code to allow for no landscape area

to be installed along the rear yard; (ix) approval of an exception to Section 17.46.025 of the Zoning Code to allow for a fourth story setback of four feet, nine inches along Lincoln Avenue; (x) approval of an exception to Section 17.46.025 of the Zoning Code to allow for a fourth story setback of nine feet along Elm Street; (xi) approval of a special use to allow for parking on the ground level of the Property; and (xii) approval of certain special use findings for financial services and medical uses on the Property (collectively, ***“Prior Requested Relief”***); and

WHEREAS, on January 17, 2023, the Village Council conducted a concept plan review for the Preliminary Development Plan; and

WHEREAS, pursuant to proper notice and in accordance with the Zoning Code, the Winnetka Design Review Board considered the Prior Proposed Development at its meetings on April 20, May 18, and June 15, 2023; and

WHEREAS, on June 15, 2023, the Design Review Board determined that, as a whole, the proposed Preliminary Development Plan was consistent with the Village of Winnetka Design Guidelines and recommended that it be approved by the Village Council subject to certain modifications to the Preliminary Development Plan; and

WHEREAS, pursuant to proper notice and in accordance with the Zoning Code, the Winnetka Planned Development Commission (***“PDC”***) held a public hearing on the Application and the Prior Proposed Development, which public hearing commenced on July 19, 2023, and continued on August 14, 2023; and

WHEREAS, on August 14, 2023, the PDC recommended that the Village Council approve the Preliminary Development Plan for the Prior Requested Relief, subject to certain conditions; and

WHEREAS, pursuant to Section 17.50.080 of the Zoning Code, the findings and recommendations of the PDC and the Design Review Board, were submitted to the Village Council, along with the complete records of the two bodies, all supporting materials, and all correspondence and written comments received at any time related to the Application and the Prior Proposed Development; and

WHEREAS, on April 2, 2024, the Village Council adopted Ordinance No. M-01-2024 preliminarily approving the Prior Requested Relief, including the Preliminary Development Plan (***“Preliminary PD Ordinance”***); and

WHEREAS, as a condition of the Preliminary PD Ordinance, the Previous Owner was required to enter into a development agreement with the Village, which the Owner executed on April 29, 2024 (***“Development Agreement”***); and

WHEREAS, the Development Agreement authorized the Previous Owner to transfer ownership of the Property to Murphy Development Group, LLC, or a subsidiary thereof, via a transferee assumption agreement, which transfer assumption agreement, among other things, required Murphy Development Group, LLC, or a subsidiary thereof to assume the obligations of the Previous Owner under the Development Agreement; and

WHEREAS, the Previous Owner and MDG Winnetka One, LP, an Illinois limited partnership and subsidiary of Murphy Development Group, LLC, entered into a purchase and sale agreement whereby MDG Winnetka One, LP (***“Owner”***) obtained ownership of the Property to develop the Prior Proposed Development and agreed to comply with all terms, requirement, and obligations of the Development Agreement; and

WHEREAS, pursuant to Section 17.58.090 of the Zoning Code, an applicant for a planned development is required to apply for approval of a final development plan, which final development plan must be in substantial conformance with the Preliminary Development Plan; and

WHEREAS, the Owner modified the Prior Proposed Plan and desires to demolish the Existing Buildings and develop on the Property (i) a four-story mixed-use building with ground floor commercial space and 59 apartments on the upper level (***“Building”***); and (ii) related on-site improvements, including a new ground level parking lot with 39 parking spaces and an underground parking lot with 111 parking spaces (***“Revised Proposed Development”***) (the Prior Proposed Development, as modified by the Revised Proposed Development, is the ***“Proposed Development”***); and

WHEREAS, on September 13, 2024, the Owner submitted an application for final approval of the Prior Requested Relief, including approval of a final development plan (***“Final Development Plan”***) and a final plat of subdivision (***“Final Plat of Subdivision”***); and

WHEREAS, under the Final Development Plan, variations to the Prior Requested Relief were revised to include (i) an exception to Section 17.46.020.B of the Zoning Code to allow for a increased building height of 65 feet to accommodate firefighters on the rooftop stairwell; and (ii) an exception to Section 17.46.020.B of the Zoning Code to allow an increase in the height of the parapet on the northeast corner of the Building to 57.10 feet to meet energy code insulation requirements (***“Revised Requested Relief”***) (the Prior Requested Relief, as modified by the Revised Requested Relief, is the ***“Requested Relief”***); and

WHEREAS, the Final Development Plan also includes the following modifications from the Preliminary Development Plan: (i) a reduction in the number of residential parking spaces from 113 to 111; (ii) changes to window and door fenestrations on all levels with the most significant changes along a portion of Elm Street; (iii) periodic use of the western row of parking spaces in the Elm Street parking lot as a safety zone for demolition of the existing adjacent building and for portions of the vertical construction for the Proposed Development; and (iv) use of one parking space in the southwest corner of the Elm Street parking lot for the location of a temporary electric transformer; and

WHEREAS, pursuant to proper notice and in accordance with the Village Zoning Ordinance, the Village Council considered the Final Development Plan and Final Plat of Subdivision at its meeting on January 21, 2025; and

WHEREAS, on ~~January~~ ^{21, 2025}, the Village Council adopted Resolution R-07-2025, approving the Final Plat of Subdivision for the Proposed Development (***“Final Plat of Subdivision Resolution”***); and

WHEREAS, the Village of Winnetka is a home rule municipality in accordance with Article VII, Section 6 of the Constitution of the State of Illinois of 1970; and

WHEREAS, the Village Council has determined that approval of the Requested Relief pursuant to this Ordinance is in the best interest of the Village and its residents;

NOW, THEREFORE, the Council of the Village of Winnetka ordains as follows:

SECTION 1: RECITALS. The foregoing recitals are incorporated into, and made a part of, this Ordinance as the findings of the Village Council.

SECTION 2: ADDITIONAL FINDINGS. The Village Council further finds as follows:

A. Subject to the terms and conditions of this Ordinance, the Preliminary Development Plan is consistent with the Village of Winnetka Comprehensive Plan, *Winnetka Futures 2040*.

B. Subject to the terms and conditions of this Ordinance, and pursuant to Sections 17.58.090 and 17.58.100 of the Zoning Ordinance, the Final Development Plan is in substantial conformance with the Preliminary Development Plan.

C. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan comply or will comply with all applicable Village ordinances.

D. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan considered both as a whole and in their respective component parts are in conformity or will be in conformity with the Village of Winnetka Design Guidelines.

E. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan meet the standards for approval of special use permits, as established in Chapter 17.56 of the Zoning Code.

E. Subject to the terms and conditions of this Ordinance, the exceptions from and modifications to the building height of the Proposed Development, as depicted in the Final Development Plan, meet the standards for modification pursuant to Section 17.46.020(B) of the Zoning Code.

F. Subject to the terms and conditions of this Ordinance, the exceptions from and modifications to the upper story, front yard, corner yard, and rear yard setbacks of the Proposed Development, as depicted in the Final Development Plan, meet the standards for modification pursuant to Sections 17.46.025 and 17.46.030 of the Zoning Code.

G. Subject to the terms and conditions of this Ordinance, the Proposed Development and Final Development Plan meet the general purpose and intent of the Planned Development Ordinance, as set out in Section 17.58.020 of the Planned Development Ordinance.

SECTION 3: APPROVAL OF A SPECIAL USE PERMIT FOR A PLANNED DEVELOPMENT AND A CERTIFICATE OF APPROPRIATENESS.

A. **Special Use Permit.** Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the Village Council hereby grants a special use permit for a planned development for the Proposed Development for the Property in accordance with, and pursuant to Chapter 17.58 of the Zoning Ordinance and the home rule powers of the Village.

B. **Certificate of Appropriateness.** Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the Certificate of Appropriateness is granted for Property, pursuant to Section 15.40.010 of the Village Code and the home rule powers of the Village.

SECTION 4: APPROVAL OF A FINAL DEVELOPMENT PLAN. Subject to, and contingent upon, the terms, conditions, restrictions, and provisions set forth in Sections 8 through 14 of this Ordinance, the Final Development Plan for the Proposed Development of the Property, is hereby, approved, and consists of the following documents (collectively, "***Final Development Plan***"):

A. The ***Floor and Site Plan***, consisting of seven sheets, prepared by OKW Architects with a latest revision date of January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit B***;

B. The ***Elevation, Materials, & Diagram Plan***, consisting of 16 sheets, prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit C***;

C. The ***Renderings and Aerial Views Plan***, consisting of seven sheets, prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit D***;

D. The ***Landscape & Lighting Plan***, consisting of 14 sheets, prepared by Kathryn Talty, consisting of the most recent revision date of January 13, 2025, and consisting of five sheets prepared by OKW Architects, dated January 13, 2025, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit E***;

E. The ***Final Site Engineering Plans***, consisting of 13 sheets, prepared by Eriksson Engineering Associates, Ltd., a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit F***;

F. The ***Building Material Details***, consisting of 21 pages, prepared by OKW Architects, dated July 31, 2023, a copy of which is attached to, and by this reference a part of, this Ordinance as ***Exhibit G***;

G. The ***Construction Schedule and Staging Plan***, consisting of seven pages, a copy of which is attached to, and by this reference made a part of, this Ordinance as ***Exhibit H***;

H. The ***Preservation Plan***, which elements are incorporated in the Final Site Engineering Plan and the Landscape & Lighting Plan; and

I. The *Vibration & Movement Construction Monitoring Plan*, dated December 20, 2024, consisting of two pages, a copy of which is attached to and by this reference made a part, of this Ordinance as *Exhibit I*.

SECTION 5: APPROVAL OF SPECIAL USE FOR PARKING. Subject to the terms, conditions, and restrictions, set forth in Sections 8 through 14 of this Ordinance, the special use approval in Section 5.A of the Preliminary PD Ordinance is hereby ratified. The approval provided in Section 5 of this Ordinance will remain in effect notwithstanding the provisions of Section 17.56.100(A) of the Zoning Code provided Owner is proceeding in accordance with the Construction Schedule and Staging Plan attached to this Ordinance as *Exhibit H*. Any conflicts between the timeframes set forth in Section 17.56.100(A) of the Zoning Code and the timeframes set forth in the Development Agreement, are resolved in favor of the latter.

SECTION 6: APPROVAL OF EXCEPTIONS. Subject to, and contingent upon, the terms, conditions, restrictions, and provisions set forth in Sections 8 through 14 of this Ordinance, the following exceptions and modifications from the provisions of the Village Code are granted:

A. **Lot Lines.** An exception from and modification to Section 16.12.010.D.6 of the Village Code to permit a side lot line to abut a rear lot line on the Property.

B. **Building Height.** An exception from and modification to the 45-foot building height limitation of Subsection 17.46.020(B) of the Zoning Code, to allow for a maximum building height, as measured pursuant to the Zoning Code, of (i) 57.10 feet for the parapet on the northeast corner of the building; and (ii) 65 feet for the rooftop mechanical screening on top of the building specifically depicted in *Exhibit C*.

C. **Upper Story Setback.** An exception from and modification to the setback limitations of Section 17.46.025 of the Zoning Code to (i) reduce the upper story setback along Lincoln Avenue from 10 feet to no less than four feet, nine inches; and (ii) to reduce the upper story setback along Elm Street from 10 feet to no less than nine feet.

D. **Front Yard Setback.** An exception from and modification to the front yard setback limitations of Section 17.46.030 of the Zoning Code along Lincoln Avenue to increase the front yard setback from three feet to no greater than 42 feet, 1 inch.

E. **Corner Yard Setback.** An exception from and modification to the corner yard setback limitations of Section 17.46.030 of the Zoning Code along Elm Street to increase the corner yard setback from three feet to no greater than 18 feet, 10 inches.

F. **Rear Yard Setback.** An exception from and modification to the rear yard setback limitations of Section 17.46.030 of the Zoning Code to reduce the rear yard setback from ten feet to no less than one foot.

G. **Landscape Area.** An exception from and modification to the landscape area limitations of Section 17.46.130 of the Zoning Code to reduce the required landscape area along the rear yard from five feet in depth to zero feet in depth.

**SECTION 7: PARTIAL APPROVAL OF CERTAIN SPECIAL USE FINDINGS
FOR MEDICAL AND FINANCIAL SERVICES.**

A. Special Use Findings.

1. Subject to, and contingent upon, the conditions, restrictions and provisions set forth in this Section and Sections 8 through 14 of this Ordinance, the Village Council hereby finds that medical uses, including medical and dental offices, and financial uses, including, accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.56.120(A) of the Zoning Code, provided that the conditions in subsection 7.B of this Ordinance are satisfied:
 - a. That the establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, comfort, morals or general welfare;
 - b. That the special use will not be substantially injurious to the use and enjoyment of other property in the immediate vicinity which are permitted by right in the district or districts of concern, nor substantially diminish or impair property values in the immediate vicinity;
 - c. That the establishment of the special use will not impede the normal and orderly development or improvement of other property in the immediate vicinity for uses permitted by right in the district or districts of concern;
2. Subject to, and contingent upon, the conditions, restrictions and provisions set forth in this Section and Sections 8 through 14 of this Ordinance, the Village Council hereby finds that medical uses, including medical and dental offices, and financial uses, including, accounting, auditing and bookkeeping services, bank or credit unions without drive-through facilities, and financial counseling services, satisfy the following special use standards set forth in Section 17.44.020(B)(2)(b) of the Zoning Code that apply in the C-2 Commercial Overlay District, provided that the conditions in subsection 7.B of this Ordinance are satisfied:
 - a. The proposed special use at the proposed location will encourage, facilitate and enhance the continuity, concentration, and pedestrian nature of the area in a manner similar to that of retail uses.
 - b. The proposed special use at the proposed location will provide for active display windows, provided that the street facing windows remain open and transparent as viewed from the sidewalk into the tenant space. The proposed special use at the proposed location will

provide for facades, signage and lighting similar in nature and compatible with that provided by retail uses.

B. Conditions.

1. The findings and approvals set forth in Section 7.A of this Ordinance are hereby, expressly subject to and contingent upon the redevelopment, use, and maintenance of the Property in compliance with each and all of these conditions:
 - a. No medical or financial use must occupy the northwesternmost corner of the ground floor commercial space on the Property, further defined as being a space which is not less than 2,500 square feet, with a minimum of 60 linear feet east along Elm Street and 40 linear feet south along Lincoln Avenue, as measured from the northwest corner of the Building.
 - b. Financial uses and medical uses must not occupy in the aggregate greater than 50 percent of the gross commercial square footage, or 9,750 square feet, of the Building.
 - c. No individual financial use must occupy more than one third of the gross commercial square footage, or 6,500 square feet, of the Building.
 - d. No individual medical use must occupy more than 3,250 square feet of gross commercial square footage of the Building.

C. Limitation of Approval.

1. In the event that the Owner desires to use any portion of the Property for a medical or financial use, the Owner must obtain a special use approval pursuant to the procedures set forth in Section 17.56 of the Zoning Code and satisfy all of the applicable standards set forth in Section 17.56.020 of the Zoning Code, and except for those standards found to be satisfied in Section 7.A.1 of this Ordinance, as well as all of the applicable standards set forth in Section 17.44.020(B)(2)(b) of the Zoning Code except for those standards found to be satisfied in Section 7.A.2 of this Ordinance.
2. The findings and approvals provided in Section 7.A of this Ordinance will be effective only for a period of 10 years from the date of this Ordinance.

SECTION 8: CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Winnetka Village Code or the Zoning Ordinance, or any other rights Owner, individually or collectively, may have, the approvals granted in Sections Three, Four, Five, Six, and Seven, of this Ordinance are hereby, expressly subject to and contingent upon the redevelopment, use, and maintenance of the Property in compliance with each and all of the conditions set forth in this Section:

A. Standard Conditions.

1. Compliance with Regulations. The redevelopment, use, operation, and maintenance of the Property must comply with all applicable Village codes and ordinances, as the same have been or may be amended from time to time, except to the extent specifically provided otherwise in this Ordinance or the Development Agreement.

2. Compliance with the Final Development Plan. The redevelopment, use, operation, and maintenance of the Property must comply with the Final Development Plan except for minor changes and site work approved in accordance with all applicable Village ordinances and standards.

B. Single Phase Development. The construction of the Proposed Development must take place in one continuous phase.

C. Parking.

1. The Owner must construct and provide (i) 111 underground private parking spaces on the Property for use by the residences and guests of the Proposed Development; and (ii) 39 parking spaces on the ground level of the Property for use of the commercial tenants and customers of the commercial space ("***Commercial Parking Lot***") all as specifically provided in the Preliminary Development Plan.

2. The Owner must pay to the Village \$225,000, which sum the Village agrees to use to reconstruct the East Parking Lot, at the time required by Section 5.G of the Development Agreement.

D. Vehicular Ingress and Egress. The Owner must ensure that all ingress and egress from the Proposed Development, including the parking lots, as depicted on the Floor and Site Plan, have adequate turning radiuses for vehicular use, including delivery trucks and refuse collection trucks, and provide for adequate sightlines and access as depicted in the Final Site Engineering Plans submitted and approved as part of the Final Development Plan.

E. Installation of Signage. The installation, construction, location, and maintenance of all signage on the Property must comply with Chapter 15.60 of the Village Code.

F. Existing Streetscape Lights, Furnishings, Trees, and Landscaping. The Owner must preserve or relocate any existing streetscape lights, furnishings, trees and landscaping during construction of the Proposed Development as depicted in the Preservation Plan.

G. Ventilation. All exhaust emanating from commercial kitchens and similar facilities within the non-residential portions of the Proposed Development must be vented through the roof of the Building at elevations in excess of existing buildings adjacent to the Property.

H. Building Materials and Design Elements. The building materials and design elements must be as described and depicted in the Elevation, Materials & Diagram Plan, the Renderings and Aerial View Plan, and the Building Material Details.

I. Video Surveillance System. The Owner must install a video surveillance system for the Commercial Parking Lot and the outside of the Building that is compatible and integrated with the Village's existing video surveillance system, as approved by the Village Police Chief prior to the issuance of any building permit for the Proposed Development.

J. Landscaping. The Owner must install and maintain all landscaping as depicted on the Landscape and Lighting Plan, including specifically, without limitation, (in accordance with the Development Agreement) landscaping, hardscape, and lighting improvements within the Village rights-of-way along Elm Street and Lincoln Avenue. Additionally, the Owner will construct a small plaza area on private property at the corner of Elm Street and Lincoln Avenue

K. Site Utilities. As further provided and required pursuant to the Development Agreement and in the Final Site Engineering Plans as provided in the Final Development Plan, the Owner must provide, at its sole cost and expense, for the extension, installation and connection of all public and private utility facilities necessary to serve the Proposed Development, including specifically, without limitation (a) water service connections and meters, fire hydrants and standpipes, electric service connections and individual service lines, electric meters and transformers, sanitary sewer lines and storm sewer lines; (b) all applicable service and connection fees; and (c) any upgrades to Village utility systems that the Village determines is directly attributable and reasonably necessary to provide adequate utility service to the Proposed Development. Where utility service is provided by the Village, the Village will retain all authority and discretion, pursuant to applicable State law and the Winnetka Village Code, to determine the nature and extent of the utility facilities necessary to serve the Proposed Development and to determine the methods of construction. Further, prior to issuance of any building permit for the project the Owner will provide the following easements:

1. An easement agreement over the location of the proposed transformer located in the northeast corner of the Property, which is necessary to service the Proposed Development, to allow other potential nearby redevelopment sites in the future to tie into either the proposed transformer or an upgraded transformer in that location. The easement agreement must include language regarding cost reimbursements, upgrade responsibilities, insurance and indemnification that any future user(s) of the transformer must provide the Owner.

2. An access easement through the Proposed Development and the provision of doors through its Building wall in alignment with the doors to switch gear on the 711 Oak Street property to provide the Village access to the switch gear.

3. A 12-inch easement along the east side of the Property for proposed underground conduits which will extend from the 711 Oak Street property to Elm Street.

L. Electrical Power Cables. Pursuant to the Final Development Plans, the Proposed Development will require the existing electrical power cables and transformers to be removed. When Owner proceeds with the construction of the Proposed Development, the Owner, at its sole cost, must remove such electrical power cables and transformers in a manner approved by the Director of Water and Electric.

M. Public Improvements. Pursuant to the Development Agreement, the Owner will construct certain public improvements, including streetscape improvements on Lincoln Avenue

which includes the entire existing Elm Street and Lincoln Avenue roadways adjacent to the Proposed Development, and will mill, resurface, and stripe those roadways due to anticipated wear and tear from the construction of the Proposed Development. Owner will also (i) construct a retaining wall, pad, and fence for a transformer and lighting controller; (ii) install lighting controller on the pad, and purchase and install the conduit and cable from the lighting controller to the east side of Lincoln Avenue.

N. **Use and Maintenance of the Property.** To assure that the public health, safety, and general welfare are protected during construction of the Proposed Development and specifically pending and during the demolition and redevelopment of the Existing Buildings on the Property, the following minimum standards set forth in Village Code Sections 15.32.150 and 15.48, for the use and maintenance of the Property apply:

1. Prior to demolition, the Owner must maintain the current conditions of the Property or any of the Existing Buildings on the Property and must promptly make all necessary repairs should the Existing Buildings or Property fall into further disrepair. The Owner must also maintain the Existing Buildings and the Property in a safe and proper condition and in good repair.
2. As used in this subsection, “proper” means:
 - a. That the Owner must use commercially reasonable efforts, as determined by the Director of Community Development, under the supervision of the Village Manager, to ensure (i) that exterior enclosures (exterior walls, windows, doors, etc.) are adequately maintained, watertight and in good operating condition; (ii) that roofing systems are adequately maintained and do not become less watertight; (iii) that fire alarm system serving the existing buildings and commercial tenant spaces are maintained in good repair and remain functional at all times; (iv) that parking areas are kept clean; and (v) that structural systems are maintained in good repair, with any indication of structural deterioration promptly and safely repaired;
 - b. That the Owner must use its best efforts, as determined by the Director of Community Development, under the supervision of the Village Manager, to ensure (i) that any damage from vandals, including graffiti, are promptly removed; (ii) that any debris and accumulations of dirt are promptly removed; (iii) that salt or similar de-icers are applied to pedestrian walkways, vehicular driveways and parking areas to protect against the accumulation of snow and ice; and (iv) that accumulations of snow and ice on such areas be promptly and safely removed; and
 - c. That the Owner must promptly replace any cracked or broken windows within seven days, unless otherwise approved by the Director of Community Development.

3. All materials used in maintaining and repairing the Property and the Existing Buildings must be of equal or better quality than the existing materials.

O. Taxes and Utilities. The Owner must pay all taxes and utility fees as and when due and provide proof that the Property is free of utility, tax or other liens as a condition for the issuance of any permits.

P. Term of Building Permit. The building permit issued for the construction of the Proposed Development will be in effect for a term of 24 months from the date of issuance.

Q. Binding Effect; Non-Transferability. The privileges, obligations, and provisions of each and every section and requirement of this Ordinance are for and insure solely to the benefit of the Owner, and are binding on the Owner, upon any and all of the Owner's successors, and assigns, and upon any and all of the respective successor legal and or beneficial owners of all or any portion of the Property, except as otherwise expressly provided in this Ordinance or in the Development Agreement. Nothing in this Ordinance will be deemed to allow the Owner to transfer any of the rights or interests granted herein to any other person or entity, except as provided in the Development Agreement, without the prior approval of the Village Council by a duly adopted amendment to this Ordinance.

R. No Third-Party Beneficiaries. Nothing in this Ordinance creates, or may be construed or interpreted to create, any third-party beneficiary rights.

S. Continued Cooperation. Owner will meet separately on a regular basis with the Hadley Institute and representatives from the 711 Oak Street property in order to eliminate, or reduce to the greatest extent possible, the impact on those properties and operations of the construction and use of the Proposed Development. Unless the Owner and the respective representatives of the Hadley Institute and 711 Oak Street agree otherwise, these meetings will occur once a month during the first 12 months after commencement of construction and once every two months thereafter until the final certificate of occupancy for the Proposed Development is issued. The Owner will provide the Village with reasonably documented written reports outlining the issues discussed at the meetings undertaken pursuant to this Subsection; provided, however, if the Village is also in attendance at the meeting, a report by the Owner to the Village is not required. Nothing in this paragraph (or the consultations required under this paragraph) will create any different obligations or restrictions than those provided otherwise in this Agreement, except as the Village and the Owner may mutually agree.

T. Interference Mitigation for Businesses. Owner's construction activities for the Development will be performed pursuant to a plan that demonstrates how the Owner will minimize, to the extent reasonably possible, interference with the businesses and pedestrian and vehicular traffic, including parking, in the vicinity of the Property ("***Interference Mitigation Plan***"). The Interference Mitigation Plan will be subject to approval by the Director of Engineering and Director of Community Development and upon that approval will be incorporated into the Construction and Traffic Management Plan approved pursuant to Section 6.F of the Development Agreement. As part of the creation of the Interference Mitigation Plan, the Owner will meet with surrounding businesses in the vicinity of the Property to understand their respective operations in order to tailor the Plan to most effectively minimize business interference and disruption.

U. **License Agreement.** The Owner must execute a license agreement with the Village to allow the Owner to use a portion of the Village's Elm Street Parking Lot for the location of a temporary transformer and a construction safety zone ("*License Agreement*") in substantially the same form as set forth in **Exhibit J** except for minor changes approved by the Village Attorney. The License Agreement must be executed by the Owner prior to the issuance of any demolition and building permits for the Property.

V. **Protection of Buildings on Adjoining Properties During Demolition, Construction and Seismic Monitoring.** Owner will be solely responsible for protecting the buildings on adjoining properties from damage during Owner's demolition of the Existing Buildings and existing structures and construction of the Proposed Development and will be solely responsible for any damage or injury to such buildings or properties caused by such demolition or construction. The means and methods for providing such protection are included in the Vibration and Movement Construction Monitoring Plan, attached to this Ordinance as Exhibit H, subject to any necessary adjustments approved by the Director of Engineering and Director of Community Development or their designees.

W. **Contribution for Public Streetscape Transformer and Lighting Controller.** As part of the streetscape improvements within the public right-of-way adjacent to the Property that the Applicant has agreed to install, the Applicant agrees to pay 50% of the cost to purchase and install the transformer, lighting controller, retaining wall and pad for the transformer and lighting controller, and electric conduit and cable necessary to provide power to said streetscape improvements. The Village will be responsible for the remaining 50% of said costs. The location of transformer and lighting controller, which is along the west side of Lincoln Avenue, is identified on the Final Site Engineering Plans. The Applicant and Village agree to work together to identify the most cost-effective and optimal design for said items. The Owner must (i) construct a retaining wall, pad, and fence for the transformer and lighting controller; (ii) install a lighting controller on the pad, and; (iii) purchase and install the conduit and cable from the lighting controller to the east side of Lincoln Avenue.

SECTION 9: FAILURE TO COMPLY WITH CONDITIONS. Upon failure or refusal of the Owner, or any of its officers, employees, or agents, to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, the Development Agreement, or the Final Plat of Subdivision (collectively, "*Final Approval Documents*"), the permits and approvals granted in the Final Approval Documents may, at the sole discretion of the Village Council, by ordinance duly adopted, be revoked and become null and void. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the C-2 General Retail Commercial and C-2 Commercial Overlay Districts, as the same may, from time to time, be amended. Further, in the event of a revocation of the permits or approvals granted pursuant to the Final Approval Documents, the Village Manager and Village Attorney are hereby authorized and directed to bring any zoning or other enforcement action that may be appropriate under the circumstances.

SECTION 10: PAYMENT OF VILLAGE FEES AND COSTS. Except as otherwise provided in the Development Agreement, the Owner must pay to the Village, as and when due, all application, review, inspection, and permit fees, all water and sewer general and special connection fees, tap-on fees, charges and contributions, and all other fees, expenses, charges and contributions

required by applicable Village codes, ordinances, resolutions, rules or regulations, including, without limitation, the fees, charges and contributions provided in the fee schedules set by Village resolution or established by Village Code. All payments must be at the rates that are in effect at the time the charge is incurred, and the Village reserves its right and discretion to establish or increase rates from time to time.

SECTION 11: NON-INTERFERENCE WITH BUSINESSES. All construction activities for the Proposed Development must be performed so as to minimize, to the greatest extent possible, or eliminate interruption of or interference with the businesses on adjacent properties, and any interference with pedestrian and vehicular traffic, including parking, and other businesses in the vicinity of the Property.

SECTION 12: EFFECT OF FINAL PLAN APPROVAL.

A. Duration of Final Approval. Except as provided in Subsection B of this Section, final approval of the Proposed Development will expire 90 days from the effective date of this Ordinance unless the Owner has, by that date, submitted a complete application for a building permit for the Proposed Development pursuant to the Village Code.

B. Extension of Final Approval. The Village Council by resolution duly adopted may grant two consecutive 90-day extensions to the time for filing a complete building permit application for the Proposed Development, provided the Village determines the Owner has met the following conditions:

1. The Owner has made good faith effort to meet the applicable filing deadline;
2. The inability of the Owner to meet the applicable filing deadline is due to circumstances beyond the Owner's control, provided that the financial condition of the Owner will not be considered a condition beyond the Owner's control; and
3. The Owner is in full compliance with all other applicable development requirements, including the terms of the Final Approval Documents.

C. Construction. The Owner must commence construction, beyond mere fencing and preparation of the worksite, of the Proposed Development within 60 days after the issuance by the Village of a building permit for the Proposed Development. The construction of the Proposed Development must be substantially complete no later than 24 months after the issuance by the Village of the building permit for the Proposed Development. The timeframes set forth in this Subsection (C) may be extended by the Village Council, by resolution duly adopted, without having to amend this Ordinance, provided the Application: (i) demonstrates that it has proceeded diligently to commence or substantially complete such construction and that its failure to do so is due to circumstances beyond the Owner's control, provided that the financial condition of the Owner shall not be considered a condition beyond the Owner's control; (ii) the Owner is in full compliance with all other applicable development requirements, including the terms of the Final Approval Documents.

D. No Work Authorization. Nothing in this Ordinance will be construed as authorizing the issuance of any permits for the demolition of any of the Existing Buildings on Property or for the construction of the Proposed Development.

SECTION 13: HOME RULE POWERS. This Ordinance is passed by the Council of the Village of Winnetka in the exercise of its home rule powers pursuant to Section 6 of Article VII of the Illinois Constitution of 1970.

SECTION 14: EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. passage by the Village Council of the Village of Winnetka in the manner required by law;

2. publication in pamphlet form in the manner required by law; and

3. the filing by the Owner, within 10 days after the passage of this Ordinance by the Village Council, for recording in the Office of the Cook County Recorder of Deeds, of an Unconditional Agreement and Consent, signed by Owner, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance. The Unconditional Agreement and Consent must be in the form of *Exhibit K* attached to, and by this reference made a part of, this Ordinance.

B. In the event that the Owner does not file with the Village Clerk a fully executed copy of the Unconditional Agreement and Consent required pursuant to Paragraph 14.A.3 of this Ordinance within 10 days after the date of passage of this Ordinance by the Village Council then, at the option of the Village Council by resolution duly adopted, this Ordinance will be of no force or effect and be rendered null and void.

[signature page to follow]

PASSED this 21st day of January 2025, pursuant to the following roll call vote:

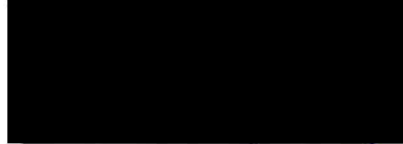
AYES: Trustees Albinson, Apatoff, Dalman, Handler, and Orsic

NAYS: _____

ABSENT: Trustee Dearborn

APPROVED this 21st day of January, 2025.

Signed:



Village President

Countersigned:



Village Clerk

Published by authority of the
President and Village Council of
the Village of Winnetka, Illinois,
this 21st day of January, 2025.

Introduced: January 21, 2025

Passed and Approved: January 21, 2025

EXHIBIT A

Legal Description of Property

PARCEL 1: THE EAST 106 FEET OF THE WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 OF WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF SECTION 20 AND THE NORTH HALF OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT HEREFROM THE NORTH 40 FEET TAKEN FOR ELM STREET) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON WEST LINE OF SAID EAST 106 FEET AT A DISTANCE OF 85 FEET SOUTH OF SOUTH LINE OF ELM STREET THENCE EAST PARALLEL WITH SOUTH LINE OF ELM STREET 10 FEET THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 45.84 FEET TO THE NORTH WALL OF A ONE STORY BRICK BUILDING; THENCE WEST ALONG NORTH WALL OF SAID BRICK BUILDING 10 FEET TO WEST LINE OF SAID EAST 106 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106 FEET A DISTANCE OF 46 FEET TO PLACE OF BEGINNING) ALSO (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT SOUTHWEST CORNER OF THE ABOVE DESCRIBED PROPERTY AND RUNNING THENCE NORTH ALONG WEST LINE THEREOF 46.35 FEET TO INTERSECTION WITH A CURVED LINE OF 1163 FOOT RADIUS CONVEX NORTHEASTERLY; THENCE SOUTHEASTERLY ALONG SAID CURVED LINE OF 1163 FOOT RADIUS, 25.88 FEET, AS MEASURED ALONG THE CHORD TO A POINT OF REVERSE CURVE; THENCE SOUTHERLY ALONG A CURVED LINE OF 1087 FEET RADIUS CONVEX SOUTHWESTERLY 25.69 FEET MEASURED ALONG THE CHORD TO A POINT IN SOUTH LINE OF AFORESAID EAST 106 FEET OF WEST 109 FEET OF THE NORTH 251 FEET OF BLOCK 24 WINNETKA, 22.26 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND THENCE WEST ALONG SAID SOUTH LINE 22.26 FEET TO PLACE OF BEGINNING) ALSO, THE EAST 54 FEET OF THE WEST 163 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 OF CHARLES E. PECK'S SUBDIVISION LYING SOUTH OF THE SOUTH LINE OF ELM STREET IN WINNETKA IN FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 2: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211.00 FEET OF SAID BLOCK 24, ALSO THE WEST 3.00 FEET OF THE NORTH 211.00 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211.00 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST, WITH A RADIUS OF 1163.00 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE, WITH A LINE DRAWN 72.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT; THENCE EAST ALONG SAID PARALLEL LINE, 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE PLACE OF BEGINNING, IN THE VILLAGE OF WINNETKA, IN COOK COUNTY, ILLINOIS;

PARCEL 3: THAT PART OF THE EAST 106.00 FEET OF THE WEST 109.00 FEET OF THE NORTH 251.00 FEET (EXCEPT THE NORTH 40.00 FEET TAKEN FOR ELM STREET) OF BLOCK 24 IN WINNETKA, BEING A SUBDIVISION OF THE NORTHEAST 1/4 OF SECTION 20 AND THE NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WEST LINE OF SAID EAST 106.00 FEET AT A DISTANCE OF 85.00 FEET SOUTH OF THE SOUTH LINE OF ELM STREET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF ELM STREET, 10.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 45.84 FEET TO A POINT; THENCE WEST 10.00 FEET TO THE WEST LINE OF SAID EAST 106.00 FEET; THENCE NORTH ALONG THE WEST LINE OF SAID EAST 106.00 FEET, A DISTANCE OF 46.00 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS;

PARCEL 4: THE EAST 55.4 FEET OF THE WEST 218.4 FEET OF THE NORTH 211 FEET OF THAT PART OF BLOCK 24 LYING SOUTH OF ELM STREET IN THE VILLAGE OF WINNETKA IN SECTION 20 AND SECTION 21, TOWNSHIP 42 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS;

PARCEL 5: THAT PART OF LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25 LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD (EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24) ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID LOT 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.3 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 41.15 FEET TO THE INTERSECTION OF A CURVED LINE CONVEX NORTHEASTERLY WITH A RADIUS OF 1,163 FEET, THENCE NORTHWESTERLY ALONG SAID CURVED LINE 6.12 FEET AS MEASURED ALONG THE CHORD TO ITS INTERSECTION WITH A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT FROM A POINT IN THE NORTH LINE OF SAID LOT 153.5 FEET EAST OF NORTHWEST CORNER THEREOF, THENCE NORTH ALONG SAID PARALLEL LINE TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS;

PARCEL 6: LOT 1 IN PROUTY HOMESTEAD SUBDIVISION OF ALL OF BLOCKS 24 AND 25, LYING NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND MILWAUKEE ELECTRIC RAILROAD, EXCEPT THE NORTH 211 FEET OF SAID BLOCK 24 ALSO THE WEST 3 FEET OF THE NORTH 211 FEET OF SAID BLOCK 24, ALL IN WINNETKA, A SUBDIVISION BY CHARLES E. PECK OF THE NORTHEAST 1/4 OF SECTION 20, AND THE FRACTIONAL NORTH 1/2 OF FRACTIONAL SECTION 21, ALL IN TOWNSHIP 42 N, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE EAST ALONG THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID LOT 1, 72 FEET, THENCE WEST PARALLEL, WITH THE NORTH LINE OF SAID LOT 1, 44.35 FEET, THENCE NORTH 72 FEET MORE OR LESS TO THE POINT OF BEGINNING; AND ALSO EXCEPT THAT PART OF SAID LOT 1 LYING SOUTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 1, BEING THE SOUTH LINE OF ELM STREET, 110.79 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1 AND

RUNNING THENCE SOUTHEASTERLY PARALLEL WITH AND 93 FEET NORTHEASTERLY OF AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF SAID LOT 1, 62.41 FEET TO A POINT OF CURVE, THENCE SOUTHEASTERLY ALONG A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 1163 FEET, 17.1 FEET AS MEASURED ALONG THE CHORD OF SAID CURVE TO A POINT IN A LINE DRAWN PARALLEL WITH THE EAST LINE OF SAID LOT 1 FROM A POINT IN THE NORTH LINE OF SAID LOT 1, 153.5 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH ALONG SAID PARALLEL LINE, 5.20 FEET TO A POINT 72 FEET SOUTH OF THE NORTH LINE OF SAID LOT 1, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 1, 3.20 FEET TO A POINT OF INTERSECTION WITH THE PROLONGATION OF A CURVED LINE OF 1163 FEET RADIUS HEREINBEFORE DESCRIBED, THENCE SOUTHEASTERLY ALONG SAID CURVED LINE 105.94 FEET AS MEASURED ALONG THE CHORD TO A POINT IN THE EAST LINE OF SAID LOT 1, 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24; AND ALSO EXCEPT THAT PART OF LOT 1 DESCRIBED AS FOLLOWS: BEGINNING IN THE NORTH LINE OF SAID LOT 1, 197.85 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE 10 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 1 TO A POINT 46.35 FEET NORTH OF THE SOUTH LINE OF THE NORTH 211 FEET OF BLOCK 24 AFORESAID; THENCE NORTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST WITH A RADIUS OF 1163 FEET, 105.94 FEET TO THE INTERSECTION OF SAID CURVED LINE WITH A LINE DRAWN 72 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 AT A POINT 51.15 FEET WEST OF THE EAST LINE OF SAID LOT 1; THENCE EAST ALONG SAID PARALLEL LINE 41.15 FEET; THENCE NORTH PARALLEL WITH SAID EAST LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PINs:

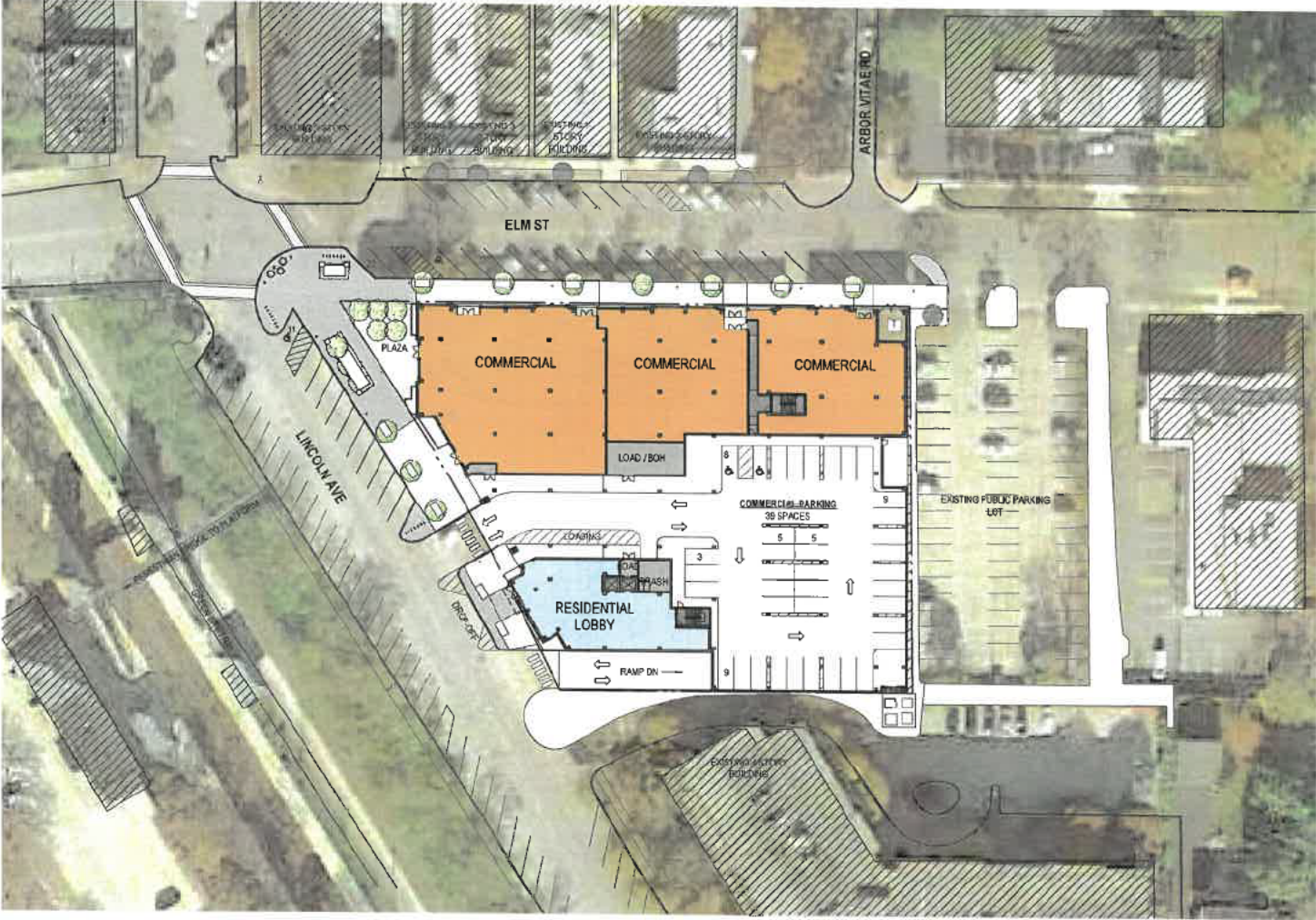
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EXHIBIT B

Floor and Site Plan

SITE PLAN

DEVELOPMENT SUMMARY				
SITE AREA: 52,730 SF (1.21 ACRES)			ZONING DISTRICT: C-2	
BUILDING AREA				
	GROSS	RENTABLE (RESIDENTIAL)	COMMERCIAL	PARKING
LEVEL 01	47,860 SF	—	19,500 SF	43,771 SF
LEVEL 02	35,248 SF	28,735 SF	—	22,066 SF
LEVEL 03	35,524 SF	30,819 SF	—	—
LEVEL 04	29,454 SF	23,045 SF	—	—
TOTAL:	197,927 SF	84,609 SF	19,500 SF	65,837 SF
AVERAGE UNIT SIZE: +1,461 SF				
PARKING				
	RESIDENTIAL	COMMERCIAL	TOTAL	
LOWER LEVEL	111	—	111	
GROUND LEVEL	—	30	30	
TOTAL PROVIDED	111	30	141	
RATIO	1.54/NIT	2.04/1,000 SF		



1 SITE PLAN
SCALE: 1" = 60'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
January 13, 2025 Project #: 21077

FLOOR PLANS

REQUIRED EXCEPTIONS

FRONT SETBACK - MAXIMUM
42'-0" PROPOSED (ALONG
LINCOLN AVE)

CORNER SETBACK - MAXIMUM
18'-10" PROVIDED (ALONG ELM)

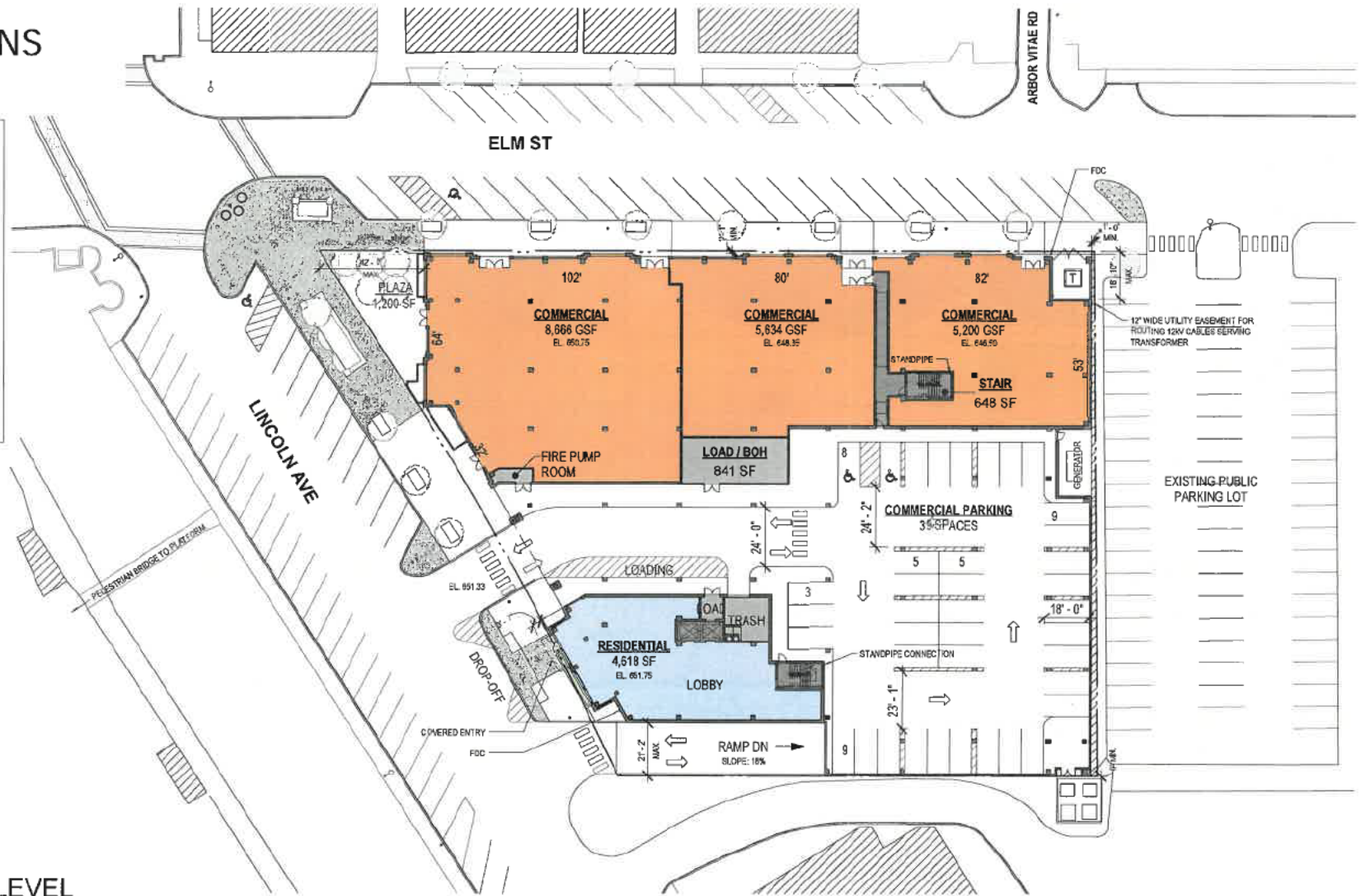
REAR SETBACK - MIN. 1'-0"
PROPOSED (ALONG EAST
PROPERTY LINE)

NO 5'-0" LANDSCAPE AREA
PROPOSED (ALONG EAST
PROPERTY LINE)

REAR LOT LINE ABUTTING A
SIDE LOT LINE EXCEPTION
(ALONG EAST PROPERTY LINE)

SPECIAL USE REQUIRED

- PARKING ON STREET
(GROUND) LEVEL.
- MEDICAL AND FINANCIAL
SERVICES AT GROUND
FLOOR.



1 GROUND LEVEL
SCALE: 1" = 40'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



ONE WINNETKA - MIXED USE DEVELOPMENT
ELM ST. & LINCOLN AVE., WINNETKA, IL
January 13, 2025 Project #: 21077

**WINNETKA PLAN COMMISSION MEETING MINUTES EXCERPT
JULY 23, 2025**

Members Present:

Layla Danley, Chairperson
Matthew Bradley
Jonathan Alt
Christopher Blum
Mamie Case
Kate Van Vlack

Members Absent:

Chris Enck
Liz Kunkle
Cyrus Subawalla

Non-Voting Members Absent:

Bridget Orsic

Village Staff:

Scott Mangum, Community Development Director
Ann Klaassen, Assistant Director of Community
Development

New Applications:

a. Case No. 25-11-SU: 720 Elm Street - Charles Schwab & Company: An application seeking approval of a Special Use Permit submitted by Charles Schwab & Company, Inc., as the prospective lessee of the commercial space located at 720 Elm Street to allow a financial counseling office in the C-2 General Retail Commercial Overlay District. The property is currently owned by MDG Winnetka One, LP. The Village Council has final jurisdiction on this request.

Ms. Klaassen summarized the application to relocate an existing Charles Schwab office in the Village into the One Winnetka building and identified the property owner, its location and zoning classification in the overlay district. She then identified allowed special uses and referred to the red cross hatched area in an illustration which represented the overlay district. Ms. Klaassen then summarized the partial approval of special uses and findings granted by the Village Council for the One Winnetka Planned Development. She stated the applicant provided illustrations of other offices which showed how they are viewed from the street as well as the proposed signage package to be reviewed by the Design Review Board (DRB). Ms. Klaassen summarized the proposed occupancy and street frontage with the financial service use complying with the required location and limitations outlined in the ordinance approving One Winnetka and the medical uses and financial service uses, and identified the number of employees, office hours, planned event functions and current level of use by employees and visitors.

Ms. Klaassen then described the proposed parking plan and the amount of parking provided in the One Winnetka development. She then identified the special use standards the Commission is to focus on and the applicant's responses which are included on page nos. 15 and 16. Ms. Klaassen stated following the applicant's presentation, the Commission Members may make a motion recommending approval or denial with draft language provided in the agenda packet and noted staff did not receive any public comment on the request. She then asked if there were any questions.

1 Mr. Alt questioned the East Elm parking lot and asked if the parking lot would remain as part of the
2 development site. Ms. Klaassen responded that area is no longer part of the development site with the
3 Village owned public parking lot to remain. She added there would be underground parking spaces for the
4 residents on the One Winnetka site and described the amount and location of the proposed parking and
5 how it would function. Mr. Bradley referred to the previous discussion with regard to certain allowed
6 special uses in terms of how the Commission would consider the standards. He also referred to the
7 amount of adequate parking and issues with regard to signage being consistently applied for subsequent
8 tenants. Ms. Klaassen responded signage issues would be individually addressed in terms of consistency.
9 Chairperson Danley stated the DRB would review those issues.

10
11 Mr. Blum questioned the lease term and how the space would be divided. Ms. Klaassen responded the
12 applicant can respond and referred to the different floor plans provided to show proposed locations of
13 the commercial spaces. He then questioned parking for commercial tenants. Ms. Klaassen confirmed
14 reserved spaces are not required. Ms. Van Vlack questioned the hours of operation and whether their
15 other locations had Saturday hours and parking during the week. She also commented on the proposed
16 signage for the building which would not fit in terms of Village standards. Ms. Van Vlack then referred to
17 the building's visual appearance on the weekends when the tenant is closed. Ms. Klaassen responded the
18 Village has a restrictive sign code which needed to be met or they would have to request approval of a
19 sign code variation. She stated the representation presented by the applicant may not necessarily be
20 approved by the DRB. No additional questions were raised at this time.

21
22 Chairperson Danley swore in those speaking to this matter. Brandon Garnett, Project Manager of the
23 Charles Schwab Commercial Real Estate Development Group, introduced the team to the Commission.
24 Linda Short, Charles Schwab Leasing Manager, and Deirdre Klein, with MDG Winnetka One, the landlord.
25 He then referred to the provisionally approved sign in 2024 for One Winnetka and explained that the
26 photos provided an image of the proposed lobby space. Mr. Garnett stated their signage package
27 represented their initial design and they are working with the landlord's group in terms of consistency.
28 He also described the approval package with regard to parking including hours of operation, etc. Mr.
29 Garnett then described the traffic flow and the amount of time customers would visit the location. He
30 informed the Commission of the limited amount of anticipated planned evening events.

31
32 Chairperson Danley asked if the 12 employees would be at the office at the same time. Mr. Garnett
33 confirmed that is correct and explained the amount of employees anticipated to use the space and their
34 plans to fully maximize the space. Mr. Blum asked what the current square footage of their existing space
35 is. Ms. Short responded the current square footage is 3,500 square feet and that the new space would be
36 approximately 1,000 square feet larger and explained the reasoning for relocating to the larger space.

37
38 Ms. Case asked if the evening events are for customers. Ms. Short responded they would be client events
39 or investment seminars as well as how parking would be addressed for such events by using valet parking.
40 She also explained their consideration of several other areas for relocation. It was confirmed the lease
41 term would be for 15 years. Ms. Van Vlack questioned security measures. Ms. Short responded the
42 deposits made are not cash and confirmed they do not have a security guard. Mr. Garnett explained the
43 wireless holdup buttons and security system they have in place. Ms. Short and Mr. Garnett explained their
44 community wall and how the space would appear visually in terms of window heights, etc. Chairperson
45 Danley referred to the proposed plan in Figure 5 with regard to the window's appearance. Mr. Garnett
46 summarized the items contained in view of the window. He also explained the beverage bar and proposed
47 planting they planned to use. Mr. Garnett and Ms. Short then explained how confidential transactions
48 would take place and not in public view in the front conference room. Mr. Garnett added they are in the

1 planning phases in terms of signage for all of the retail tenants in the building, in terms of consistency. He
2 also explained the staircase in the center and access between the parking on-site and the office.

3
4 Mr. Blum questioned the parking lot access off Lincoln and referred to the limited number of doors in that
5 area. Deidre Clein explained the division of the space and the grade change with the ground floor being
6 occupied by four tenants as well as the rear corridor access. Mr. Blum asked about the allocation of
7 interior parking spaces. Ms. Clein explained the parking spaces to be occupied by residents would be
8 accessed separately and would be below grade, and that 10 of the ground level commercial spaces would
9 be reserved for Charles Schwab during business hours and the remaining spaces would be first-come first-
10 served. She also informed the Board of letters of intent for future tenants which may require special use
11 approval. Ms. Clein also explained how the future tenants may not need special use permits. No additional
12 questions were raised at this time.

13
14 Chairperson Danley noted there is no one in the public to comment and called the matter in for discussion.
15 Mr. Bradley stated he would be in support of the request and commented the applicant did a wonderful
16 job, with his only concern relating to the signage cohesiveness on the exterior which is not within the
17 Commission's purview. Ms. Van Vlack agreed with the comments made and stated she would be in
18 support of the request. Mr. Alt agreed with the comments made and stated that he would be in support
19 of the request. Ms. Case, Mr. Blum, and Chairperson Danley also stated they would be in support of the
20 request. Chairperson Danley noted her only concern related to standard no. 9 in connection with the
21 windows. She then asked the applicant to be conscious with regard to its appearance not being a blank
22 space and asked for a motion.

23
24 Mr. Alt moved to recommend approval of the requested special use to allow the applicant to operate a
25 financial counseling office at 720 Elm Street in the commercial overlay district based on the findings of
26 fact he read into the record from page nos. 15 and 16. Ms. Case seconded the motion. A vote was taken
27 and the motion unanimously passed, 6 to 0:

28 AYES: Alt, Blum, Bradley, Case, Danley, Van Vlack

29 NAYS: None

30 NON-VOTING: None

31
32 ***

33
34 Respectfully submitted,

35
36 Antionette Johnson
37 Recording Secretary

RESOLUTION NO. R-69-2025
THE VILLAGE COUNCIL OF WINNETKA, ILLINOIS
September 16, 2025

WHEREAS, Robert M. Bahan faithfully and diligently served the Village of Winnetka as Village Manager for fifteen years while also demonstrating exceptional commitment to the community, being only the seventh person to hold the position in 110 years of Winnetka's Council Manager form of government, working closely with Village Councils and guided Winnetka through numerous major initiatives that will leave a lasting legacy that significantly improved and contributed to the betterment of our community; and

WHEREAS, under his stewardship Mr. Bahan maintained its tradition of sound financial management, earning awards for excellence in budgeting and financial reporting, made exceptional contributions to the management and development of the Village's budget, ensuring that public funds were allocated efficiently and effectively, limiting property tax increases, while also identifying cost-saving measures, obtaining grants in collaboration with key State and Federal representatives, securing additional revenue streams for key infrastructure and community projects; and

WHEREAS, Mr. Bahan secured over \$35 million in grant revenue for infrastructure projects demonstrating his commitment to maximizing available resources for the Village, planned and implemented extensive infrastructure improvements including major road and bridge projects and extensive utility upgrades, provided oversight of a \$4 million renovation of the Winnetka Village Hall ensuring a modern and efficient space for village operations, collaborated with the Winnetka Park District to gain approval for key community projects such as the Skokie Playfields project, Dwyer Park renovations, and Hubbard Woods Park improvements and played a pivotal role with securing final approvals for major campus improvements for New Trier High School in 2015 and 2023; and

WHEREAS, Mr. Bahan facilitated the development of Winnetka's first Stormwater Master Plan paving the way for a comprehensive stormwater management strategy, designed and implemented the Winnetka Stormwater Utility System to establish a funding mechanism for the stormwater plan , negotiated and secured approvals for intergovernmental agreements with the Cook County Forest Preserves, New Trier High School, Winnetka Park District and Winnetka School District 36 for community infrastructure improvements, oversaw the implementation of many stormwater improvement projects addressing long standing and persistent flooding drainage issues, and

WHEREAS, Mr. Bahan has consistently displayed leadership, dedication, and vision in his role, collaborating with the Village Council, Village Staff, residents, businesses and organizations to transform Winnetka into a thriving, modern, and vibrant community as well as prioritizing the importance of enriching the downtown business districts through the development of the first Downtown Master Plan and Economic Development program, overseeing the implementation of the Streetscape Master Plan, guiding approval of the Winnetka Futures 2040 Comprehensive Plan, and approving numerous commercial and residential projects, including One Winnetka, Tala Coffee, and the Chase Bank development to allow Winnetka to foster sustained growth and ensure its status as a thriving and prosperous community, and

WHEREAS, Mr. Bahan's calm and steady leadership provided invaluable leadership during the COVID 19 pandemic ensuring the health and safety of Village staff while ensuring the continued delivery of high-quality services to residents, and invested significantly in the development of Village staff cultivating a high-performing department head team that will continue to serve the community with professionalism and dedication, and

NOW THEREFORE, BE IT RESOLVED that the Village Council, on behalf of the Village of Winnetka and Village staff, commends Mr. Bahan's exceptional service, tireless work ethic, and commitment to excellence that has earned him the respect and admiration of the Village Board, Village staff, and residents alike and extends to him sincere appreciation for his contributions to this Village; and

BE IT FURTHER RESOLVED that Robert M. Bahan transmits this Village greater and more beautiful than it was transmitted to him.

Robert Dearborn, Village President

Attest:

Kristin Kazenas, Village Manager