

## Village of Morton Grove PLAN COMMISSION MEETING

Monday, November 19, 2024 - 7:00 P.M. Flickinger Municipal Center, 6101 Capulina Avenue, Morton Grove, IL 60053

## AGENDA

- I. <u>CALL TO ORDER</u>
- II. <u>PUBLIC HEARINGS:</u>

CASE: PC 24-08

- <u>PETITION:</u> Request for approval of an amendment to a Special Use Permit for the operation of an indoor recreational facility at the property commonly known as 6451 Main Street in Morton Grove, Illinois (PIN 10-19-401-004-0000) all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E. The applicant is Omni City Holdings.
- <u>CASE</u>: PC 24-09
- <u>PETITION:</u> Request for an amendment to a Special Use Permit to allow the expansion of an existing daycare facility at the property commonly known as 5633 Dempster Street in Morton Grove, Illinois (PIN 10-20-204-007-0000; 10-20-204-008-0000) all within a C-1 General Retail Commercial District, pursuant to Section 12-4-3:D. The applicant is Poko Loko School Inc.
- III. <u>CLOSE MEETING</u>

Note that all persons are welcome to attend the public meeting in-person as regularly scheduled. Comments relating to this case may also be submitted no later than 12:00 p.m. on Monday, November 19, 2024, to <u>bnolin@mortongroveil.org</u>. All comments received in relation to this case will be read at the public hearing for consideration by the Plan Commission.

#### MINUTES OF THE SEPTEMBER 23, 2024 MEETING OF THE MORTON GROVE PLAN COMMISSION MORTON GROVE VILLAGE HALL, 6101 CAPULINA AVENUE, MORTON GROVE, IL 60053

Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Plan Commission was called to order at 7:00 p.m. by Chairman Chris Kintner. Secretary Kirchner called the roll.

Commissioners Present:	Dorgan, Gabriel, Hussaini, Kintner, Liston, Mohr and Stein	
Commissioners Absent:	None	
Village Staff Present:	Brandon Nolin, Community Development Administrator; Anne Kirchner, Planner/Zoning Administrator and Secretary; Jim English, Manager of Building and Inspectional Services; Rick Dobrowski, Fire Protection Coordinator	
Trustees Present:	Khan, Thill and Witko	

Chairman Kintner described the procedures for the meeting. The Village will present the case and the Plan Commission may ask questions of the applicant. Then, anyone from the audience will be allowed to provide comment to the Plan Commission on the case. The Commission's decision is a recommendation to the Village Board.

- CASE: PC 24-05
- PETITION: Request for an amendment to a Special Use Permit to allow the expansion of an existing school at the property commonly known as 8601 Menard Avenue in Morton Grove, Illinois (PIN 10-20-212-019-0000, 10-20-216-010-0000, 10-20-216-011-0000) with variations from Section 12-4-2:D for setback and lot coverage, all within a R-2 Single Family Residence District pursuant to Section 12-4-4:E. The applicant is a+c architects LLC on behalf of MCC Academy.

Brandon Nolin, Community Development Administrator, introduced the case. The applicant (a+c architects on behalf of MCC Academy) is requesting approval of an amendment to a Special Use Permit to allow the expansion and modification of an existing school at the property commonly known as 8601 Menard Avenue. The proposed project consists of the expansion of the existing gymnasium primarily to the south and west, and the installation of a two-lane clay track within the existing field in the northern portion of the property. As part of the interior remodel, the existing stage and storage areas in the southern portion of the existing gymnasium would be removed and a storage area and office would be constructed in a new area at the northern end of the expanded gymnasium. Two new team bench areas and a new seating area with capacity for 130 visitors would be installed along the new eastern and western walls respectively.

During staff review, the school enrollment reported in the applicant's Traffic Study was compared to the Special Use Permit issued in 2018 and found that the enrollment exceeded the maximum amount permitted. This revelation caused the review to be broadened. In reviewing the existing Special Use Permit and 2004 Mediation Agreement with MCC (including both the school and mosque), Staff have determined that the proposed gymnasium expansion represents an expansion of the use controlled by those agreements.

As such, mediation agreement requirements pertaining to on-street parking activity should be considered when reviewing parking and traffic impacts of the proposed gymnasium expansion. The applicant provided a Parking Management Plan in early September to address initial staff concerns and comments from the Traffic Safety Commission Chairman. The application, including the parking management plan was reviewed and unanimously approved by the Traffic Safety Commission on September 5. The Appearance Commission also unanimously approved the application back on May 7.

Commissioner Hussaini asked if the gym and track are amending the Special Use Permit, this will be an amendment and the number of students and teachers allowed will need to also be amended. The school is being expanded as the gym but additional classrooms are not being added. Commissioner Hussaini asked if the Mosque was being expanded, it is not.

Commissioner Mohr asked what the front setback requirement is in the R-2 district, it is 25 feet.

Commissioner Liston asked if in the original agreement limiting students and staff there was a reporting requirement for changes in the enrollment and staff. Mr. Nolin said there was an agreement for the Village to be notified if there were changes.

Chairman Kintner asked if the amendment for increased enrollment and staff is for Ord.18-09. Mr. Nolin said it is for 18-09 and not the mediation agreement as that addressed parking and not enrollment.

Commissioner Hussaini asked how traffic and enrollment would be addressed. Mr. Nolin noted there are a wide range of conditions that will considered at this hearing.

Raffi Arzoumanian, architect, Superintendent Quadri, David Westergreen of Gewalt Hamilton, and two civil engineers were sworn in by Secretary Kirchner.

Commissioner Hussaini asked for an explanation of the architecture and expansion of the gym. Mr. Arzoumanian said the gym expansion will meet high school level basketball requirements. The capacity is not changing. An office is being added to one side. The track is an auxiliary use for the school as a green space. The track will be wide enough to accommodate wheelchairs. The track area will be available for neighbors and the neighboring Molloy Education Center.

Commissioner Stein noted the traffic study said the gym would hold 100 spectators but the staff report references 130 spectators. 130 is the gym capacity that includes coaches, players, support staff and 100 spectators. Commissioner Stein complimented the design and materials.

Commissioner Mohr asked about a discrepancy in the west yard setback dimensions, one dimension notes the overhang. He further asked for gym court dimensions. There is an 8 feet perimeter around the 50 feet by 84 feet court. It is a standard high school court. He asked for further details on the height of the addition. He said the expansion is well worth it.

Mr. Arzoumanian said the height is driven by the minimum height for the court and is dictated by the depth of the joists. Discussion ensued about the north addition and entrance.

Chairman Kintner asked about the sustainability of the materials. Some of the panels and ceramics are recycled. High efficiency HVAC RTU systems with overhangs and energy efficient glazing will be used. The roof will be covered with insulated roof panels with an aluminum finish. It was noted that bird strikes will be mitigated by the type of glass being used. Commissioner Hussaini asked for the comments from the Appearance Commission. It was unanimously approved by the Commission with landscape modifications.

Commissioner Dorgan asked if there would be a general contractor on-site during the construction to mitigate problems. Mr. Quadri introduced Mr. Khan, who was sworn in by Secretary Kirchner. Mr. Kahn will be a liaison between the school project, neighborhood and the Village. It was confirmed that a general contractor will oversee the project on site.

Chairman Kintner asked for the photometric plan at the track, the vertical and horizontal measurements are important for the neighbors. Mr. Arzoumanian said they will enlist a lighting consultant and conform to code.

Chairman Kintner noted the variance in Friday traffic counts between the Village study and the Gewalt Hamilton Associates (GHA) study. Mr. Westergreen said the Village aggregate average is a fair estimate for Friday. The GHA study was conducted in June, 2024 and lists 185 average with a maximum of 367 and the Village shows an average of 301 and a maximum of 467 which is statistically an anomaly. Niles West high school was not in session during the GHA count. Mr. Quadri noted there are college and high school aged worshipers who are able to attend Friday prayer services, adding more traffic to the area. Molloy school and the MCC academy were both in session at that time.

Crash history was discussed, there have been 5 reported crashes in 5 years, namely at the Menard and Theobald intersection. Chairman Kintner asked what constituted an incapacitating and non-incapacitating injury. These are crash severities, with incapacitating requiring an ambulance.

Chairman Kintner asked about trip generation calculations for the new gym. The added 100 sum trips have a less delay than a typical Friday calculation. The parking lot would have excess capacity for on-site parking during gym events. The 50 trips t account 2 people per vehicle. He asked Mr. Westergreen if he was familiar with the MCC parking management plan. Mr. Westergreen said the plan is the best way to increase parking compliance on-site and reduce on street parking.

Commissioner Hussaini asked if the Traffic Safety Commission has reviewed the study. Mr. Nolin said it was initially reviewed in May and the revised study was reviewed and unanimously approved in September. The parking management plan operations to discourage off-site parking were discussed in detail. Commissioner Stein asked about the key factors for success, noting that a decrease in off-site parking is not a factor. It was noted that the outcome of better on-site parking will be less off-street parking.

Commissioner Dorgan said there is a neighborhood problem with the off-site parking. The plan will be monitored on a monthly basis and improvements will be made for the neighborhood by the MCC. Commissioner Dorgan asked what will happen if off-site parking problems are not improved. Mr. Arzoumanian said the MCC community is committed to the plan and its success. Mr. Kahn noted the congregants have been informed of the plan.

Commissioner Gabriel mentioned his house of worship effectively uses parking lot monitors and a shuttle bus to an off-site parking lot. Mr. Quadri said they use the Molloy parking area when possible and have modified the length of services to allow less overlap in traffic.

Chairman Kintner said he appreciates the parking management plan, the key factor of success should include increasing ridesharing and reducing the number of vehicles. The task force should include outside residents or at the very least communicate with the surrounding neighbors. He noted the target of 70% satisfaction of users should also include the satisfaction of residents. The parking volunteers can also note cars blocking driveways and litter problems.

Chairman Kintner asked if temporary no parking signs could be displayed on one side of the street, similar to the Village 4<sup>th</sup> of July restrictions. Mr. Nolin said it may be difficult to due staffing and would require review by the Traffic Safety Commission.

Chairman Kintner asked about the land bank area reserved for additional parking. The track encroaches on that area. The parking study and management plan will allow for extra capacity in the parking area so the 23 additional space are not need. He further noted that Friday services continually have large amounts of off-site parking, it is not the gym expansion that has traffic and parking problems. He is worried that the location of the track will not allow the parking needed for Friday services.

Mr. Arzoumanian said the additional 23 spaces will not solve the problem of off-site parking of 270 cars, he agrees there needs to be a cultural change and the management plan addresses that. Chairman Kintner said the track should not be constructed unless the plan proves successful. The gym will be constructed first and will give a significant amount of time to determine if the plan is working.

Commissioner Gabriel asked if the interior of the tack could be used for parking. Could a multipurpose surface be used? They will consider materials for the land bank area.

Commissioner Liston asked if they could monitor the parking plan for a time period before allowing the track to be built. It can be made a condition of approval. He asked how the success of the plan could be measured. A survey of the neighbors will be done at first as s baseline and repeated on a monthly basis to show improvement. Mr. Quadri said they would work with the Village and the community to develop a survey.

Commissioner Stein said measuring success is the key and it may even be an additional traffic study.

Commissioner Mohr said the 23 banked spots should be considered. Discussed ensued regarding the size and use of the track. The track is for play activity and to offer a practice area for Molloy school.

Chairman Kintner asked if the maximum number of students would be 350 and the number of staff would be 30. Mr. Quadri confirmed the numbers.

Chairman Kintner called for a 5 break, with the meeting resuming at 8:39. The meeting resumed at 8:39 with all Commissioners present.

Public comment letters were read into the record:

#### To Whom it May Concern:

My name is and my family resides at . We have lived at this residence

since 2003 and the conditions of this area is deteriorating at a rapid speed. I am writing this letter in complete disagreement with the proposed variance of the MCC to expand the gymnasium so more events such as games to be held. This variance should not be considered until the traffic and parking issues are resolved in the neighborhood particularly on Capulina Ave between Menards and Marmora. When the MCC hosts events, prayer services, Ramadan etc... this causes at huge problem down Capulina Ave such as no parking for tax paying residents, our cars are getting hit and damaged because the street is narrow yet cars are coming and going in both directions causing issues. Our cars in particular have gotten hit a few times and we've had to pay for the repairs. The MCC is not enforcing their traffic flow to exit either left or right from the parking lot instead cars are allowed to zoom down Capulina. Capulina Ave needs to either have permit parking on both sides of the street and the police to enforce this by writing tickets and/or making Capulina a one way street. A traffic study MUST be completed before anymore additions are done at the MCC because with the current state, the MCC does not have enough parking to accommodate what is currently going on. This addition will only increase traffic in the residential neighborhood. Does the MCC even have a

special use permit to host these types of events? Again, this is a residential neighborhood and the MCC is producing too much traffic/noise for what a residential neighborhood should have. What is the parking/square footage ratio currently? This addition will take up the grassy area therefore how will this affect drainage to the nearby homes? A study needs to be conducted.

Why can't the MCC build a garage/parking to accommodate their increase in traffic currently on the grass they currently have?

Something needs to happen, something needs to change on Capulina Ave before this variance is even approved.

We STRONGLY oppose this request.

I have also included 3 pictures of recent incidents in direct result of the MCC events. Thank you for your time,

Morton Grove Plan Commissioners, My family is opposed to this request for an amendment to a Special Use permit to change the zoning and allow a larger footprint of the school.

As 32 year residents in this neighborhood, we have witnessed an exponential increase in the amount of traffic that has occurred due to previously approved zoning changes to this property. The parking in our neighborhood makes it almost impossible for family and guests to visit because of the massive number of MCC members using their facility at all hours of the day and night.

There have been dozens of instances when the Morton Grove Police have been called to alert them of illegally parked vehicles including vehicles blocking driveways and fire hydrants. On many occasions to our dismay, they have failed to ticket them in a timely fashion or at all.

Why should the Village give additional and continued preferential treatment to a private institution that has already been the recipient of several favorable zoning changes previously?

Please review when this property was originally sold to the MCC, as there was a village Right of Way that ran through this property. This should have been used to benefit traffic egress in our village. The Morton Grove Park District was also interested in this land, but inexplicably the property was sold under very questionable circumstances with its' sales approved secretly by a former superintendent who is now long gone from the area. Unfortunately, due to ineptitude in previous Morton Grove village administrations, this right-of-way became property of the MCC. There are many times where we experience tremendous difficulty exiting our driveway. This is largely due to the

Village creating a pedestrian island on Theobald and closing off Mango to accommodate the MCC and as a result, Menard has become the primary north-south thoroughfare leading to the school and mosque.

It would be much wiser and advisable for the MCC to add on to their other school located on the major thoroughfare of Gross Point Road and a block north of Skokie Boulevard. They have ample land to do so there and it would be much fairer to the residents of our crowded neighborhood.

Why do we say crowded? The Village refuses to enforce occupancy restrictions and there are a number of single family homes containing three and four families in this neighborhood. How do we know this? Because there are between 6 -8 vehicles parked near these residences. I know of at least three houses in the area like this and I'm certain there are many more.

Please do NOT approve this zoning exception as it will create considerably more congestion and additional safety hazards. Hazards such as young drivers using the 2 block southbound stretch of Menard from the stop sign at Theobald to Lincoln as a racetrack. This ongoing danger could lead to serious injury or even death due to the density of children & adults in and around the MCC as there are vehicles that continue to drag race at speeds of 70 mph. This stretch of road leads directly to Niles West High School six blocks to the South. Directly north of the MCC property is Malloy School which serves disabled children and because of this, dozens of required buses travel daily on Menard Ave.

Please have consideration for long time neighborhood, resident, & tax paying Morton Grove property owners and deny this application for a Special Use Permit & zoning change based on the aforementioned reasons.

#### Dear Members of the Village Board,

We would like to express our support for the addition of a track around the field at the Muslim Community Center. This enhancement will not only benefit the students of the MCC, but it also presents a unique opportunity for collaboration and shared resources that will positively impact our entire community. MCC has graciously offered to allow students from the Molloy Education Center to use the track, which would be an invaluable resource for our students' physical education and overall well-being. Importantly, the track will be designed to be fully accessible to all students, including those who use wheelchairs. This ensures that every student, regardless of mobility needs, will have the opportunity to participate in fitness activities. The accessible track will provide a safe and dedicated space for our students to engage in activities such as walking, running, and training for events, including the Special Olympics. For our Special Olympics athletes, having a track designed with inclusivity in mind will enable them to train more effectively and safely for competitions.

Physical fitness is a critical component of a well-rounded education, and having access to this track will greatly enhance our ability to promote healthy habits among our students. Additionally, the track will be a significant asset for our Special Olympics program, giving our athletes a reliable space to train and prepare for competitions.

Thank you for your consideration and continued dedication to the Molloy Education Center and the MCC. Sincerely,

Christine Perry

Mr. Friedman of 5743 Theobald read his letter to Mr. Nolin.

#### Dear Mr. Nolin:

We are against the expansion of the existing school property commonly known as 8601 Menard Avenue in Morton Grove. We are against this expansion since the current uses of the property already creates excess traffic and parking problems in the area. All previous projections about adequate parking and traffic in the area by so called "experts" have been wrong. In addition, the property is not following the current agreement with the village that requires tandem parking in their lot. Some members of MCC do not follow the parking restrictions in the area especially on Fridays and during Ramadan. It is a lot of fun when their patrons obstruct or park in our driveway. Check with the Morton Grove Police Department for the large number of citations they have written in the area. An expansion of the building gymnasium will bring more games and traffic into the area that is already overcrowded. When the MCC first applied for the special use permit they said there would be no high school. Later they asked for a high school. Now they want an expansion and more congestion and traffic and more illegal parking and hindrance of residence rights. Currently the MCC creates parking and traffic problems on 52 Fridays, 30 evenings of Ramadan and various holidays and events. Now they want to add insult to injury. At least 25% of the time, the MCC is creating traffic and parking problems. An expansion will only worsen the problem and is not fair to the residents. Remember, originally when they were granted the special use permit, there was to be no high school.

If anything, the previous Special Use Permit should be withdrawn, because the parking lot is too small for the school and mosque, and the village was misled about the numbers of those that would be attending. One wonders if the building is adequately sized for the crowds attending and might be a fire hazard. In the alternative, turn down the expansion plans and limit street parking to residence only and MCC patrons must use only their parking lot and use tandem parking like they agreed to in their agreement with the village. The site plan approved by the 2004 Special Use Permit included 201 on-site parking spaces, as well as an area for 23 more "land-banked" parking spaces. Per Resolution 04-32, "The Village may require the future construction of some or all of the parking spaces on the land-banked area if MCC's Friday patrons park more than 50 vehicles on streets adjacent to the MCC for four consecutive normal Fridays, confirmed by a joint count taken by the Parties." At the last request, there were only 194 parking spaces. The Village has done nothing and there are more than 50 cars parked on the streets each Friday. The Village and MCC should follow the current agreement and require the seven spaces be replaced and the 23 spaces

added before even considering any expansion. The Village has ignored the fact that over 50 cars are parked on the streets each Friday and during Ramadan and at other times.

In addition, residents surrounding the MCC are discriminated against since there is the least restrictive parking restriction in the area. Residents surrounding the Molloy Education Center on Menard, right next to the MCC, have No Parking on their side of the Menard. Molly also has Zone 9 with "No Parking Any Time" and Zone 13 with "No Parking on School Days from 8:00 MA to 3:00 PM. Residents near the Jerusalem Lutheran Church and School have similar restrictions. Where parking at certain times is limited to a Zone 11 parking permit. Why do residents have only the restriction of having a Morton Grove parking sticker and some streets with no restrictions? Most of the time, residents must call the Morton Grove Police to enforce the parking regulations. The Morton Grove Police would park at police car outside of the MCC on Theobald Road during Friday worship. Worshippers at the Mosque would park behind the no parking sign in front of a police car with lights flashing.

For all the reasons listed above, the expansion plans should be denied and the MCC should live up to the agreement or its current exceptions be revoked by the Village of Morton Grove. Parking restrictions should increase in the area surrounding the MCC and enforcement improved, or have no parking allowed during Friday prayer and evenings during Ramadan.

He further supplied pictures of cars blocking his driveway and a list of parking tickets given over 3 months. Mr. Friedman said he did not receive a notice of this meeting. He said the 30 days of Ramadan were not considered in the traffic studies. He also noted that tandem parking is not being utilized.

Staff noted that a public hearing sign was posted on the subject property and notices to residents within 250 feet of the subject property were sent within the required time period of 15 to 30 days before the public hearing. No letters were returned to the Village.

Two tenth-grade students and varsity volleyball players at the MCC shared that academics, sports and extracurricular activities are very important for the school. The gym expansion would provide a regulation size court that could also support additional practices. The track would improve the outdoor area for play and practices. Due to the current court size, there is a lack of home games and they lack the ability to use jump serves. The teams, in spite of the small gyn, the volleyball teams have achieved many accolades including winning the regional tournament.

The twelfth-grade captain of the volleyball and travel basketball teams said the lack of home games hurts moral. The larger gym would increase the number of practices for the teams. Traveling to away games takes time away from school work in the evenings.

The twelfth-grade captain of the varsity basketball team and co-captain of the varsity volleyball team is a lifelong Morton Grove resident and proud of the sport teams' accomplishments. He has been in contact with recruiters and they are not able to see him play on his home court. He noted the gym will serve the many students in the audience wearing sport jerseys.

A junior varsity volleyball and basketball player would like the gym to expand to have proper games and practices.

The principal of the MCCA College Prep said they are very proud their accomplishments, especially their 100 % college articulation rate. The student academic teams place in many regional competitions. She noted the dual credit program with Oakton College and student academic scholarships being awarded for college. The gym expansion would allow for further athletic experience for the wholistic development of the students.

A middle school volleyball and basketball player said the expansion will help the teams and increase the amount of gym time for all students.

George Askos, 5831 Capulina, and a 20 year resident said the traffic study was not conducted when Niles West high school, Parkview school are not in session. Traffic on Capulina travels over the speed limit and should be addressed. He said he wants everyone's community to grow but not at the expense of the community.

The MCCA athletic director said the expansion will allow exposure to scouts for the athletes and further support of sponsors.

Ashfaq Nagori, from 7101 Emerson, said the community should follow the rules. He feels there are sufficient legal parking spaces in the neighborhood that accommodate the services.

Amjad Quadri, 9325 Oak Park, said the community will follow the management plan and the expansion of the gym and the new track will not add to parking and traffic issues.

Sayd Quadri, 8814 Luna, has been a sermon leader in the Mosque and said the community is sorry for any damage caused to the neighborhood. The students and community will be responsible for their actions. Every success for MCC academy is a success for Morton Grove.

Superintendent Quadi said many school and mosque families live in the community around the school. Morton Grove has residents from 56 different countries and we all work together. He noted that enrollment has decreased and this proposal does not expand the school or mosque.

Rashad Choudhary, 5646 Emerson, said his son was pleased that he was going to this meeting. He said he works with the neighbors to stop worshipers from parking during Friday prayers.

That completed the public comment. Chairman Kintner thanked all residents and students for their public participation.

Chairman Kintner noted there are conditions listed that address parking and traffic. He pointed out the possible addition of the track being delayed to study the performance of the parking management plan.

Commissioner Liston made a motion to recommend approval of Case PC 24-05, a request for approval of an amendment to a Special Use Permit (Ord. 18-09) to allow the expansion of an existing school with waivers from Section 12-4-2:D for setback and lot coverage, all within a R-2 Single Family Residence District at the property commonly known as 8601 Menard Avenue in Morton Grove, Illinois, subject to the following conditions:

- 1. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations and material specifications for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 2. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with a revised landscape plan that adheres to direction provided by the Appearance Commission, including the potential addition of shade trees, for review and approval by the Community Development Administrator and Appearance Commission Chairperson. If the landscape plan is deemed to be inconsistent with the approved plan, the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 3. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with a final photometric plan that meets the minimum requirements of Village Code for review and approval by the Community Development Administrator and Village Engineer.
- 4. Gymnasium operations at the subject property shall be limited to single-game events, single-day special events such as theater performances, training, and education on non-Fridays, and the hosting of tournaments shall be prohibited unless the parking plan can prove to provide necessary accommodations for

the events.

- 5. Use of the track and field shall be ancillary to school functions and the field area shall not host any special events that would generate additional traffic or parking demand unless the parking plan can prove to provide necessary accommodations for the events.
- 6. Prior to the issuance of a building permit, the applicant shall submit proof of an executed parking management agreement in keeping the parking management plan provided to the Village as part of the application materials for PC 24-05.
- 7. Section 3, Paragraph B of Ord.18-09, which amends Section of Ordinance 04-44, shall be amended to state, "The MCC shall limit overall enrollment to a maximum of 350 students and a maximum of 30 teachers."
- 8. Prior to the issuance of a building permit, the applicant shall submit a letter of understanding recognizing that the Mediation Agreement (Res. 04-32) remains in place and the amended Ordinance 18-09 does not relieve the burden of monitoring on-street parking impacts related to MCC activities, nor does it mitigate the potential that the MCC shall be required to install additional off-street parking on the subject property. Parking management measures must be implemented by the MCC in coordination with staff until the MCC becomes and remains compliant with the mediation agreement.
- 9. Construction of the track shall not begin until the Village Administrator has seen significant improvement relative to parking issue and the parking management plan has shown itself to be effective.

The motion as amended by Commissioner Gabriel, seconded by Commissioner Dorgan.

Commissioner Dorgan	voting	aye
Commissioner Gabriel	voting	aye
Commissioner Hussaini	voting	aye
Commissioner Liston	voting	ave
Commissioner Mohr	voting	aye
Commissioner Stein	voting	aye
Chairman Kintner	voting	aye

Motion passed (7-0).

Chairman Kintner asked for any other business or discussion. Hearing none, Commissioner Hussaini moved to adjourn the meeting by acclamation. The motion was seconded by Commissioner Liston.

The motion to adjourn the meeting was approved unanimously pursuant to a voice vote at 9:39 p.m.

Minutes by: Anne Kirchner





Incredibly Close 🤄 Amazingly Open

- To: Chairperson Kintner and Members of the Plan Commission
- From: Brandon Nolin, AICP, Community Development Administrator Anne Ryder Kirchner, Planner/Zoning Administrator
- Date: November 13, 2024
- Re: Appearance Commission Case PC 24-08

Request for approval of an amendment to a Special Use Permit for the operation of an indoor recreational facility at the property commonly known as 6451 Main Street in Morton Grove, Illinois (PIN 10-19-401-004-0000) all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E. The applicant is Omni City Holdings.

#### STAFF REPORT

#### Public Notice

The Village provided Public Notice for the November 19, 2024, Plan Commission public hearing for Case PC 24-08 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on October 31, 2024. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on October 30, 2024.

#### Application Summary

Omni City Holdings ("applicant"), is requesting approval of a Special Use Permit for exterior improvements and interior renovations to the existing industrial building at 6451 Main Street ("subject property") for proposed use as a pickleball facility. While the northern portion of the industrial building is currently being renovated to accommodate a garment manufacturer (GIL Sewing), that business has no plans to use the southern warehouse portion of the building and the property owner has proposed a pickleball facility as a potential co-tenant. The pickleball facility is considered an indoor recreational facility which is a special use within the M-2 zoning district.

#### Subject Property

The subject property consists of an existing industrial building at 6451 Main Street occupying s a 5.1-acre (220,926 sg. ft.) site. The property is within the M-2 General Manufacturing zoning district as are the properties to the south and southeast which are improved with industrial buildings and a telecommunications tower. The subject property is located west across Nagle Avenue from an 89-unit townhome development currently under construction which is within the C/R Commercial/Residential zoning district. The properties on the north side of Main Street to the northeast of the subject property are within the M-1 Restricted Manufacturing zoning district and are improved with industrial buildings.



Subject Property Location Map

#### Project Overview

The applicant is proposing to repurpose the southern warehouse portion of the existing industrial building at 6451 Main Street as a pickleball facility. The proposed facility would feature six pickleball courts, seating areas, and a bar on the first floor. The second floor would feature additional seating and could eventually accommodate a golf simulator or similar virtual sport amenity.

Parking is a primary constraint limiting future use of the subject property and the applicant was recently granted a variation for parking improvements (ZBA 24-38) to reconfigure and expand the parking lot at the subject property. The applicant is in the process of refining the preliminary parking lot design submitted to the ZBA to address issues related to stormwater management and emergency vehicle access. The redesigned parking lot will maximize the number of spaces available to all uses at 6451 Main Street including the primary tenant, GIL Sewing.





Preliminary Parking Lot Design per ZBA 24-38 (Note added by Staff - Not to Scale)

#### Zoning Review

A pickleball facility is proposed to occupy an existing industrial building that is zoned M-2 General Manufacturing. The proposed use is classified as an indoor recreational facility per Section 12-17-1 and requires a Special Use Permit within the M-2 district. The project will consist of interior renovations to the existing structure at the subject property with exterior modifications limited to signage, a widened entrance with double doors and a new canopy, and a series of large windows in the upper portion of the façade.

PROPOSED USE	DISTRICT	PERMITTED/SPECIAL
Indoor recreational facility	M-2	Special

#### Bar as Accessory Use

The applicant is proposing a bar/lounge be located on the first floor of the pickleball facility, but it is not clear as to whether the bar would be open to the general public or restricted to members/court users. It is also not clear as to whether pickleball users would be required to be members to a club to access the facility, or have the ability to pay for courts and other amenities individually. The applicant should speak to proposed business operations of the bar in relation to the pickleball. *Staff recommend that as a condition of approval, the use of the bar area be restricted to those paying for use of the pickleball courts and to the time within one hour, before or after, their scheduled court time.* 

#### Traffic Impact

A traffic impact study was prepared by Kimley-Horn and is included in the hearing packet for Case PC 24-08. The study demonstrated that projected future traffic can be successfully accommodated on the surrounding roadway network.

In evaluating future traffic volume, the impact study analysis included recently approved developments including an 89-unit townhome development (8350 Lehigh Ave.) and a mixed-use development (8500-8550 Lehigh Ave.), Egret Badminton (8150 Lehigh Ave.), and a pediatric therapy office (8210 Lehigh Ave.). Lehigh Avenue is designed for a capacity of 10,000 vehicles per day. The combined traffic expected to be added to Lehigh Avenue as a result of the proposed pickleball facility and other previously approved development is 7,081 vehicles per day (71% of capacity). As such, no modifications along Lehigh Avenue, such as turn lanes or pavement striping modifications, are recommended.

#### Parking Impact

As part of the traffic impact study, Kimley-Horn also evaluated parking. Parking at the 6451 Main Street building would be shared between GIL Sewing and the proposed pickleball facility. The existing parking lot provides 108 parking spaces, including four (4) ADA accessible spaces, and the proposed redesign would yield a new total of 148 parking spaces including five (5) accessible spaces. On-street parking along Main Street and Nagle Avenue is currently dedicated for Metra commuters and, following completion of the Metra station constructions, those spaces will transition to 90-minute public parking spaces.

GIL Sewing Corporation is relocating operations from their existing facility at 3500 N Kostner Avenue and plans to maintain hours of operation from 6:00 AM - 5:00 PM, Monday through Friday and would employ 126 people with no future plans for expansion. For industrial users like GIL Sewing, parking requirements are tied to employment rather than square footage of the use. Based on current off-street parking of 108 spaces, GIL Sewing is limited to 148 employees and that employment maximum is noted in the company's Business Compliance Certificate.

The pickleball facility is planned to open with six (6) courts, with areas designated for future expansion up to eight (8) courts. Typical days of operation are planned to be seven days a week with Monday – Saturday hours from 6:00 AM to 11:00 PM and Sunday hours from 7:00 AM – 8:00 PM. The facility would be operated by up to four (4) employees and provide league play.

#### Parking Demand

Due to the significant overlap in GIL Sewing and pickleball facility business operations, shared parking offers minimal benefit. Based on the parking data collected by Kimley-Horn, the peak parking demand for the existing GIL Sewing facility in Chicago (which is relocating to Morton Grove) was 53 spaces with a peak between 12 pm and 2 pm. GIL Sewing Corporation employees 126 people, with no future plans for expansion. Based on the number of courts and anticipated employees, Kimley-Horns projects a peak parking demand of 52 spaces. Kimley-Horn concluded that based on business operations, the peak parking demand for the proposed GIL Sewing Corporation and pickleball facility is estimated at approximately 105 parking spaces. As such, the proposed 148 parking spaces are anticipated to adequately accommodate the projected peak parking demand of 105 parking spaces, at an effective capacity of 69 percent.

Time Interval	Monday (8/26)	Tuesday (8/27)	Wednesday (8/28)	Thursday (8/29)	Friday (8/30)
8 AM to 10 AM			42		26
10 AM to 12 PM		33		36	
12 PM to 2 PM	53	36		53	33
2 PM to 4 PM	45	31	34	28	31
4 PM to 6 PM	26				
Maximum Peak Parking Demand	53	36	42	53	33

Observed Parking Counts - GIL Sewing at 3500 N Kostner (Kimley-Horn Summary)

#### Potential for Additional Parking Demand

Staff have concerns that GIL Sewing parking demand may increase beyond that experienced at its current location due to the suburban location. The applicant has indicated that the 6451 Main Street site was selected in part due to its proximity to the Metra station which operated on the same commuter rail line as its current location in Chicago. The applicant has also indicated a desire for a bar/lounge on the main floor of the proposed pickleball facility. While a court reservation can be required for bar patrons, there is potential for patrons to extend their stay to visit the bar before or after their court reservation, thus expanding demand for parking beyond the time estimated in the traffic impact study. With the 148 proposed parking spaces and a projected demand for 105 spaces, there appears to be ample room for additional visitors to the site consisting of a combination of employees and pickleball facility patrons.

#### Designated Parking

Per Kimley-Horn Associates, consideration should be given to designating the southernmost portion of the parking lot (44 spaces) to pickleball operations. The main entrance/exit location of the pickleball facility is at the south end of the building, which means pickleball players are most likely to park in this location. Additional spaces can be allocated to pickleball operations in the future if need be. The remaining parking spaces within the middle and northern portions of the parking lot could be designated for use by GIL Sewing Corporation. *Staff recommend requiring designated parking in the southern portion of the lot, as recommended by Kimley-Horn Associates, as a condition of approval of the Special Use Permit.* 

#### Commission Review

#### Appearance Commission

On October 1, 2024, the Appearance Commission (AC) reviewed Case PC 24-08. At the conclusion of the discussion, the Appearance Commission voted unanimously (7-0) to recommend approval of the application. The Staff Report to the Appearance Commission has been included as Attachment A. Two conditions were added to the recommendation to ensure that final elevations, materials, signage, and lighting are deemed to be consistent with Appearance Commission review and discussion.

#### Traffic Safety Commission

On November 7, 2024, the Traffic Safety Commission (TSC) reviewed Case PC 24-08 and the Traffic Impact Study. At the conclusion of the discussion, the TSC voted unanimously (7-0) to recommend approval of the application. Comments reflecting the discussion of the TSC were not yet received at the time this staff report was issued.

#### Departmental Review

The proposed project was reviewed by several department representatives (see "Attachment B"):

- Building Department: No comments at this time.
- Fire Department: Comments regarding the provision of proper emergency ingress/egress through the parking lot.
- Public Works Department/Engineering: In review of the proposed project, the Village Engineer issued several comments dated November 11, 2024, regarding:
  - Needed documentation that Fire Department site and building access can be adequately provided.
  - Lack of data in the Traffic Impact Study regarding Main Street capacity and related observations and the potential need for Main Street and Lehigh Avenue intersection improvements.
  - Needed documentation regarding easements and entitlements in place along the Nagle Avenue right of way.
  - The clarification of proposed business operations and proposed parking improvements including the total spaces to be added and the number and location of ADA accessible spaces.

#### Standards for Review

The Standards for Special Uses are established in Section 12-16-4:C.5 of the Unified Development Code:

<u>Standards For Special Uses</u>: The following standards for evaluating special uses shall be applied in a reasonable manner, taking into consideration the restrictions and/or limitations which exist for the site being considered for development:

- 1. Preservation of Health, Safety, Morals, And Welfare: The establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, morals or general welfare.
- 2. Adjacent Properties: The special use should not be injurious to the use and enjoyment of other property in the immediate vicinity for the uses permitted in the zoning district.
- 3. Orderly Development: The establishment of the special use will not impede normal and orderly development or impede the utilization of surrounding property for uses permitted in the zoning district.
- 4. Adequate Facilities: Adequate utilities, access roads, drainage and other necessary facilities are in existence or are being provided.
- Traffic Control: Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the public streets. The proposed use of the subject site should not draw substantial amounts of traffic on local residential streets.
- 6. Adequate Buffering: Adequate fencing and/or screening shall be provided to ensure the right of enjoyment of surrounding properties to provide for the public safety or to screen parking areas and other visually incompatible uses.
- Conformance To Other Regulations: The special use shall, in all other respects, conform to applicable provisions of this title or amendments thereto. Variation from provisions of this title as provided for in subsection 12-16-3A, "Variations", of this chapter, may be considered by the plan commission and the Village Board of Trustees as a part of the special use permit.

#### Recommendation

Should the Plan Commission recommend approval of this application, staff suggests the following motion and conditions:

Motion to recommend approval of Case PC 24-08, a request for approval of a Special Use Permit for an indoor recreational facility all within a M-2 General Manufacturing District, for the property commonly known as 6451 Main Street in Morton Grove, Illinois, subject to the following conditions:

- 1. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations and material specifications, and landscaping plans, for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 2. The Business Compliance Certificates issued for all existing and future businesses to be located at 6451 Main Street shall include conditions related to parking to ensure that no combination of uses results in a demand for parking in excess of the parking provided on-site at the subject property.
- 3. Prior to the issuance of a building permit, the applicant shall submit a revised site plan to indicate the location of reserved pickleball facility parking consistent with the recommendation made by Kimley-Horn Associates in the Traffic Impact Study dated September 9, 2024.
- 4. The use of the bar/lounge shall be restricted to individuals with court reservations within one hour before or after their schedule court time.

#### <u>Attachments</u>

- Attachment A Staff Report to the Appearance Commission for PC 24-08, prepared by Brandon Nolin, AICP, Community Development Administrator, dated September 24, 2024
- Attachment B Plan Review Comment Forms for PC 24-08, prepared by:
  - o Rick Dobrowski, Fire Prevention Coordinator received November 7, 2024
    - o Chris Tomich, Village Engineer dated November 11, 2024
- Attachment C Final Plans and Supporting Documents for PC 24-08

Attachment A Staff Report to the Appearance Commission for PC 24-08 Prepared by Brandon Nolin, AICP, Community Development Administrator Dated September 24, 2024 Community & Economic Development Department



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- To: Chairperson Pietron and Members of the Appearance Commission
- From: Brandon Nolin, AICP, Community Development Administrator Anne Ryder Kirchner, Planner/Zoning Administrator
- Date: September 24, 2024
- Re: Appearance Commission Case AC 24-14

Request for approval of an Appearance Certificate for sign and building plans associated with case PC 24-08, a request for a Special Use Permit for the operation of an indoor recreational facility at the property commonly known as 6451 Main Street in Morton Grove, Illinois (PIN 10-19-401-004-0000) all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E. The applicant is Omni City Holdings.

#### STAFF REPORT

#### Application Summary

Omni City Holdings ("applicant"), submitted a complete Appearance Commission Application to the Department of Community and Economic Development requesting an Appearance Certificate for exterior improvements and interior renovations to the existing industrial building at 6451 Main Street ("subject property") for proposed use a pickleball facility. While the northern portion of the industrial building is currently being renovated to accommodate a garment manufacturer (GIL Sewing), that business has no plans to use the southern warehouse portion of the building and the property owner has proposed a pickleball facility as a potential co-tenant.

#### Subject Property

The subject property consists of an existing industrial building at 6451 Main Street occupying s a 5.1-acre (220,926 sq. ft.) site. The property is within the M-2 General Manufacturing zoning district as are the properties to the south and southeast which are improved with industrial buildings and a telecommunications tower. The subject property is located west across Nagle Avenue from an 89-unit townhome development currently under construction which is within the C/R Commercial/Residential zoning district. The properties on the north side of Main Street to the northeast of the subject property are within the M-1 Restricted Manufacturing zoning district and are improved with industrial buildings.



Subject Property Location Map

#### Project Overview

The applicant is proposing to repurpose the southern warehouse portion of the existing industrial building at 6451 Main Street as a pickleball facility. The proposed facility would feature six pickleball courts, seating areas, and a bar on the first floor. The second floor would feature additional seating and could eventually accommodate a golf simulator or similar virtual sport amenity.

The façade on the southern portion of the building would be renovated to feature the pickleball facility signage, a new entrance, and foyer. The applicant has also proposed a redesign and expansion of the existing parking lot to maximize the number of spaces available to all uses at 6451 Main Street including the primary tenant, GIL Sewing. The parking lot redesign, including landscaping, requires a variation as the existing parking lot is located in a front yard which is in a nonconforming location. As such, the Special Use Permit application for the proposed pickleball facility and the parking variation are being reviewed in parallel with one another by the Plan Commission and Zoning Board of Appeals.



Preliminary Parking Lot Design per ZBA 24-38 (Note added by Staff - Not to Scale)

#### Building Design and Materials

The applicant provided exterior and interior renderings as well as floor plan drawings of the proposed pickleball facility. The existing façade would be modified to include a widened entrance with double doors and a series of large windows in the upper portion of the façade. The windows and doors would all consist of clear glass with black anodized metal frames. The entrance and a large business logo sign would be framed by a copper colored perforated aluminum panel that would extend the full height of the building and a black metal canopy would be installed above the entrance. The existing brick at the base of the building would be painted a combination of light gray and blue and the white aluminum siding above the brick base would be painted dark gray. A blue band would be painted across the length of the façade and use to highlight a wall sign at the northeast corner of the building.

No material samples or details were provided in the application beyond the façade renderings. The applicant should speak to and confirm the materials and colors to be used for the proposed project.



Rendering of Proposed East Façade

Lighting

No photometric plan was submitted by the applicant. No additional parking lot or on-site lighting is proposed. The applicant should speak to any additional site lighting envisioned for the property, or confirm that no lighting will be added.

#### Landscaping

Foundation landscaping is proposed along the base of the east façade and wrapping the northeast corner. The foundation landscaping will replace the existing sidewalk and will consist of a mix of dwarf lilacs, switchgrass, boxwoods with hick yew hedges at the northeast corner. All other landscaping to be provided on the site will be included in the parking lot design currently proposed for review by the Zoning Board of Appeals. As such, landscaping is not part of the Appearance Commission review.



#### <u>Signage</u>

Three sign types are proposed including an update to an existing pylon sign, installation of new illuminated wall signs, and installation of new window signs. The Village's applicable sign requirements are outlined in the following table.

C-1 SIGN CONTROLS	REQUIREMENT	PROPOSED	COMPLIANCE
Wall Signs Size – Primary Frontage (East Elevation) (10-10-7.F.3)	Up to one and one-half (1.5) sq. ft. of wall signage per each linear foot of frontage or one hundred twenty (120) sq. ft. of signage (whichever is less) shall be allowed on the primary frontage of each tenant space of a nonresidential building. Max. 120 sq. ft.	Main Entrance Logo – 40.0 sq. ft. Wall Sign – 12.0 sq. ft. Total Sign Area – 52.0 sq. ft.	Compliant



Proposed Wall Sign Locations

#### Illuminated Wall Signs

Two (2) wall signs are proposed for the east facade. A large logo would be located above the main entrance measuring 8.0 feet tall and 5.0 feet wide (40.0 sq. ft. in area). A second wall sign with the full name of the business "Yard Pickleball" would be located near the roof line at the northeast corner of the building. That sign would measure 1.5 feet tall and 12.0 feet long (18 sq. ft. in area). Per Section 10-10.7.F, the maximum area for wall signs on the primary frontage is 120 sq. ft. The east elevation is considered to the primary frontage because it will feature the primary entrance to the tenant space. As proposed, the combined sign area of 52.0 sq. ft. is below the maximum area permitted. The primary tenant, GIL Sewing, is currently remodeling their space and did not include any signage in their building permit application. If the permitted wall sign area is dedicated to the proposed pickleball facility, GIL Sewing would still have that ability to install a ground monument sign to advertise their business. The applicant should speak to the wall sign design, size, and placement.

The applicant did not provide detailed regarding sign brightness. Per Section 10-10-7.B.1 of the Unified Development Code, "the light intensity or brightness from any illuminated sign shall not disrupt the reasonable peaceful enjoyment of surrounding properties." Also, per Section 10-10-7.B.2, "no illuminated sign shall exceed one hundred (100) foot-candles of power per running foot of the width of the sign. Candlepower is total lumens divided by 12.57." Lastly, according to the International Dark Sky Association, "cooler white light often has a disproportionally high impact upon human dark adaptation, nocturnal wildlife, and ecosystem function." *As such, staff recommend that illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).* The applicant should speak to the brightness of the proposed illuminated signs and any potential spillover on adjacent properties.

#### Appearance Commission Review

In accordance with Unified Development Code Section 12-12-1:C, all site, landscape and building plans are to be reviewed by the Appearance Commission, and an Appearance Certificate by the Commission granted, prior to the issuance of a building permit. Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter, 12 "Design Standards," of this title.

#### The Design Standards (Sec. 12-12-1:D) are as follows:

D. Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:

- 1. Evaluation Standards:
  - a. Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.
  - b. Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.
  - c. Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.
  - d. Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.
- 2. Design Criteria:
  - a. Standards: Appearance standards as set forth in this chapter.
  - b. Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.
  - c. Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.
  - d. Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.
  - e. Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.
  - f. Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.
  - g. Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.
  - h. Landscaping: All requirements set forth in chapter 11, "Landscaping and Trees", of this title. (Ord. 07-07, 3-26-2007)

#### **Recommendation**

If the Appearance Commission approves the request for an Appearance Certificate for sign and building plans, with associated waivers described herein, for commercial remodel and expansion under Appearance Certificate (AC 24-14) for the property commonly known as 6451 Main Street in Morton Grove, Illinois, staff recommends the following conditions of approval:

- 1. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final elevations and material specifications for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 2. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final details regarding the wall sign locations and dimensions that must be deemed consistent with the approved signs, as determined by the Community Development Administrator and Appearance Commission Chairperson. Any illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin). If such designs are deemed to be inconsistent with the approved plans, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.

Attachment B Plan Review Comment Forms for PC 24-08 Prepared by:

Rick Dobrowski, Fire Prevention Coordinator Received November 7, 2024

> Chris Tomich, Village Engineer Dated November 11, 2024

# VILLAGE OF MORTON GROVE, ILLINOIS PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 9/12/2024

CASE NUMBER: PC 24-08

<u>APPLICATION</u>: Request for approval of a Special Use Permit for the operation of an indoor recreational facility at the property commonly known as 6451 Main Street in Morton Grove, Illinois (PIN 10-19-401-004-0000) all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E. The applicant is Omni City Holdings.

A Special Permit Application has been submitted to the Plan Commission for action. Please return your review to the Department of Community and Economic Development by Friday, October 4, 2024.

Thank you, Brandon Nolin, AICP Community Development Administrator

COMMENTS OR CONCERNS

FD Comments:

The FD currently has full access to the entire front side of the building. The proposed plan shows parking along the entire front except for the main loading dock area. At a minimum, clear access to the main entrances is required (Please see attached drawing with the required FD Access highlighted). The FD requests a turning exhibit to confirm that all fire apparatus can circulate through the parking lots as proposed.

These comments accurately represent existing Village regulations or policies.

Name (please print):

Signed:

Date:



### VILLAGE OF MORTON GROVE, ILLINOIS PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 9/12/2024

CASE NUMBER: PC 24-08

<u>APPLICATION</u>: Request for approval of a Special Use Permit for the operation of an indoor recreational facility at the property commonly known as 6451 Main Street in Morton Grove, Illinois (PIN 10-19-401-004-0000) all within a M-2 General Manufacturing District, pursuant to Section 12-4-4:E. The applicant is Omni City Holdings.

A Special Permit Application has been submitted to the Plan Commission for action. Please return your review to the Department of Community and Economic Development by Friday, October 4, 2024.

Thank you, Brandon Nolin, AICP Community Development Administrator

#### COMMENTS OR CONCERNS

- GENERAL Nagle Avenue provides public north-south access to the existing building. Southbound Nagle
  Avenue is located in an easement on private property of 6451 Main Street. Northbound Nagle Avenue and
  the 34 on-street parking spaces are located within the Village's right-of-way. Given the deteriorated
  condition of the pavement and the redevelopment in the area, the Village will likely undertake a planning
  effort to determine the future needs of this segment of Nagle Avenue. Review of this application should
  not consider these on-street parking spaces for the proposed development.
- 2. TRAFFIC The Special Use Permit should include a condition to ensure access routes and building access points that the Fire Department will need for the entire site. An exhibit could be developed by the applicant to illustrate this information and form the basis for considering future modifications at this site.
- 3. TRAFFIC The Traffic Study did not evaluate the past, present, or future traffic volumes on Main Street. A statement made in the Traffic Study's Conclusion summarized that no modifications along Lehigh Avenue, such as turn lanes or pavement striping modifications, are recommended. Since Main Street is the only access route for the development, the applicant should provide a statement as to whether any modifications should be recommended on Main Street at Lehigh Avenue to accommodate peak hour traffic access to/from the site.
- 4. TRAFFIC Operations for the manufacturing and pickleball aspects of the development should be described including staff arrival/departure, large vehicle site access and circulation (i.e.: delivery, garbage, snow plow, or emergency vehicles) with representative vehicle turning templates.
- 5. TRAFFIC A level-of-service analysis was not provided for Main Street at Lehigh Avenue. Village Staff has concerns about the performance of this intersection and increased likelihood of vehicle conflicts during

peak times of commuter activity. The concern includes commuters attempting to enter or exit parking spaces on the east side of Lehigh Avenue across from this intersection during coincident employee mass arrival or departure times.

- 6. TRAFFIC Wayfinding signage should be provided to indicate where larger vehicles are and are not to be accommodated.
- 7. TRAFFIC The site is accessed from Lehigh Avenue west along Main Street, then south along Nagle Avenue. Nagle Avenue right-of-way ends at Oak Street. A narrow street extends southward on a private property easement to John Crane, Inc. and a tall antenna tower site. The applicant should provide records about the entitlements for this street on private property, so that the rights and responsibilities of all parties can be understood and the impact of the Special Use Permit can be more fully understood.
- 8. TRAFFIC The Traffic Study did not, but could have, evaluated a 5-year future traffic projection for this portion of Lehigh Avenue to provide a more complete picture of this development's effect on Lehigh.
- TRAFFIC/PARKING The application indicates many employees are expected to travel to the site by Metra. The applicant should clarify whether Metra trips are forecasted to be completed by walking or by bicycle. If bicycles are expected to be part of the travel mode, then bike parking facilities should be provided.
- 10. TRAFFIC/PARKING The applicant should describe garbage and snow removal operations.
- 11. PARKING The Traffic Study should recommend a distribution of the six accessible parking spaces for the two uses.
- 12. PARKING In the Parking Study, the Village's criteria used to calculate off-street parking requirements is shown in Table 4: Off-Street Parking Requirements. GIL Sewing parking is then estimated with an assumption of two vehicles owned and used by the local plant only. A footnote indicates this is based on two loading dock spaces. The applicant should verify how many and what types of vehicles are actually owned and used (and planned to be stored on site) by the business.
- 13. PARKING The Site Plan (sheet 4 of 6) provided with the TSC application materials has a boxed note at the bottom for the parking lot count stating 148 standard parking spaces and 4 accessible parking spaces will be provided for a total of 152 parking spaces. The Parking Study parking supply counts stated there will be 153 total spaces including 6 accessible spaces. There would also be an accessible parking space requirement deficiency based on the Site Plan note. This difference needs to be resolved.
- 14. PARKING The pedestrian accessible routes from the parking areas should be shown/described.

These comments accurately represent existing Village regulations or policies.

Name (please print): Chris Tomich

Signed:

Date: 11-11-24

#### Attachment C Final Plans and Supporting Documents for PC 24-08

- 1. Special Use Application, submitted by Omni City Holdings, LLC, dated September 9, 2024
- 2. Plat of Survey of 6451 Main Street, prepared by WMA, Ltd., dated March 15, 2023
- 3. Project Narrative, submitted by Omni City Holdings, LLC, received September 10, 2024
- 4. Floor Plans and Renderings, prepared by Olympus Design & Development, dated May 10, 2024
- 5. Preliminary Landscape Plan, submitted by Omni City Holdings, LLC, received September 23, 2024
- 6. Revised Exterior Elevations, prepared by Olympus Design & Development, received September 23, 2024
- 7. Parking Study 6451 Main Street, prepared by Kimley-Horn Associates, dated September 9, 2024



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## SPECIAL USE APPLICATION

Village of Morton Grove Department of Community Development 6101 Capulina Avenue, Morton Grove, Illinois 60053 commdev@mortongroveil.org | 847-663-3063

Case Number:	Date Application Filed:	9/9/2024
APPLICANT INFORMATION		
Applicant Name: Omni City Holdings, LLC		
Applicant Organization: Omni City Holdings, LLC		
Applicant Address: 6451 Main St.		
Applicant City / State / Zip Code: Morton Grove, IL 60	053	
Applicant Phone: 847-476-4999		
Applicant Email: alex@gilsewing.com		
Applicant Relationship to Property Owner: <b>Owner</b>		
Applicant Signature:		
PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APP Owner Name: Omni City Holdings, LLC Owner Address: 6451 Main St. Owner City / State / Zip Code: Morton Grove, IL 6005 Owner Phone: 847-476-4999 Owner Email: alex@gilsewing.com Owner Signature: Alex khakham	LICANT) 53	
PROPERTY INFORMATION Common Address of Property: <u>6451 Main St. Morton</u> Property Identification Number (PIN): <u>10-19-401-004-000</u> Property Square Footage: <u>123,743</u> Legal Description (attach as necessary): <u>This is a light m</u> Property Zoning District: <b>M-2</b>	Grove, IL 60053 00 anufacturing facility buil	ding.

### APPLICATION INFORMATION

Requested Special Use: Recreational / Pickleball

Purpose of Special Use (attach as necessary): Attached in separate sheet.

#### RESPONSES TO STANDARDS FOR SPECIAL USE

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

- a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.
   <u>There will be nothing detrimental or of endangerment to the public. This will increase the</u> wellness of the public and surrounding area.
- b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
   This is a recreational area which will only increase the values of the surrounding area.
   It will bring more enjoyment to the residents of the area in providing a healthy recreational activity.
- c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

#### It will not empede in any normal development and improvements. It will only improve the area.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.

All will be provided. A parking and traffic study has been done as well.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

Parking variation application and drawings have also been submitted that will decrease congestion.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.

It is not contrary.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

#### Special use will 100% adhere to application regulations.

**Omni City Holdings, LLC.** 

#### Purpose of requested variation (attach as needed):

We are requesting a variation to allow the use of part of the existing building as a special-use recreational area specifically for indoor pickleball courts. The purpose of this variation is to provide a community-friendly recreational space that promotes health, wellness, and social interaction among residents of Morton Grove and the surrounding areas. The proposed pickleball courts will cater to the growing interest in this popular sport, offering a safe and accessible venue for people of all ages. By adapting part of the building for this use, we aim to enhance the recreational amenities available within the community without the need for constructing a new facility.



# 1st FLOOR PLAN







## 2ND FLOOR PLAN




## YARD PICKLEBALL (EXTERIOR VIEW)

Painted existing metal panel Signage 18" height

Painted existing metal panel

Painted existing masonry





## YARD PICKLEBALL (INTERIOR VIEW)





## YARD PICKLEBALL (INTERIOR VIEW)











## YARD PICKLEBALL (INTERIOR VIEW)





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2	TM	TAXUS MEDIA HICKS YEN	4	ł' -
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## **MEMORANDUM**

To:	Mr. Alex Khakham GIL Sewing Corporation
From:	Justin Opitz, AICP
Date:	September 9, 2024
Subject:	Industrial Redevelopment & Pickleball Facility 6451 Main Street Morton Grove, Illinois

Kimley-Horn, Inc. (KH) was engaged to evaluate the traffic characteristics and parking requirements and operations of a proposed industrial redevelopment and accompanying pickleball facility to be located in the existing industrial building at 6451 Main Street in Morton Grove, Illinois.

## Site Characteristics

The existing 123,743 square-foot (SF) industrial building was previously occupied by Morton Grove Pharmaceutical and provided 108 parking spaces, including 4 ADA accessible spaces. The site has access at the western terminus of Main Street approximately 750 feet west of Lehigh Avenue. As proposed, the industrial building would be redeveloped with GIL Sewing Corporation operations occupying roughly 108,243 SF of the building, and the remaining 15,500 SF being occupied by a pickleball facility that would provide 6 courts and be maintained and operated by GIL Sewing Corporation. The pickleball facility has plans for possible expansion to 8 courts in the future and would be located at the southern end of the building. Per site improvement plans prepared by Greengard Engineers dated August 2, 2024, the parking lot located immediately east of the building would be repaved and modified. After modification, the site would provide 153 parking spaces, including 6 ADA accessible spaces.

It should be noted the site is located just under a quarter-mile from the Morton Grove Metra Station along Metra's Milwaukee District-North line. GIL Sewing Corporation is relocating operations from its current location at 3500 N Kostner Avenue in Chicago, Illinois. The existing location is just under a half-mile from the Grayland Metra Station along the same Metra line.

One of the main reasons for this sites selection in Morton Grove is the high transit accessibility along the same Metra line, as a sizeable number of existing employees utilize the Metra to commute to/from work. This is expected to continue at the proposed Morton Grove location.

Pertinent attachments with supporting documentation and information are included at the end of this document.

## **Traffic Evaluation**

Kimley-Horn determined the anticipated traffic to be generated by the site for comparison to recently collected annual average daily traffic (AADT) volumes along Lehigh Avenue by the Illinois Department of Transportation (IDOT). This comparison is qualitative in nature and is meant to provide context around the developments potential traffic impact.

## **Trip Generation**

In order to calculate two estimates of trip generation for the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) manual titled <u>Trip Generation</u>, Eleventh Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the most similar land use to the proposed redevelopment use are shown in **Table 1**. The ITE Trip Generation Manual does not specifically provide data for pickleball courts; and therefore, LUC 491 (Racquet/Tennis Club) was selected as most closely representative of the operational characteristics of pickleball courts. A copy of the ITE data is provided in the Appendix.

ITE Land Lica		Linit (V)		Weekday	
TTE LATIU USE	LUC		Daily	AM Peak Hour	PM Peak Hour
Manufacturing (GIL Sewing Corporation)	140	Per 1,000 SF GFA	T = 4.75(X) 50% in/50% out	T = 0.68(X) 76% in/24% out	T= 0.74(X) 31% in/69% out
Racquet/Tennis Club <sup>1</sup> (Pickleball Facility)	491	Per Court	T = 27.71C 50% in/50% out	T = 3.82C 50% in/50% out	T = 3.82C 50% in/50% out
T = number of trips		X = 1.000 SF G	FA C = Tennis (	Courts	

### Table 1. ITE Trip Generation Data

<sup>1</sup>Racquet/Tennis Club (LUC 491) only provides trip generation rates for the PM Peak hour. For purposes of analysis, PM Peak Hour trip generation rates were applied for the AM peak hour. Directional distribution was not provided for any peak hour; therefore, daily directional distribution was assumed.

As summarized in **Table 2** on the following page, the trip generation estimates were calculated for daily, morning peak hour, and evening peak hour times using the ITE assumptions in Table 1.

### Table 2. Site-Generated Traffic Projections

		Weekday							
Land Use	Size	Dalle	A	M Peak Hou	ır	PM Peak Hour			
		Dally	In	Out	Total	In	Out	Total	
GIL Sewing Corporation	GIL Sewing Corporation								
Manufacturing (LUC 140)	108,243 SF	514	56	18	74	25	55	80	
Pickleball Facility									
Racquet/Tennis Club (LUC 491)	8 Courts	222	16	15	31	16	15	31	
Projected Maximum Site Trips			72	33	105	41	70	111	

## **Traffic Evaluation**

Kimley-Horn obtained traffic volumes along Lehigh Avenue from IDOT's Traffic Count Database System (TCDS) using the most recent year (2022) for bi-directional through movement traffic counts. Additionally, four recently approved developments along Lehigh Avenue were incorporated into this analysis. Based on the referenced TCDS counts, previous analyses conducted by Kimley-Horn for the approved developments, and the trip generation estimates in Table 2 above, **Table 3** summarizes existing and future traffic conditions on Lehigh Avenue.

### Table 3: Existing and Future Traffic Volume Comparison

		Weekday	
	Daily	AM Peak	PM Peak
Existing Volumes			
Existing Counts <sup>1</sup>	3,691	239	307
Approved Development Trip Generation <sup>2</sup>			
Mixed-Use Transit-Oriented Development (8500-8550 Lehigh Avenue)	1,700	185	175
Metro on Main Residential Development (Lehigh Avenue/Main Street)	640	45	50
Badminton Gym/Training Facility (8150 Lehigh Avenue)	240	3	100
Pediatric Therapy Office (8210 Lehigh Avenue)	74	16	14
Subtotal existing + APPROVED	6,345	485	646
Proposed Development Trip Generation			
GIL Sewing Corporation + Pickleball Facility (6451 Main Street)	736	105	111
Future Total existing + future approved + proposed	7,081	590	757
% Increase Existing + APPROVED VS. FUTURE	+11.6%	+21.6%	+17.2%
<sup>1</sup> Referenced from IDOT's Traffic Count Database System			

<sup>2</sup> Referenced from previous studies conducted by Kimley-Horn

<sup>3</sup> The future badminton gym is not planned to have hours of operation during the morning peak hour.

Relative to future traffic projections with the nearby approved developments, the addition of traffic for the proposed development is estimated to increase trips by approximately 12 percent throughout the weekday and between 17-22 percent during the peak hours.

Per the Highway Capacity Manual (HCM), Lehigh Avenue has a capacity of about 10,000 vehicles per day before significant congestion and delay are expected to occur. As noted in Table 3, with the addition of adjacent approved development traffic and the proposed GIL Sewing Corporation and pickleball facility traffic, Lehigh Avenue is anticipated to carry approximately 7,081 vehicles per day. Thus, Lehigh Avenue is projected to have capacity for approximately 2,919 additional daily trips before segments of the roadway near the limit for efficient traffic operations. The projected increase in traffic is not anticipated to significantly impact operations along Lehigh Avenue.

## Parking Evaluation

Kimley-Horn reviewed three metrics to evaluate the adequacy of the proposed parking supply on the site located at 6451 Main Street:

- 1. Parking requirements based on Village Code.
- 2. Estimated parking demand based on national industry resources.
- 3. Estimated parking demand based on business operating characteristics.

Parking at the 6451 Main Street building is planned to be shared between the GIL Sewing Corporation and the pickleball facility. However, parking spaces are planned to be designated for employees and patrons of each of the uses. The building is proposed to provide 153 off-street parking spaces, including 6 dedicated ADA spaces.

## Part 1. Village Code Requirements

**Table 4** summarizes the parking requirements per the Village of Morton Grove Unified Development Code for the proposed uses. For each of these uses, the Village code defines parking requirements based on SF of gross floor area.

### Table 4. Off-Street Parking Requirements

Business Name	Code Categorization / Land Use	Size	Required Space by Use	Required Spaces			
GIL Sewing Corporation	Manufacturing Uses	126 Employees (108,243 SF)	1.0 space for each 2.0 employees plus 1.0 parking space for each vehicle owned and used by the local plant only	65 <sup>1</sup>			
Pickleball Facility	Permitted and special uses in the manufacturing zoning district	15,500 SF	1.0 space per 250 square feet of gross floor area	62			
Total Required Off-Street Parking Spaces							

<sup>1</sup>Assumes two (2) vehicles owned or used in the business based on the two loading dock spaces

Based on Village code, 127 off-street parking spaces are required for the proposed uses. The proposed supply of 153 off-street parking spaces exceeds the 127-space requirement with a surplus of 26 spaces.

The Village code permits required off-street parking to be shared between two or more land uses jointly providing off-street parking when their respective hours of peak operation do not overlap. Such a case is worth examining for the uses within the 6451 Main Street building, which has businesses that may have different peak operational times. **Table 5** below summarizes the shared parking requirements per Village code.

Land Lica Classification		Required		Weekdays <sup>2</sup>	Weekends <sup>2</sup>			
Lanu USE Classification	SIZE (SF)	Spaces <sup>1</sup>	2 AM – 7 AM	7 AM – 6 PM	6 PM – 2 AM	2 AM – 7 AM	7 AM – 6 PM	6 PM – 2 AM
GIL Sewing Corporation <sup>3</sup>	108,243 SF	65	5% 3	80% 52	5% 3	5% 3	20% 13	10% <b>7</b>
Pickleball Facility <sup>4</sup>	15,500 SF	62	0%	40% 25	90% 56	0%	80% 50	100% 62
Total	123,743 SF	127	3	77	59	3	63	69

### Table 5. Shared Parking Standards

<sup>1</sup> Required Spaces are based on "Required Spaces By Use" table from Village of Morton Grove Code 12-7-3.

<sup>2</sup> Shared parking calculations are based on required spaces multiplied by percentages in the top-right corners of each cell and referenced from Village of Morton Grove Code 12-7-3.

<sup>3</sup> Classified as Industrial

<sup>4</sup>Classified as Entertainment/Recreation

Based on the Village shared parking standards, the off-street parking requirement is highest during the 7:00 AM - 6:00 PM time period on weekdays, when 77 spaces are required, and during the 6:00 PM - 2:00 AM time period on weekends, when 69 spaces are required. With the shared parking reduction, the proposed supply of 153 parking spaces exceeds the shared parking requirement with a surplus of 76 spaces on weekdays and 84 spaces on weekends.

## Part 2. National Industry Resources

Kimley-Horn reviewed parking demand data provided in the Institute of Transportation Engineers (ITE) <u>Parking Generation Manual</u> – 6<sup>th</sup> Edition to determine off-street parking requirements for the proposed uses per industry research. Land-Use Code (LUC) 410 (Manufacturing) was assumed for the GIL Sewing Corporation, and LUC 491 (Racquet/Tennis Club) was assumed for the pickleball facility for the below analysis.

			Monday-Friday					
Use	ITE Land Use	Size	Average Pe	ak Demand	85th% Peak Demand			
			ITE Rate	Projection	ITE Rate	Projection		
GIL Sewing Corporation	Manufacturing (LUC 140)	108,243 SF	S = 0.92(X)	100 spaces	S = 3.36(X)	364 spaces		
Pickleball Facility	Racquet/Tennis Club (LUC 491)	acquet/Tennis 8 Courts (15,000 SF)		31 spaces	S = 4.59(X)	37 spaces <sup>1</sup>		
Total Projected Peak Parking Demand				131 spaces		401 spaces		

		- ·	<b>D</b> 1 11	
Table 6 11	- Parkino	Demand	Projection	S

X = 1,000 SF GFA

<sup>1</sup>Racquet/Tennis Club (LUC 491) does not provide 85<sup>th</sup> percentile parking demand data, thus the maximum demand rate within the dataset was utilized.

As shown in **Table 6**, based on ITE parking demand data, the proposed parking supply of 153 spaces accommodates the projected average peak parking demand of 131 spaces.

It should be noted that the 85<sup>th</sup> percentile demand projections for LUC 140 (Manufacturing) are likely overestimated. ITE is an industry resource that references parking data collected from manufacturing uses across the country. The 85th percentile data reflects a great likelihood that parking demand will be at or below the projection, and within the manufacturing dataset there are a few outlying data points from uses that generate significant parking demand, which greatly affects the 85<sup>th</sup> percentile demand projection as seen in Table 6.

## Part 3. Business Operations Characteristics

In general, analyzing parking demand for a site based on its specific operations is more pertinent than national industry resources, as those resources do not contain data that is tailored to more unique land uses, such as the pickleball facility.

Kimley-Horn used parking count data collected by the Client at the existing GIL Sewing Corporation building, as well as the operational characteristics of the pickleball facility provided by the Client to calculate peak parking demand for the site.

## GIL Sewing Corporation Parking Counts

The client conducted parking counts during a full week from Monday, August 26 to Friday, August 30, 2024. Counts were collected at the on-site parking location during intervals ranging from around 8:00 AM to 6:00 PM to capture parking demand during the hours of operation of GIL Sewing Corporation. **Tables 7** summarizes the collected data for the given time intervals.

Blank cells within the tables indicate no data was collected during that time period due to staff availability.

Time Interval	Monday (8/26)	Tuesday (8/27)	Wednesday (8/28)	Thursday (8/29)	Friday (8/30)
8 AM to 10 AM			42		26
10 AM to 12 PM		33		36	
12 PM to 2 PM	53	36		53	33
2 PM to 4 PM	45	31	34	28	31
4 PM to 6 PM	26				
Maximum Peak Parking Demand	53	36	42	53	33

### Table 7. GIL Sewing Corporation Parking Counts

Based on the parking data collected, the peak parking demand was 53 spaces, which generally occurred during the middle of the day. GIL Sewing Corporation employes 126 people, with no future plans for expansion. The peak parking demand rate of 0.42 spaces per employee is likely influenced by the high transit accessibility of the existing facility at 3500 N Kostner Avenue along the Metra Milwaukee District-North line. The proposed facility at 6451 Main Street is located along the same Metra line and is anticipated to exhibit similar parking characteristics, as most employees who currently take transit will likely continue to do so.

### Pickleball Facility Parking Demand Projections

The following operational assumptions related to the pickleball facility were made:

- The facility is planned to be operated by 2 4 employees.
- Typical days of operation are planned to be seven days a week with Monday Saturday hours from 6:00 AM to 11:00 PM and Sunday hours from 7:00 AM 8:00 PM.
- League play is planned to be held at the facility.
- The facility is planned to open with 6 courts, with areas designated for future expansion up to 8 courts.
- Each pickleball court can hold 4 players during any given hour with each competitive league game typically ranging from 45-60 minutes.

Given this, the peak parking demand based on business operating characteristics for the pickleball facility can be estimated at 36 parking spaces (4 employees plus 32 players). However, it is likely that some players will arrive early for their game while all courts are already fully occupied. Assuming a 50% overlap (16 players), this increases the peak parking demand to 52 spaces.

The peak parking demand for the proposed GIL Sewing Corporation and pickleball facility can be estimated at approximately 105 parking spaces (53 for GIL Sewing Corporation and 52 for pickleball facility). Overall, analyzing parking demand for this facility based on business operating characteristics is more pertinent than national industry resources, as those resources do not contain data that is specific to a pickleball facility.

## Conclusion

Kimley-Horn evaluated the traffic characteristics, parking requirements, and projected operations of the proposed 123,743 SF GIL Sewing Corporation (108,243 SF) and pickleball facility (15,500 SF) to be located at 6451 Main Street.

The traffic expected to be added to Lehigh Avenue as a result of the proposed development is not anticipated to significantly impact operations along Lehigh Avenue. Accordingly, no modifications along Lehigh Avenue, such as turn lanes or pavement striping modifications, are recommended.

GIL Sewing Corporation is relocating operations from their existing facility at 3500 N Kostner Avenue and plans to maintain hours of operation from 6:00 AM - 5:00 PM, Monday through Friday and would employ 126 people with no future plans for expansion. The pickleball facility is planned to open with 6 courts, with areas designated for future expansion up to 8 courts. Typical days of operation are planned to be seven days a week with Monday – Saturday hours from 6:00 AM to 11:00 PM and Sunday hours from 7:00 AM – 8:00 PM. The facility would be operated by up to 4 employees and provide league play.

Based on business operations, the peak parking demand for the proposed GIL Sewing Corporation and pickleball facility is estimated at approximately 105 parking spaces. A portion of the site parking lot is planned to be modified and the site would provide 153 total parking spaces, including 6 ADA accessible spaces. The proposed 153 parking spaces are anticipated to adequately accommodate the projected peak parking demand of 105 parking spaces, at an effective capacity of 69 percent. There are plans to designate parking spaces between GIL Sewing Corporation and the pickleball facility. Consideration should be given to designating the southernmost portion of the parking lot, which provides approximately 44 parking spaces, to pickleball operations. The main entrance/exit location of the pickleball facility is at the south end of the building, which means pickleball players are most likely to park in this location. Additional spaces can be allocated to pickleball operations in the future if need be. The remaining parking spaces within the middle and northern portions of the parking lot could be designated for use by GIL Sewing Corporation.

This traffic and parking evaluation was conducted by:

Justin Opitz, AICP Transportation Planner

## **ATTACHEMENTS**

Site Improvement Plans

ITE Trip Generation Manual, 11th Edition Excerpts

IDOT Traffic Volume Data

ITE Parking Generation Manual, 6th Edition Excerpts

SITE IMPROVEMENT PLANS

## INDEX OF SHEETS

LAST REV. DATE

- 1. TITLE SHEET
- 2. EXISTING CONDITIONS
- 3. GENERAL LAYOUT
- 4. SITE PLAN
- 5. GRADING PLAN
- 6. SPECIFICATIONS & DETAILS

## **EXISTING UTILITIES:**

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES OR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. HE SHALL ALSO OBTAIN FROM THE REPRESENTATIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

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SCALEI	IN FEET		-				
SOLE PROPERTY OF GREENGARD, IN IN WHOLE OR PART WITHOUT WRITTE	C. AND NO REPROI IN PERMISSION OF	DUCTION OR USE, GREENGARD, INC.		DRAWN BY:	DATE:	REVISIONS	DRAWN

# PROPOSED SITE IMPROVEMENTS FOR

# 6451 MAIN STREET

PART OF SECTION 19, T 41 N, R 13 E VILLAGE OF MORTON GROVE COOK COUNTY, ILLINOIS



## LOCATION MAP





## STANDARD SYMBOLS

## PROPOSED

$\langle \bullet \rangle$	SANITARY MANHOLE (M.H.)
$\overline{\bullet}$	STORM MANHOLE OR INLET MANHOLE (M.H or I.M.H.)
•	CATCH BASIN (C.B.)
	INLET (INL.)
	VALVE & VAULT (V.V.)
${\color{black} \bullet}$	VALVE & BOX (V.B.)
$\mathbf{H}$	WATER SERVICE BOX
¥	FIRE HYDRANT (HYD.)
	HEADWALL OR FLARED END SECTION (F.E.S.)
$\blacksquare$	DITCH
	SWALE
——————————————————————————————————————	SANITARY SEWER
12"ST <b>(</b>	STORM SEWER
	WATER MAIN
+	STREET LIGHT
5	SEE SHEET NUMBER

## EXISTING

	BENCHMARK
$\bigcirc$	SANITARY MANHOLE (M.H.)
Ø	STORM MANHOLE OR INLET MANHOLE (M.H. or I.M.H.)
0	CATCH BASIN (C.B.)
	INLET (INL.)
$\boxtimes$	VALVE & VAULT (V.V.)
$\otimes$	VALVE & BOX (V.B.)
Ч	WATER SERVICE BOX
φ	FIRE HYDRANT (HYD.)
$\searrow$	HEADWALL OR FLARED END SECTION (F.E.S.)
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8"SA<	SANITARY SEWER
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6"W	WATER MAIN
- <b>今</b> —•	STREET LIGHT

BENCHMARK: SOURCE BENCHMARK: BASED ON NAVD 88 (GEOID 12B) AS REFERENCE FROM PRECISION MIDWEST COMPANIES TRIMBLE, VRS NOW RTK-GNSS NETWORK. JOB BENCHMARK: NORTHEAST FLANGE BOLT ON FIRE HYDRANT LOCATED AT THE WEST END OF OAK STREET ON THE NORTH SIDE. ELEVATION=625.17

NC.	SCALE:		6451 MAIN STREET – MORTON GROVE,ILL.	
60069-3623	DRAWING No.	70097		
OGREENGARDINC.COM NO. 184–000995	SHEET	1 <sub>of</sub> 6		













VARIES

1 1/2" BIT. SURF. COURSE CL



5/8" EXPANSION TIE ANCHO @ 9" CENTERS INTO PRECA WALL BOTH SID



60069-3623		/(	C
GREENGARDINC.COM	SHEET		
NO. 184–000995		6	0

ITE TRIP GENERATION MANUAL, 11TH EDITION EXCERPTS

## Manufacturing (140)

## Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Weekday

Number of Studies:	53
Avg. 1000 Sq. Ft. GFA:	208
Directional Distribution:	50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.75	0.83 - 49.50	3.20

## **Data Plot and Equation**



• Institute of Transportation Engineers

Manufacturing (140)		
Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	
Setting/Location:	General Urban/Suburban	
Number of Studies:	48	
Avg. 1000 Sq. Ft. GFA:	138	
Directional Distribution:	76% entering, 24% exiting	

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

## **Data Plot and Equation**



• Institute of Transportation Engineers

Manufacturing (140)		
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:	55	
Avg. 1000 Sq. Ft. GFA:	142	
Directional Distribution:	31% entering, 69% exiting	

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

## **Data Plot and Equation**



• Institute of Transportation Engineers

## Racquet/Tennis Club (491)

## Vehicle Trip Ends vs: Tennis Courts On a: Weekday

Number of Studies:	2
Avg. Num. of Tennis Courts:	9
Directional Distribution:	50% entering, 50% exiting

## Vehicle Trip Generation per Tennis Court

Average Rate	Range of Rates	Standard Deviation
27.71	25.75 - 32.40	*

## **Data Plot and Equation**

Caution – Small Sample Size



• Institute of Transportation Engineers

Racquet/Tennis Club (491)		
Vehicle Trip Ends vs: On a:	Tennis Courts Weekday,	
	Peak Hour of Adjacent Street Traffic,	
	One Hour Between 4 and 6 p.m.	
Setting/Location:	General Urban/Suburban	
Number of Studies:	2	
Avg. Num. of Tennis Courts:	9	
Directional Distribution:	Not Available	

## Vehicle Trip Generation per Tennis Court

Average Rate	Range of Rates	Standard Deviation
3.82	3.33 - 5.00	*

## **Data Plot and Equation**

Caution – Small Sample Size



• Institute of Transportation Engineers

IDOT TRAFFIC VOLUME DATA





## **Volume Count Report**

LOCATION INFO		
Location ID	016 6749	
Туре	LINK	
Fnct'l Class	5	
Located On	Lehigh Ave	
From Road	Lincoln Ave	
To Road	Oakton St	
Direction	2-WAY	
County	Cook	
Community	MORTON GROVE	
MPO ID		
HPMS ID		
Agency	Illinois DOT	

COUNT DATA INFO		
Count Status	Accepted	
Holiday	No	
Start Date	Wed 7/20/2022	
End Date	Thu 7/21/2022	
Start Time	12:00:00 AM	
End Time	12:00:00 AM	
Direction	2-WAY	
Notes		
Station	LEHIGH AVE	
Study		
Speed Limit		
Description		
Sensor Type		
Source	CombineVolumeCountsIncremental	
Latitude,Longitude		

INTERVAL:60-MIN		
Time	Hourly Count	
(b) 0:00-1:00	18	
1:00-2:00	10	
2:00-3:00	4	
3:00-4:00	10	
4:00-5:00	18	
5:00-6:00	37	
6:00-7:00	118	
7:00-8:00	182	
8:00-9:00	239	
9:00-10:00	203	
10:00-11:00	195	
11:00-12:00	239	
12:00-13:00	240	
<b>13:00-14:00</b> 27		
14:00-15:00	274	
15:00-16:00	281	
16:00-17:00	291	
17:00-18:00	307	
18:00-19:00	255	
19:00-20:00	183	
20:00-21:00	153	
21:00-22:00	78	
22:00-23:00	47	
23:00-24:00 📵	33	
Total	3,691	
AM Peak	08:00-09:00 239	
PM Peak	17:00-18:00 307	

ITE PARKING GENERATION MANUAL, 6TH EDITION EXCERPTS

## Manufacturing (140)

### Peak Period Parking Demand vs: 1000 Sq. Ft. GFA Weekday (Monday - Friday) On a:

Setting/Location: General Urban/Suburban

Number of Studies: 20

Avg. 1000 Sq. Ft. GFA: 99

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.92	0.17 - 13.75	0.44 / 3.36	0.53 - 1.31	0.89 (97%)

## **Data Plot and Equation**



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

## Racquet/Tennis Club (491)

### Peak Period Parking Demand vs: Courts

Weekday (Monday - Friday) On a: Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Courts: 15

## **Peak Period Parking Demand per Court**

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.93	3.08 - 4.59	*** / ***	***	***

## **Data Plot and Equation**

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Community & Economic Development Department



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- To: Chairperson Kintner and Members of the Plan Commission
- From: Brandon Nolin, AICP, Community Development Administrator Anne Ryder Kirchner, Planner/Zoning Administrator
- Date: November 13, 2024
- Re: Plan Commission Case PC 24-09

Request for an amendment to a Special Use Permit to allow the expansion of an existing daycare facility at the property commonly known as 5633 Dempster Street in Morton Grove, Illinois (PIN 10-20-204-007-0000; 10-20-204-008-0000) all within a C-1 General Retail Commercial District, pursuant to Section 12-4-3:D. The applicant is Poko Loko School Inc.

## STAFF REPORT

### Public Notice

The Village provided Public Notice for the November 19, 2024, Plan Commission public hearing for Case PC 24-09 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on October 31, 2024. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on October 30, 2024.

### Application Summary

Poko Loko School Inc. ("applicant"), submitted a complete Special Use Permit application to the Department of Community and Economic Development for site improvements to the property at 5633 Dempster Street ("subject property") to facilitate the expansion of the existing daycare located on the adjacent properties at 5641-49 Dempster Street. The applicant is proposing to amend Ordinance 17-25 to allow for the construction of a playground, open space, and parking lot to complement current daycare facility operations.

### Subject Property

The subject property consists of an existing singlefamily building at 5633 Dempster Street occupying a 0.15-acre (6,494 sq. ft.) site. The property is within the C-1 General Retail Commercial zoning district as are the properties to the east, west, and north across Dempster Street. Properties to the south across an alley are improved with single-family homes and are zoned R-2 Single-family Residence.



Subject Property Location Map

### Project Overview

The applicant is proposing to demolish the existing single-family residence and garage at the subject property, and construct a playground and four-space parking lot. The existing driveway would be removed and the driveway apron would be replaced with new curb, gutter, and sidewalk. The central portion of the subject property would be left as open space with the desire to locate a storage building in that area in the future. A new door would be installed in the east wall of the existing adjacent building toward the north end of the property to provide access to the proposed playground from the existing daycare. No new signage is proposed other than exempt directional signs in the proposed parking lot.

### Playground Equipment

The proposed playground would be 1,882 sq. ft. in area and occupy the northern portion of the subject property. No renderings or material samples were provided regarding the type, size, and color of the proposed playground equipment. It is not clear what, if any, playground equipment would be visible from the Dempster Street right of way if the proposed fence and landscape bed were installed as proposed. *The applicant has agreed to share desired playground equipment selections with the Community Development Administrator and Appearance Commission Chairperson for final review and that requirement has been included as a condition of approval, should the Plan Commission approve the request for Special Use Permit.* 

### Future Storage Building

The applicant has indicated a desire to construct a storage building on the central portion of the subject property in the future. The storage building is not part of this Special Use Permit application and permitting would require a separate public hearing and approval process in the future.



PROPOSED SITE PLAN EXPANSION

Proposed Site Plan – (ORANGE) Location of proposed playground facility; (RED) Vacated Playground (Source: Poko Loko School Inc.)

### Student Enrollment

The addition of the proposed playground at the subject property would also enable the applicant to remove the playground facility currently installed in the primary Poko Loko School parking lot (off of Major Avenue) and restripe three new parking spaces. The new parking lot and modifications to the existing parking lot would result in the addition of seven (7) total parking spaces being added to the site.

Currently enrollment is limited to 144 students with 125 on-site at any one-time and 21 staff on-site. With the addition of seven (7) proposed parking spaces in total, the applicant is requesting that the maximum enrollment per Ord. 17-25 be increased to 160 students with 135 children and 25 staff on-site. The applicant's request for an increase to total student enrollment permitted has been included as a condition of approval for consideration by the Plan Commission.

### Landscaping

Per Section 12-11-1:B, within Village streetscape improvement corridors, such as the Dempster Street corridor adjacent the subject property, eight (8%) of the total area of a site shall consist of landscaped or sodded areas. This means that approximately 520 sq. ft. of landscaped or sodded areas is required for the subject property.

The proposed landscape bed along the subject property's Dempster Street frontage is approximately 188 sq. ft. The type of shrubs proposed for the landscape bed are not defined in the application materials, however the applicant indicated during discussion with the Appearance Commission that the plantings would consist of arborvitae with a mulch bed.

### Central Open Space (for Future Storage Building)

The central portion of the site is proposed to be reserved as open space that will be improved in the future with a storage building. It is not clear from the application materials what the surface of the central open space would consist of, but to ensure compliance with Section 12-11-1:B, at least 332 sq. ft. of the area must be landscaped or sodded. Notes indicate it **would be "permeable ground cover."** The applicant has been made aware of landscaping coverage requirements and has indicated they will comply with such requirements with any future changes to site improvements such as the construction of a storage facility.

### Fence

The applicant is proposing to install a seven-foot (7 ft.) fence with zero percent (0%) transparency. The proposed fence would be wood-plastic composite (Trex brand) and would be offset from the Dempster Street sidewalk by a four-foot landscape bed. The proposed fence would run along the north and east property lines and then across the center of the subject property to the existing building at 5641 Dempster Street to enclose the entire proposed playground area. The fence is compliant for height, location, and transparency.

### Protective Bollards

A series of bollards would be installed in front of the proposed fence, spaced every five to six feet (5-6 ft.) and located behind by the proposed landscaping, to provide added security from any vehicular accidents off of Dempster Street. Appearance Commission and Traffic Safety Commission meetings included discussion regarding the potential to locate the bollards inside the fence to prevent a person from using the bollard to climb up over the fence into the secured playground. The applicant stated that they believe the bollards located on the Dempster side of the fence would better protect children inside the playground. Neither the Appearance Commission nor Traffic Safety Commission requested that the bollards be moved as part of the final design.



PROPOSED 7' HIGH FENCING AT NEW PLAYGROUND TREX SECLUSIONS (WOODLAND BROWN)

Proposed Fencing
### Traffic and Parking Impact

The traffic impact study for the proposed project was initially undertaken by Gewalt Hamilton Associates, Inc. (GHA) prior to **the applicant's decision to request an increase in permitted enrollment and staffing.** That study, dated June 3, 2024, was reviewed by the Traffic Safety Commission on November 7. GHA provided an update traffic impact study on November 12, 2024 to account for the proposed increase in student enrollment of an additional 10 children on-site at one time, and the addition of 4 staff members.

### Updated Parking Study

According to the revised study, the proposed project is not anticipated to have a significant impact on individual movements and, "the overall northbound approaches are expected to operate at or above the "design" Level of Service (LOS C), through the year 2030. GHA estimates that the increase to 135 students on-site at any one time will generate approximately 6 additional trips during peak hours, and indicated no impact to level of service for Dempster Street.

As part of the traffic impact study, GHA included a brief discussion regarding parking observations. The Village of Morton Grove zoning requirements for a Daycare center is 1 parking space for each 300 square feet of gross floor area. The existing space is approximately 14,325 square feet requiring 48 parking spaces. However, a special use permit was previously approved for the 20 spaces provided on site. The proposed improvements and playground expansion will result in a net increase of 7 spaces and GHA states that the additional parking proposed is more than sufficient to support the added staff and student volume.

### **Commission Review**

### Appearance Commission

On November 5, 2024, the Appearance Commission (AC) reviewed Case PC 24-09. At the conclusion of the discussion, the Appearance Commission voted unanimously (7-0) to recommend approval of the application. The Staff Report to the Appearance Commission has been included as Attachment A.

### Traffic Safety Commission

On November 7, 2024, the Traffic Safety Commission (TSC) reviewed Case PC 24-09 and the Traffic Impact Study. At the conclusion of the discussion, the TSC voted unanimously (7-0) to recommend approval of the application. Comments reflecting the discussion of the TSC were not yet received at the time this staff report was issued.

### Departmental Review

The proposed project was reviewed by several department representatives:

- Building Department: No comments at this time.
- Fire Department: No comments at this time.
- Public Works Department/Engineering: No comments at this time.

### Standards for Review

The Standards for Special Uses are established in Section 12-16-4:C.5 of the Unified Development Code:

<u>Standards For Special Uses:</u> The following standards for evaluating special uses shall be applied in a reasonable manner, taking into consideration the restrictions and/or limitations which exist for the site being considered for development:

- 1. Preservation of Health, Safety, Morals, And Welfare: The establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, morals or general welfare.
- 2. Adjacent Properties: The special use should not be injurious to the use and enjoyment of other property in the immediate vicinity for the uses permitted in the zoning district.
- 3. Orderly Development: The establishment of the special use will not impede normal and orderly development or impede the utilization of surrounding property for uses permitted in the zoning district.
- 4. Adequate Facilities: Adequate utilities, access roads, drainage and other necessary facilities are in existence or are being provided.
- 5. Traffic Control: Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the public streets. The proposed use of the subject site should not draw substantial amounts of traffic on local residential streets.
- 6. Adequate Buffering: Adequate fencing and/or screening shall be provided to ensure the right of enjoyment of surrounding properties to provide for the public safety or to screen parking areas and other visually incompatible uses.
- 7. Conformance To Other Regulations: The special use shall, in all other respects, conform to applicable provisions of this title or amendments thereto. Variation from provisions of this title as provided for in subsection 12-16-3A, "Variations", of this chapter, may be considered by the plan commission and the Village Board of Trustees as a part of the special use permit.

### **Recommendation**

Should the Plan Commission recommend approval of this application, staff suggests the following motion and conditions:

If the Appearance Commission recommends approval of site, landscape, and building plans with select waivers associated with PC 24-09, a request for an amendment to a Special Use Permit to allow the expansion of an existing daycare facility at the property commonly known as 5633 Dempster Street in Morton Grove, staff recommends the following conditions of approval:

Motion to recommend approval of Case PC 24-09, a request for an amendment to Special Use Permit (Ord. 17-25) to allow the expansion of an existing daycare facility all within a C-1 General Retail Commercial District, at the property commonly known as 5633 Dempster Street in Morton Grove, Illinois, subject to the following conditions:

- 1. Prior to filing any Building Permit Application, the applicant shall provide the Village with site plan, landscaping, and lighting specifications for review and approval. Site plan, landscaping, and lighting specifications must be deemed consistent with the approved materials and Appearance Commission discussion, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved materials or discussion with the Appearance Commission, or are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 2. Prior to issuing any Building Permit Application, the applicant shall provide a revised site plan that modifies the parking lot layout adjacent Major Avenue to include a pedestrian walkway along the west side of the primary structure at 5645 Dempster Street, subject to review and approval by the Community Development Administrator.
- 3. Section 2, Item 3 of Ord. 17-25, which amends Ordinance 14-07, shall be amended to state, "The facility may operate with a total of 160 registered students, and typical maximum capacity of 135 students on-site at any one time and up to 25 staff on-site at any one time."
- 4. [Additional conditions as recommended by the Plan Commission.]

### Attachments

- Attachment A Staff Report to the Appearance Commission for PC 24-09, prepared by Brandon Nolin, AICP, Community Development Administrator, dated October 29, 2024
- Attachment B Final Plans and Supporting Documents for PC 24-09

Attachment A Staff Report to the Appearance Commission for PC 24-09 Prepared by Brandon Nolin, AICP, Community Development Administrator Dated October 29, 2024 Community & Economic Development Department



Incredibly Close 🦑 Amazingly Open

- To: Chairperson Pietron and Members of the Appearance Commission
- From: Brandon Nolin, AICP, Community Development Administrator Anne Ryder Kirchner, Planner/Zoning Administrator
- Date: October 29, 2024
- Re: <u>Appearance Commission Case AC 24-15</u>

Request for approval of an Appearance Certificate for landscaping and building plans associated with case PC 24-09, a request for an amendment to a Special Use Permit to allow the expansion of an existing daycare facility at the property commonly known as 5633 Dempster Street in Morton Grove, Illinois (PIN 10-20-204-007-0000; 10-20-204-008-0000) all within a C-1 General Retail Commercial District, pursuant to Section 12-4-3:D. The applicant is Poko Loko School Inc.

### STAFF REPORT

### Application Summary

Poko Loko School Inc. ("applicant"), submitted a complete Special Use Permit application to the Department of Community and Economic Development that requires Appearance Commission review and comment for site improvements to the property at 5633 Dempster Street ("subject property") to facilitate the expansion of the existing daycare located on the adjacent properties at 5641-49 Dempster Street. The applicant is proposing to amend Ordinance 17-25 to allow for the construction of a playground, open space, and parking to complement current daycare facility operations.

### Subject Property

The subject property consists of an existing single-family building at 5633 Dempster Street occupying a 0.15-acre (6,494 sq. ft.) site. The property is within the C-1 General Retail Commercial zoning district as are the properties to the east, west, and north across Dempster Street. Properties to the south across an alley are improved with single-family homes and are zoned R-2 Single-family Residence.



Subject Property Location Map

### **Building Plan**

The applicant is proposing to demolish the existing single-family residence and garage at the subject property, and construct a playground and four-space parking lot. The existing driveway would be removed and the driveway apron would be replaced with new curb, gutter, and sidewalk. The central portion of the subject property would be left as open space with the desire to locate a storage building in that area in the future. A new door would be installed in the east wall of the existing adjacent building toward the north end of the property to provide access to the proposed playground from the existing daycare. No new signage is proposed other than exempt directional signs in the proposed parking lot.

The addition of the proposed playground at the subject property would also enable the applicant to remove the playground facility currently installed in the primary Poko Loko School parking lot (off of Major Avenue) and restripe three new parking spaces. The enrollment at Poko Loko School is currently capped at 144 students with 125 children and 21 staff on-site at any given time, with 144 enrolled, per Ordinance 17-25. With the addition of seven (7) proposed parking spaces, the applicant is requesting that the maximum enrollment be increased to 160 students with 135 children and 25 staff on-site.

### Playground Equipment

The proposed playground would be 1,882 sq. ft. in area and occupy the northern portion of the subject property. No renderings or material samples were provided regarding the type, size, and color of the proposed playground equipment. It is not clear what, if any, playground equipment would be visible from the Dempster Street right of way if the proposed fence and landscape bed were installed as proposed. The applicant should speak to what type of equipment is desired for the playground area.

### Future Storage Building

The applicant has indicated a desire to construct a storage building on the central portion of the subject property in the future. The storage building is not part of this Special Use Permit application and permitting would require a separate public hearing and approval process in the future.



### PROPOSED SITE PLAN EXPANSION



### Landscaping

Per Section 12-11-1:B, within Village streetscape improvement corridors, such as the Dempster Street corridor adjacent the subject property, eight (8%) of the total area of a site shall consist of landscaped or sodded areas. This means that approximately 520 sq. ft. of landscaped or sodded areas is required for the subject property.

### Dempster Street Landscape Bed

The proposed landscape bed along the subject property's Dempster Street frontage is approximately 188 sq. ft. The type of shrubs proposed for the landscape bed are not defined in the application materials. The applicant should speak to the plantings proposed for the Dempster Street frontage landscape bed.

### Central Open Space (for Future Storage Building)

The central portion of the site is proposed to be reserved as open space that will be improved in the future with a storage building. It is not clear from the application materials what the surface of the central open space would consist of, but to ensure compliance with Section 12-11-1:B, at least 332 sq. ft. of the area must be landscaped or sodded. Notes indicate it **would be "permeable ground cover."** The applicant should speak to how the proposed project would meet minimum landscape requirements as a whole, and how the central open space area would be landscaped or otherwise improved.

### Fence

The applicant is proposing to install a seven-foot (7 ft.) fence with zero percent (0%) transparency. The proposed fence would be wood-plastic composite (Trex brand) and would be offset from the Dempster Street sidewalk by a four-foot landscape bed. The proposed fence would run along the north and east property lines and then across the center of the subject property to the existing building at 5641 Dempster Street to enclose the entire proposed playground area. A series of bollards would be installed in front of the fence, spaced every five to six feet (5-6 ft.) and located behind by the proposed landscaping, to provide added security from any vehicular accidents off of Dempster Street. The fence is compliant for height, location, and transparency.



PROPOSED 7' HIGH FENCING AT NEW PLAYGROUND TREX SECLUSIONS (WOODLAND BROWN)

Proposed Fencing

### Lighting (Updated 11/1/2024)

In response to Staff comments to the initial application, the applicant obtained a photometric plan, however it was not available in time for the initial draft of this report. This section has been updated to incorporate the photometric plan and related lighting plan details.

The applicant had initially proposed the use of wall sconces mounted to the building at 5641 Dempster Street to illuminate the subject property. In reviewing photometrics for the initial lighting plan, the applicant indicated they were not satisfied with the site coverage and decided to revise the lighting plan. The applicant has revised their application to propose the installation of two light poles with LED fixtures mounted at a height of 15 feet, to be located along the east property line of the subject property to light the proposed playground, open space area, and parking lot.

The applicant had previously indicated that the selected fixture would have a **Neutral white**" light temperature (4000 Kelvin). The currently proposed fixture has a variety of color temperatures available ranging from 2700-5000K. The applicant should speak to the color temperature desired.

Per Section 12-4-3:B.5, lighting of parking and loading areas must be a minimum of one foot-candle on the surface. However, such lighting must be confined to the property boundary and reach as close to zero illumination at the property boundaries as possible. Glare may not be evident from surrounding properties or adjacent public rights of way. As proposed, light levels along the north lot lint (along Dempster Street) and the south lot line (adjacent the alley) range between 0.3 and 0.6 foot candles. The photometric specifications appear to indicate that the proposed fixture will include a **"house side sh**ield" **that will** prevent spillover onto the adjacent property to the east, and light levels along the west property line are shown to be 0.0. The applicant should confirm that the house side shield would be installed and speak to anticipated light levels at property edges including the Dempster Street frontage.



External Glare Shield (EGSR)



House Side Shield (HS)

Shield Accessories Available for the Proposed Light Fixture

Specifi EPA: Length: Width: Height H Height H	d"series cations 0.44 ft <sup>2</sup> (0.04 m?) 26.18" (665 cm) 14.06" (85.7 cm) 14.06" (85.7 cm) 14.06" (85.7 cm) 14.06" (85.7 cm) 22.64" (18.9 cm) 23.1bc		D-Serie	Luminai	e 0 re	Introduction The modern s highly refined with its enviro benefits of the a high perform luminaire. The photome with excellent and lower pow photometry a poles required typical energy service life of	tyling of th aesthetic t nment. The a latest in L nance, high tric perform uniformity, wer density ids in reduce d in area lige savings of over 100,00	e D-Si hat bl e D-Se ED te h effici great D-Se cing th hting 70% a 00 hou	eries features a ends seamlessly eries offers the chnology into acy, long-life results in sites ter pole spacing ries outstanding he number of applications, with and expected urs.
Order DSX0 LED Series	(10.4 kg) Ign Select options indicate his color background.	ation	EXAMP	LE: DSX0 LEI	Items marked days or less. *See ordering D P6 40K 7	I by a shaded backgrour To learn more about Des g tree for details OCRI T3M MV	nd qualify for the Da lign Select, visit wy /OLT SPA N	esign Sele ww.acuityl NLTAIF Mountin	ct program and ship in 15 brands.com/designselect. R2 PIRHN DDBXE
DSX0 LED	Forward optics           P1         P5           P2         P6           P3         P7           P4         Rotated optics           P10 <sup>1</sup> P12 <sup>1</sup> P11 <sup>1</sup> P13 <sup>1</sup>	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K	70CRI T15 70CRI T15 70CRI T2M 70CRI T2M 73M 73M 73M 74M 80CRI T4L 80CRI TFT 80CRI TFT 80CRI 757	<ul> <li>Automotive front row</li> <li>Type I short</li> <li>Type II medium</li> <li>Type III medium</li> <li>Type III low glare<sup>3</sup></li> <li>Type IV nonfium</li> <li>G Type IV low glare<sup>3</sup></li> <li>M Forward throw- medium</li> </ul>	TSM Type VI TSLG Type VI TSW Type VI BLC3 Type II BLC4 Type II LCC0 Left cor RCC0 Right of	medium MVOLT low glare HVOLT wide XVOLT backlight 120 <sup>-16,2</sup> backlight 240 <sup>-16,2</sup> ner outoff <sup>3</sup> 047 <sup>-16,3</sup> orner cutoff <sup>3</sup> 480 <sup>-16,2</sup>	(120V-277V) - (347V-480V) 44 (277V-480V) 77 4	Shippe SPA RPA SPA5 RPA5 SPA8N WBA	d included Square pole mounting (#8 drilling, 3.5" min. SQ pole) Round pole mounting (#8 drilling, 3" min. RND pole) Square pole mounting (#5 drilling, 3" min. SQ pole) % Round pole mounting (#5 drilling, 3" min. RND pole) Square narrow pole mounting (#8 drilling, 3" min. SQ pole) Wall bracket **

Proposed Light Fixtures (Updated 11/2/2024)

MA

Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

50K 5000K

80CRI



Photometric Plan for Proposed Light Poles

### Appearance Commission Review

In accordance with Unified Development Code Section 12-12-1:C, all site, landscape and building plans are to be reviewed by the Appearance Commission, and an Appearance Certificate by the Commission granted, prior to the issuance of a building permit. Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter, 12 "Design Standards," of this title.

### The Design Standards (Sec. 12-12-1:D) are as follows:

D. Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:

- 1. Evaluation Standards:
  - a. Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.
  - b. Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.
  - c. Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.
  - d. Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.
- 2. Design Criteria:
  - a. Standards: Appearance standards as set forth in this chapter.
  - b. Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.
  - c. Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.
  - d. Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.
  - e. Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.
  - f. Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.
  - g. Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.
  - h. Landscaping: All requirements set forth in chapter 11, "Landscaping and Trees", of this title. (Ord. 07-07, 3-26-2007)

### **Recommendation**

If the Appearance Commission recommends approval of site, landscape, and building plans with select waivers associated with PC 24-09, a request for an amendment to a Special Use Permit to allow the expansion of an existing daycare facility at the property commonly known as 5633 Dempster Street in Morton Grove, staff recommends the following conditions of approval:

- 1. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with site plan, landscaping, and lighting specifications for review and approval. Site plan, landscaping, and lighting specifications must be deemed consistent with the approved materials and Appearance Commission discussion, as determined by the Community Development Administrator and Appearance Commission Chairperson. If such designs are deemed to be inconsistent with the approved materials or discussion with the Appearance Commission, or are deemed to be of a lower quality than the approved materials, then the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- 2. [Additional conditions as recommended by the Appearance Commission.]

### Attachment D Final Plans and Supporting Documents for PC 24-09

- 1. Special Use Application, submitted by Poko Loko School, Inc., received October 4, 2024
- 2. Authorization Letter from Property Owner, dated June 26, 2024
- 3. Proof of Ownership of Primary Business Location, submitted by Poko Loko School, Inc., received October 4, 2024
- 4. Proof of Ownership of Subject Property, submitted by Poko Loko School, Inc., received October 4, 2024
- 5. Plat of Survey of 5631-5645 Dempster Street, prepared by RE Decker Professional Land Surveyors PC, dated September 9, 2024
- 6. Plat of Survey of 5633 Dempster Street, prepared by RE Decker Professional Land Surveyors PC, dated September 24, 2024
- 7. Proposed Site Plan, prepared by Psenka Architects Inc., dated October 8, 2024
- 8. Proposed Site Development Plans, prepared by Bono Consulting Civil Engineering, dated October 8, 2024
- 9. Photometric Plan, prepared by KSA lighting & Controls, dated November 1, 2024
- 10. Original Traffic & Parking Study 6451 Main Street, prepared by Gewalt Hamilton Associates, Inc., dated June 3, 2024
- 11. Revised Traffic & Parking Study 6451 Main Street, prepared by Gewalt Hamilton Associates, Inc., dated November 12, 2024
- 12. Enrollment Increase Request, submitted by Poko Loko School, Inc., received October 29, 2024



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### SPECIAL USE APPLICATION

### Village of Morton Grove

Department of Community Development 6101 Capulina Avenue, Morton Grove, Illinois 60053 commdev@mortongroveil.org | 847-663-3063

Case Number: Date Application Filed:	
Applicant Name:	
Applicant Organization: Poko Loko ScrtooL	
Applicant Address: 5645 DEMPSTER ST.	
Applicant City / State / Zip Code: MORTON GROVE, IL 60053	
Applicant Phone: (847) 366-6417	
Applicant Email: DAVE @ PokoLokochILDCARE. CoM	
Applicant Relationship to Property Owner: BUYER : SELLER	
Applicant Signature: Dan Clark	
PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)	
Owner Name:SAUL OSACKY	
Owner Address: 5633 DEMPSTER ST.	
Owner City / State / Zip, Code: MORTON GROVE, IL 60053	
Owner Phone: (847) 530 - 2539	
Owner Email: SAULOSACKY@GHAIL.COM	
Owner Signature:	
PROPERTY INFORMATION	
Common Address of Property: 5633 DEMOSTER ST	
Property Identification Number (PIN): 10-20-204-007-0000008	
Property Square Footage: 5.631 39 FT	
Legal Description (attach as necessary): LOTS 914 and 915	
Property Zoning District:	
APPLICATION INFORMATION	
Requested Special Use: CHILD CARE	
Purpose of Special Use (attach as necessary): PLAYGROUND, PARKING, and STORAGE	
Garac	3F

### **RESPONSES TO STANDARDS FOR SPECIAL USE**

Provide responses to the seven (7) Standards for Special Use as listed in Section 12-16-4-C-5 of the Village of Morton Grove Unified Development Code. The applicant must present this information for the official record of the Planning Commission. The Special Use Standards are as follows:

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



b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.



d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided.



e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove.



g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.





Poko Loko School Inc. 5645 Dempster St. • Morton Grove, IL • 60053 Phone: 847-966-8131

Dear Village of Morton Grove,

June 26, 2024

This letter shall serve to formally authorize David and Karen Clatch to file a Special Use Application for the property located at 5633 Dempster Street, Morton Grove, Illinois 60053. As the legal owner of the property, I provide my full consent for the filing of a Special Use Application, the application process generally and allow David and Karen Clatch to accept in their discretion the conditions of approval.

Thank you for your attention to this matter. I appreciate your support and consideration in facilitating the Special Use Application.

Sincerely, and

Saul Osacky

LOVE & RESPECT ~ DREAM BUILDING TOO SAFE CHEERFUL WARM ~ OUR PROMISE TO YOU 🐃 👝 'M DEED



Cook County Recorder of Deeds Date: 02/11/2008 11:49 AM Pg: 1 of 4

Doc#: 0804222068 Fee: \$30.00 Eugene "Gene" Moore RHSP Fee:\$10.00

Jy and after recording return to:

Fimothy Jasper, Esq. Davis | Friedman LLP 135 S. LaSalle St. 36<sup>th</sup> Floor Chicago, IL 60603

NAME AND ADDRESS OF TAXPAYER:

Saul Osacky 5633 Dempster Street Morton Grove, Illinois 60053

Grantor and Grantee (as such terms are defined below) hereby acknowledge and agree that the real property commonly known as 5633 Dempster Street, Morton Grove, Illinois and legally described on <u>Exhibit A</u> attached hereto and made a part hereof (the "Property"), is currently held jointly by Saul Osacky and Iliana Rozemberg-Osacky. Pursuant to that certain Settlement Agreement dated November 28, 2007, by and among Grantor, Grantee and Eva Osacky, and the corresponding Judgment of Dissolution of Marriage associated therewith, both entered subsequent to the Order in connection with Grantor and Grantee's marital dissolution, Grantor was required to transfer to Grantee her entire right, title and interest in and to the Property.

Accordingly, ILIANA ROZEMBERG-OSACKY, divorced and not since remarried ("Grantor"), for good and valuable consideration in hand paid, CONVEYS AND QUITCLAIMS to Saul Osacky, divorced and not since remarried, ("Grantee"), Grantor's entire estate, right, title, interest, claim and demand, in law or equity, of, in and to the Property, together with all of Grantor's interest in the hereditaments, appurtenances, reversions, remainders, rents, issues and profits belonging or appertaining to it, TO HAVE AND TO HOLD the Property.

Iliana Rozemberg-Osacky

EXEMPT-PURSUANT TO SECTION 1-11-5 VILLAGE OF MORTON GROVE REAL ESTATE TRANSFER STAMP
EXEMPTION NO. 06493 DATE (-9-08
ADDRESS 5633 Jompstor
By grace

This transaction is exempt from transfer tax under paragraph 31-45 of 35 ILCS 200.

~ Find

Iliana Rozemberg-Osacky

Page 1 of 3

STATE	OF	ILLINOIS	

COUNTY OF COOK

Υ.

I, the undersigned, a Notary Public in and for the County in the State named above, certify that Iliana **Rozemberg-Osacky**, personally known to me to be the person whose name is signed on this document, appeared before me in person today and acknowledged that she signed and delivered the document as her free and voluntary act for the uses and purposes stated in the document.

Given under my hand and notarial seal, $\underline{\mathcal{UC}}$ . $\mathcal{A}$	, 2007.	
	Notary Public	Jaggas

My commission expires on February 8\_\_\_\_, 2010.

) )SS.

OFFICIAL SE TAMARA NOTARY PUBLIC . STATE JAGGERS MY COMMASSION EXPIRES 0208/10 NOIS

Page 2 of 3

### EXHIBIT A

### LEGAL DESCRIPTION OF PROPERTY

Lots 914 and 915 in Krenn and Dato's 2<sup>nd</sup> Addition to Dempster Street "L" Terminal Subdivision, being a subdivision of that part of the East 13 acres of the Northeast quarter of the Northeast quarter of Section 20, Township 41 North, Range 13, East of the Third Principal Meridian, lying North of the center line of Theobald Road, according to the plat thereof recorded August 7, 1924 as Document Number 8542705, in Cook County, Illinois

P.I.N.s:

10-20-204-007-0000

10-20-204-008-0000

COMMON ADDRESS: 5633 Dempster Street, Morton Grove, Illinois

Page 3 of 3

Non-Order Search Doc: 0804222068

Search

Page 3 of 4

### STATEMENT BY GRANTOR AND GRANTEE

The Grantor, Iliana Rozemberg-Osacky or her agent, affirms and verifies that to the best of her knowledge, the name of the grantee shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or another entity recognized as a person and authorized to do business or acquire title to real estate under the laws of the State of Illinois.

Dated: December 2, 2007. Signature: \_\_\_\_ Iliana Rozemberg-Osacky or her agent Subscribed and sworn to before me by the OFFICIAL SE said Grantors this  $\mathcal{A}$  day of December, 2007. TAMARA. NOTARY PUBLIC -MY COMMISSION EXPIRES 02/08/10 STATE OF ILLINOIS Jumara C/p

The Grantee, Saul Osacky or his agent, affirms and verifies that the name of the grantee shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or another entity recognized as a person and authorized to do business or acquire and hold title to real estate under the laws of the State of Illinois.

Dated: December  $\frac{2l}{2007}$ .

Signature Saul Osacky or his agent

Subscribed and sworn to before me by the said Grantors this 2/2 day of December, 2007.

Notary Public



<u>NOTE</u>: Any person who knowingly submits a false statement concerning the identity of a grantee shall be guilty of a Class C misdemeanor for the first offense and of a Class A misdemeanor for subsequent offenses.

{00078017.DOC /}



# Poko Loko School, Inc.

5645 Dempster St. • Morton Grove, IL • 60053 Phone: 847-966-8131 www.PokoLokoChildCare.com

To The Village of Morton Grove:

October 2024

Poko Loko is currently allowed:

- 144 enrolled students
- 125 daily students in the building
- 21 staff

Currently, we have been operating near or at these maximum capacities. Given the proposed increase of 7 parking spaces, Poko Loko would like to increase to the following capacities:

- 160 enrolled students
- 135 daily students in the building
- 25 staff

On the day of our traffic study, we had 128 students and 20 staff.

Our licensing capacity is currently 160 students. This is determined by The Department of Children and Family Services (DCFS) who regulate and license child care centers. The state and local fire departments also regularly inspect our facilities to make sure they are safe for the licensed capacity of students.

Regards, David Clatch

> LOVE & RESPECT ~ DREAM BUILDING TOO SAFE CHEERFUL WARM ~ OUR PROMISE TO YOU

### ABBREVIATION LEGEND

- North N.
- South **S**.
- East Ε.
- West W.
- N.W. Northwest
- N.E. • Northeast
- S.E. Southeast
- S.W. Southwest
- P.O.B. Point of Beginning
- SQ.FT. Square Feel
- R.O.W. Right of Way
- Doc. Document
- Rec. Recorded as
- Meas. Measured
- T.F. Top of Foundation Inv. • Invert
- PVC Polyvinyl Chloride CMP - Corrugated Metal Pipe
- MIN. Minimum
- MAX. Maximum

## A.L.T.A.-N.S.P.S. Land Title





Parcel 1: Lots 1 and 2 in Dempster Garden 'L' Terminal Subdivision a subdivision of part of Lot 1 in Circuit Court partition of Lots 2 and 3 in County Clerks Division of the East Half of the Northeast Quarter of Section 19 and all of Section 21, Township 41 North, Range 13, East of the Third Principal Meridian, recorded June 17, 1925 as Document 8946836, in Cook County, Illinois.

Parcel 2: Lots 1, 2, 3 and 4 in Luening's Subdivision of the East 2.5 Acres of Lot 1 in Circuit Court partition of Lots 2 and 3 in the County Clerks Division of Section 20, Township 41 North, Range 13, East of the Third Principal Meridian and designated of plat of subdivision recorded June 22, 1926 as Document 9316935, in Cook County, Illinois.

Parcel 3: Lots 913, 914 and 915 in Krenn's and Dato's 2<sup>nd</sup> Addition to Dempster Street 'L' Terminal Subdivision of that part of the East 13 acres of the Northeast Quarter of the Northeast Quarter of Section 20, Township 41 North, Range 13, East of the Third Principal Meridian, lying North of the center line of Theobold Road, according to the plat thereof recorded August 7, 1924 as Document 8542705, in Cook County, Illinois.

Commonly known as: 5631-5633 DEMPSTER STREET, MORTON GROVE, ILLINOIS.













Website: DeckerSurvey.com



Field Work Completed on: <u>8-29-24</u> STATE OF ILLINOIS COUNTY OF LAKE This Professional service conforms to the current Illinois minimum standards for a "Boundary Survey."

R. E. DECKER, P.C.

Compare the Description on this Plat with your Deed and Title: also compare all stakes to this Plat before building by them, and report any differences at once. Dimensions are shown in feet and decimal parts thereof. Refer to Title, Covenants or Building Department for additional Easements, Setbacks or Restrictions which may exist.

Вy



	JOB NO.		
Α NEW SITE EXPANSION FOR ΡΟΚΟΙΟΚΟ FARIY IFARNING CENTER	DRAWN BY:	PAP	BENKA ARCHITECT
<u>5641 DEMPSTER STREET</u> MORTON GROVE, ILLINOIS	CHECKED BY: APPROVED BY:	PAP PAP	40 LANDOVER PARKWAY, SUITE 4 HAWTHO         TELEPHONE: 847-756-4700



Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892–0123

# **A NEW SITE EXPANSION FOR POKO LOKO EARLY LEARNING CENTER** SITE DEVELOPMENT PLAN 5641 DEMPSTER ST., MORTON GROVE, COOK COUNTY, IL

### DRAWING INDEX:

1	TITLE SHEET LEGEND SITE LOCATION & AFRIAL MAP
2.	EXISTING TOPOGRAPHY, DEMOLITION PLAN, SOIL EROSION &
	SEDIMENTATION CONTROL PLAN
3.	PROPOSED GRADING & DRAINAGE PLAN - OVERALL SITE
4.	PROPOSED UTILITIES PLAN – OVERALL SITE
5.	site plan & geometric plan – overall site
6.	CONSTRUCTION NOTES (NOT INCLUDED)
7.	STANDARD DETAILS (NOT INCLUDED)
8.	STANDARD DETAILS (NOT INCLUDED)
9.	IDOT HIGHWAY STANDARD DETAILS (NOT INCLUDED)
10.	IDOT HIGHWAY STANDARD CONT (NOT INCLUDED)
A A	

IDOT HIGHWAY STANDARD CONT... (NOT INCLUDED) 11.









PROJECT NARRATIVE <u>GENERAL</u>: PROPOSED NEW PARKING LOT AND PLAY AREA FOR THE EXISTING POKO LOKO EARLY LEARNING CENTER. A FUTURE STORAGE BUILDING WITH

BE CONSTRUCTED. AREA SUMMARY

TOTAL AREA OF SITE: 0.742 ACRES DISTURBED AREA OF SITE: 0.143 ACRES

SPECIAL PROTECTION AREAS: NO FLOODPLAIN LOCATED ON SITE OR WITHIN 100' OF SITE. THERE ARE NO WETLANDS WITHIN 100' OF SITE. <u>UPSTREAM TRIBUTARY:</u> THERE IS NO UPSTREAM TRIBUTARY AREA FOR THE SITE.

COMBINED/SEPARATE SEWER AREA INFO: PROPOSED PROJECT IS LOCATED IN A COMBINED SEWER AREA.

DETENTION/VOLUME CONTROL FACILITY: DETENTION (SITE AREA< 3AC.) IS NOT REQUIREMENT PER MWRD. DETENTION IS REQUIRED PER LOCAL REQUIREMENTS. VOLUME CONTROL(SITE AREA<0.5AC.) IS REQUIRED PER MWRD REGULATIONS.

SANITARY SEWERS: NO SANITARY SERVICE IS PROPOSED.

SOILS/INFILTRATION RATE: SILTY CLAYS

GROUNDWATER ELEVATION: SEASONAL HIGH GROUNDWATER TABLE N/A



Date: 6.27.24				
	Existing	_	Propos	sed
Site Area	Sq. Ft. 32,323.00 859.23	Acres	Sq. Ft. (includes Survey	Acres Gap Area)
Disturbed Area of Site	6,229.00	0.143		
Building Walka & Cana, Bada	17,384.97	0.399	1,968.00	0.045
Access & Parking	8,741.99	0.201	1,965.00	0.045
Impervious Area	26,838.78	0.616	4,031.00	0.093
Pervious Area	5,484.22	0.126	2,198.00	0.050
Disturbed area of Site	0.143	Ac.		
MWRD (MOD.RATIONA 100 YEAR	L METHOD)			
Project: 5843 Dempster, Date:2.27.23	Morton Grove		Project No Computed By	o: y: AV
DETENTIC Disturbed Area	ON FOR DISTURBE	D AREA C	F THE SITE	
Disturbed Area of Site			0.143 acres	
Release Rate = 0.3*0.14	.0.043	Per MWR	D	
Developed Disturbed Are	a of Site/Proposed		Area	Percentage
Land Use Type	Coefficier	ıt	(Acres)	Forcentage
Impervious	0.90		0.093	65.0%
Surface Ponding	1.00		0.000	0.0%
<b>Composite Characterist</b> BULLETIN 75 STORM EVENT (2019 R	ics: 0.74 AINFALL DATA)		0.143	100.0%
Storm Storm	Rainfall Inflow	Relea	se Storage	Storage
Duration Duration	ntensity Doto	Det	Doto	The second se
Duration Duration ( (Min) (Hours) (Ir	ntensity Rate nch/Hour) (CFS)	Rate (CFS	e Rate S) (CFS)	(Acre-Feet)
Duration     Duration       (Min)     (Hours)       5     0.08       10     0.17	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15	Rate (CFS 0.04 0.04	e Rate 6) (CFS) 3 1.27 3 1.10	(Acre-Feet) 0.009 0.015
Duration         Duration         I           (Min)         (Hours)         (Ii           5         0.08         10         0.17           15         0.25         0.25         0.01	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98	Rate (CFS 0.04 0.04 0.04	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94	(Acre-Feet) 0.009 0.015 0.020
Duration         Duration         (Ii           (Min)         (Hours)         (Ii           5         0.08         (Ii)           10         0.17         (Iii)           15         0.25         (Iii)           30         0.50         (Iii)	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43	Rate (CFS 0.04 0.04 0.04 0.04 0.04	e Rate 6) (CFS) 3 1.27 3 1.10 3 0.94 3 0.63 3 0.39	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032
Duration         Duration         (Hours)         (II           5         0.08         (II)         (II)         (II)           5         0.25         (II)         (II)         (II)         (II)           15         0.25         (II)         (II) </td <td>ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26</td> <td>Rate (CFS 0.04 0.04 0.04 0.04 0.04</td> <td>e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.39           3         0.22</td> <td>(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037</td>	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26	Rate (CFS 0.04 0.04 0.04 0.04 0.04	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.39           3         0.22	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037
Duration         Duration           (Min)         (Hours)         (II           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.39           3         0.22           3         0.15	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038
Duration         Duration           (Min)         (Hours)         (II           5         0.08         (II)           10         0.17         (II)           15         0.25         (II)           30         0.50         (II)           60         1.00         (II)           120         2.00         (III)           360         6.00         (III)           720         12.00         (III)	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.22           3         0.15           3         0.07           3         0.02	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023
Duration         Duration           (Min)         (Hours)         (II           5         0.08         (II)           10         0.17         (II)           15         0.25         (II)           30         0.50         (II)           60         1.00         (II)           120         2.00         (III)           360         6.00         (III)           720         12.00         (III)           1080         18.00         (III)	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.22           3         0.15           3         0.07           3         0.02           3         0.02           3         0.02	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023 0.023 0.007
Duration         Duration           (Min)         (Hours)         (Ii           5         0.08         (Ii)           10         0.17         (Iii)           15         0.25         (Iii)           30         0.50         (Iii)           60         1.00         (Iii)           120         2.00         (Iii)           180         3.00         (Iii)           360         6.00         (Iii)           720         12.00         (Iii)           1080         18.00         (Iii)           1440         24.00         (Iii)	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.22           3         0.15           3         0.07           3         0.02           3         0.02           3         0.02           3         0.00           3         0.00	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023 0.007 -0.009
Duration         Duration           (Min)         (Hours)         (II           5         0.08         (II)           10         0.17         (II)           15         0.25         (II)           30         0.50         (II)           60         1.00         (II)           120         2.00         (III)           180         3.00         (III)           360         6.00         (III)           1080         18.00         (III)           1440         24.00         (III)	ntensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e     Rate       S)     (CFS)       3     1.27       3     1.10       3     0.94       3     0.63       3     0.22       3     0.15       3     0.07       3     0.02       3     0.00       3     0.00       8     Acre-Feet       .25     ft <sup>3</sup>	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023 0.023 0.007 -0.009
Duration         Duration           Duration         Quration           (Min)         (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00	Intensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e     Rate       S)     (CFS)       3     1.27       3     1.10       3     0.94       3     0.63       3     0.22       3     0.15       3     0.07       3     0.00       3     0.00       3     0.00       8     Acres       0     Acres       0     Acres	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023 0.007 -0.009 <u>C Value</u> 0.95 1 0.5
Duration         Duration           Duration         Quration           (Min)         (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Require           C =         0.690	Intensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e       Rate         (CFS)       3         3       1.27         3       1.10         3       0.94         3       0.63         3       0.39         3       0.22         3       0.15         3       0.07         3       0.00         3       0.00         8       Acres-Feet         0       Acres         0       Acres	(Acre-Feet)         0.009         0.015         0.020         0.032         0.037         0.035         0.023         0.007         -0.009
Duration         Duration           Duration         Quartion           (Min)         (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Requisit           C =         0.690           Release Rate         0.043         cfs	Intensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e       Rate         S)       (CFS)         3       1.27         3       1.10         3       0.94         3       0.63         3       0.22         3       0.15         3       0.07         3       0.00         3       0.00         8       AcresFeet         0       Acres         0       Acres         0       Acres	(Acre-Feet)         0.009         0.015         0.020         0.032         0.037         0.035         0.023         0.007         -0.009
Duration         Duration           Duration         Unation           (Min)         (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Requisition           C =         0.690           Release Rate         0.043         cfs	Intensity         Rate           nch/Hour)         (CFS)           12.34         1.31           10.80         1.15           9.26         0.98           6.34         0.67           4.03         0.43           2.49         0.26           1.83         0.19           1.07         0.11           0.62         0.07           0.45         0.05           0.36         0.04	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	a       Rate         S)       (CFS)         3       1.27         3       1.10         3       0.94         3       0.63         3       0.22         3       0.15         3       0.07         3       0.00         3       0.00         8       Acre-Feet         25       ft <sup>3</sup> 3       Acres         0       Acres         0       Acres	(Acre-Feet) 0.009 0.015 0.020 0.026 0.032 0.037 0.038 0.035 0.023 0.007 -0.009 <u>C Value</u> 0.95 1 0.5
Duration         Duration           Duration         (Hours)         (I)           5         0.08         (I)           10         0.17         (I)           15         0.25         (I)           30         0.50         (I)           60         1.00         (I)           120         2.00         (I)           180         3.00         (I)           360         6.00         (I)           720         12.00         (I)           1080         18.00         (I)           1440         24.00         (I)	ntensity Rate nch/Hour) (CFS) 12.34 1.31 10.80 1.15 9.26 0.98 6.34 0.67 4.03 0.43 2.49 0.26 1.83 0.19 1.07 0.11 0.62 0.07 0.45 0.05 0.36 0.04 uired Detention Volum s Impervious Surf. Pondin Landscape	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e       Rate         S) $(CFS)$ 3       1.27         3       1.10         3       0.94         3       0.63         3       0.39         3       0.22         3       0.15         3       0.07         3       0.02         3       0.00         3       0.00         8       Acres         0       Acres         0       Acres	C       Value         0.009       0.015         0.020       0.026         0.032       0.037         0.038       0.035         0.023       0.007         -0.009       0.05         1       0.5
Duration         Duration           Duration         Quration $(Min)$ (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Require Q =         0.690           Release Rate         0.043           cfs         RESTRICTOR CALCULATION           Drifice Design         Require Q =         0.043 cfs           Cd =         0.61	ntensity Rate nch/Hour) (CFS) 12.34 1.31 10.80 1.15 9.26 0.98 6.34 0.67 4.03 0.43 2.49 0.26 1.83 0.19 1.07 0.11 0.62 0.07 0.45 0.05 0.36 0.04 uired Detention Volum s Impervious Surf. Pondia Landscape	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e       Rate         S)       (CFS)         3       1.27         3       1.10         3       0.94         3       0.63         3       0.39         3       0.22         3       0.15         3       0.07         3       0.00         3       0.00         3       0.00         8       Acres         0       Acres	(Acre-Feet)         0.009         0.015         0.020         0.026         0.032         0.037         0.038         0.035         0.023         0.007         -0.009
Duration         Duration           Duration         Quartion $(Min)$ (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Require         0.690           Release Rate         0.043           cfs         RESTRICTOR CALCULATION           Drifice Design         Require Q =         0.043 cfs           Cd =         0.61         4.95	ntensity Rate nch/Hour) (CFS) 12.34 1.31 10.80 1.15 9.26 0.98 6.34 0.67 4.03 0.43 2.49 0.26 1.83 0.19 1.07 0.11 0.62 0.07 0.45 0.05 0.36 0.04 uired Detention Volum s Impervious Surf. Pondin Landscape Det. HWL	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.22           3         0.15           3         0.07           3         0.00           3         0.00           8         Acres           0         Acres	(Acre-Feet)         0.009         0.015         0.020         0.026         0.032         0.037         0.038         0.035         0.023         0.007         -0.009
Duration         Duration           Duration         Quration $(Min)$ (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Require           C =         0.690           Release Rate         0.043         cfs           RESTRICTOR CALCULATION         Orifice Design           Require Q =         0.043 cfs           Cd =         0.61           Max. Head =         4.95           Orifice Area:         0.0084	ntensity Rate nch/Hour) (CFS) 12.34 1.31 10.80 1.15 9.26 0.98 6.34 0.67 4.03 0.43 2.49 0.26 1.83 0.19 1.07 0.11 0.62 0.07 0.45 0.05 0.36 0.04 uired Detention Volum s Impervious Surf. Pondin Landscape Det. HWL = Orifice Inve Orifice Inve	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.22           3         0.15           3         0.07           3         0.00           3         0.00           8         Acre-Feet           25         ft <sup>3</sup> 3         Acres           0         Acres           0         Acres           6         Acres           6         Acres           6         Acres           6         Acres           0         Acres	(Acre-Feet)         0.009         0.015         0.020         0.026         0.032         0.037         0.038         0.035         0.023         0.007         -0.009
Duration         Duration           Duration         Duration $(Min)$ (Hours)           5         0.08           10         0.17           15         0.25           30         0.50           60         1.00           120         2.00           180         3.00           360         6.00           720         12.00           1080         18.00           1440         24.00             Requine         Requine           C =         0.690           Release Rate         0.043         cfs           RESTRICTOR CALCULATION         Orifice Design           Require Q =         0.043 cfs           Cd =         0.61           Max. Head =         4.95           Orifice Area:         0.0084           Calculated Max. Restrictor Discharge:         0.0084	ntensity Rate nch/Hour) (CFS) 12.34 1.31 10.80 1.15 9.26 0.98 6.34 0.67 4.03 0.43 2.49 0.26 1.83 0.19 1.07 0.11 0.62 0.07 0.45 0.05 0.36 0.04 uired Detention Volum s Impervious Surf. Pondin Landscape Det. HWL so Orifice Inve Orifice Cer 0.0	Rate (CFS 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.0	e         Rate           S)         (CFS)           3         1.27           3         1.10           3         0.94           3         0.63           3         0.39           3         0.22           3         0.15           3         0.07           3         0.00           3         0.00           3         0.00           8         Acres           0         Acres	C       Value         0.009       0.015         0.020       0.026         0.032       0.037         0.038       0.035         0.023       0.007         -0.009       0.05         1       0.5

USE 3" VORTEX RESTRICTOR (MIN.)

CONC. STOOP & STEP 61 --- 628 -----

+62, 3×





#### Poko Loko - 5645 Dempster, Morton Grove Date: 6.27.24 Existing Proposed Acres Sa. Ft. Acres Sq. Ft. 32,323.00 0.742 (includes Survey Gap Area) Site Area Survey Gap Area 859.23 0.020 Disturbed Area of Site 6,229.00 0.143 17,384.97 1,968.00 Building 0.399 0.045 0.002 711.82 0.016 98.00 Walks & Conc. Pads 1,965.00 8,741.99 0.201 0.045 Access & Parking 26,838.78 0.616 4,031.00 0.093 Impervious Area 0.126 2,198.00 0.050 5,484.22 Pervious Area 0.143 Disturbed area of Site Ac. MWRD (MOD.RATIONAL METHOD) 100 YEAR Project: 5843 Dempster, Morton Grove Project No: Date:2.27.23 Computed By: AV DETENTION FOR DISTURBED AREA OF THE SITE Disturbed Area Disturbed Area of Site 0.143 acres 0.043 Per MWRD Release Rate = 0.3\*0.143 Developed Disturbed Area of Site/Proposed Area Percentage Land UseType Runoff Coefficient (Acres) 0.90 0.093 65.0% Impervious 0.45 0.050 35.0% Grass & Landscaping 0.000 Surface Ponding 1.00 0.0% Composite Characteristics: 0.74 0.143 100.0% BULLETIN 75 STORM EVENT (2019 RAINFALL DATA) Storm Storm Inflow Rainfall Storage Storage Release Rate (CFS) Duration Rate Duration Intensity Rate Required (Hours) (Inch/Hour) (CFS) (CFS) (Acre-Feet) 0.009 12.34 0.043 0.17 10.80 1.15 0.043 1.10 0.015 0.020 0.043 0.25 9.26 0.98 0.94 0.50 6.34 0.67 0.043 0.63 0.026 1.00 0.43 0.043 0.39 0.032 4.03 0.037 120 2.00 2.49 0.26 0.043 0.22 180 3.00 1.83 0.19 0.043 0.15 0.038 360 6.00 1.07 0.11 0.043 0.07 0.035 720 0.043 0.023 0.02 12.00 0.62 0.07 1080 0.043 0.00 0.007 18.00 0.45 0.05 1440 24.00 0.36 0.04 0.043 0.00 -0.009 0.038 Acre-Feet 1,649.25 Required Detention Volume ft<sup>3</sup> C Value 0.95 0.143 Acres Surf. Ponding 0.050 Acres 0.5 Landscape C = 0.690

Release Rate 0.043 cfs

### RESTRICTOR CALCULATION

Orifice Design			
Require Q =	0.043 cfs	Det. HWL =	619.00
Cd =	0.61	Orifice Invert:	614.00
Max. Head =	4.95	Orifice Cent.	614.05
Orifice Area:	0.0084		
Calculated Max. Re	strictor Discharge:	0.091	

Restrictor Diameter = 1.24 inches

USE 3" VORTEX RESTRICTOR (MIN.)





<u>S</u> A.	ITE PLA all wor	N NOTES: RK AND MATERIALS SHALL COMPLY WITH ALL LOCAL /COUNTY REGULATIONS AND CODES AND O.S.H.A.	TE	3-2024			
В.	STANDA ALL DIS	RDS. TURBED AREAS ARE TO RECEIVE SIX INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL HEALTHY	DA	10-08			
C.	ALL CUF	DF GRASS IS ESTABLISHED UNLESS OTHERWISE NOTED. RBED RADII ARE TO BE 3' MEASURED TO FACE OF CURB UNLESS OTHERWISE NOTED. STRIPED RADII ARE 5' UNLESS OTHERWISE NOTED.					
D.	ALL DIM FOUNDA	ENSIONS ARE FACE OF CURB TO FACE OF CURB AND RADII ARE BACK OF CURB OR BUILDING TION UNLESS OTHERWISE NOTED.					
E.	BUILDING ARCHITE	G DIMENSIONS AND ADJACENT PARKING AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON COTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES					
	AND EX	ACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES O CONSTRUCTION.	NS				
F. G.	ALL PRO EXISTING	DPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED. 3 TOPOGRAPHY SHOWN REPRESENTS SITE CONDITION AS PREPARED BY BONO CONSULTING CIVIL	VISIO				
н	AND NO	RS. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION TIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. NTRACTOR SHALL CONTACT JULLIE (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTULTIES AND	HE I				
١.	SHALL C	CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT. S STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE REMOVED UNDER PROPOSED BUILDINGS AND		PERMIT			
J.	ABANDO CONTRA	NED ELSEWHERE AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID. CTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING T. LIMITED TO ALL LITUITIES STORM DRAINAGE SIGNS TRAFFIC SIGNALS AND POLES FTC AS REQUIRED.		ED FOR			
	ALL WOR	RK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND POLES, ETC. AS REQUIRED. CATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.		ISSI			
K. L.	SITE BO	UNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY OTHERS. MENTS ADJACENT TO BUILDING IF SHOWN SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING,	SSUE	-			
	APPROX	IS, RAMPS, HANDICAP ACCESS, PLANIERS, DUMPSIERS AND TRANSFORMERS FIC. HAVE BEEN SHOWN FOR IMATE LOCATION ONLY. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS IENSIONS OF VESTIBULES. SLOPE PAVING. SIDEWALKS. EXIT PORCHES. TRUCK DOCKS. PRECISE BUILDING	<u>.</u>	р. С.			_
М.	DIMENSI THE CON	ONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS. NTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED GRADES AS	L.	B. BONC			
N.	INDICA IE CONTRA ARCHITE	D ON PLANS. CTOR TO VERIFY LOCATION, SIZES, AND ELEVATIONS OF ALL BUILDING SERVICE LOCATIONS WITH CTURAL PLANS.	STAF				
0. P.	TOTAL L	AND AREA IS 0.742+/- ACRES. DISTURBED AREA OF SITE 0.142+/- ACRES. LANDS WERE PRESENT ON THIS SITE.	JECT	GER:			
Q. R.	THE SIT	E WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS." INT AND/OR PYLON SIGNS SHALL BE CONSTRUCTED BY OWNER ASSIGNED CONTRACTOR.	PRO	T MANA ER:	ER: CIAN:		
S.	ALL ROA SECTION TRANSPO	ADWAY AND PARKING LOT IMPROVEMENTS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE S OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF ORTATION, STATE OF ILLINOIS, LATEST EDITION.		PROJEC	ENGINE		
T.	ROUTING	OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER.			<u> </u>		
11	CONTRA SERVICE	GIOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY S PRIOR TO START OF CONSTRUCTION. CTOR SHALL ADJUST AND OR CLIT FXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND					lg.con
U. V.	CONTINU ALL SIDI	JOUS GRADE EWALK CROSS-SLOPES SHALL BE 1% UNLESS OTHERWISE NOTED.	1	_	JU	-3300 -3300 -3303	nsultir
				_	NIL	compa 7) 823-	
					SUL	ineers ( : (847	pd@or
				$\bigcirc$	NO	PH :	bbor
					U U U	& Mahe AY 68	
		PAVEMENT MARKING LEGEND		1	NO	Sevee ( IGHW,	
		24" WHITE SOLID STOP BAR			<u>a</u> c	SE HI	
	B	4" YELLOW SOLID LINE				8 BUS	
		8" SOLID WHITE LINE				101 DAG	ζ -
		LETTERS & SYMBOLS PAVEMENT MARKINGS					
		ACCESSIBLE PARKING SPACE PAVEMENT MARKINGS-SEE DETAIL					
		4" YELLOW DIAGONAL AT 45° SPACED 3' O.C.					
		4" SOLID WHITE LINE					
		SIGNAGE LEGEND					
		STOP SIGN (R1-1)					
	2	ACCESSIBLE PARKING SIGN (R7-8)					
	3	NO PARKING SIGN FIRE LANE (R8-31)					
		DO NOT ENTER (R5-1)					
		RIGHT TURN ONLY SIGN (R3-5R)					J
1		ONE WAY SIGN (R6-2L/R)					- Î
	8	TWO WAY TRAFFIC SICN (W6-3)		Z		N Z	
		EMPLOYEE PARKING SIGN		LA		С Е С Е	
		NO RIGHT TURN (R3-1)		ר כ		С С Z	
	-(12)	YIELD SIGN (X-R1-2)		Ĺ	ш		
		ON COMING TRAFFIC DOES NOT STOP SIGN (X-W4-4BP) INSTALL BELOW #12			SIT	A R L	5
				≥ C	 	ЩМ	
		PAVEMENT LEGEND	L	ロ り	JAI		- -
		HEAVY DUTY PAVEMENT (NOT USED)	0	ষ	Ш Х	A RI S	)
		2 BITUMINUUS SUKFACE CUURSE, HUT-MIX ASPHALT, MIX D, N50 2-1/4" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50		AN	Ó	Щ Ш Ц	i
		4" AGGREGATE BASE COURSE CA-6, TYPE B		」 上		N C	
		STANDARD DUTY PAVEMENT (NOT USED)	L   F				
		2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50		<u>0</u>		О д	5
		2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50 10" AGGREGATE BASE COURSE CA-6. TYPF B				0 141	.
	· · 4	CONCRETE APRON /PAVEMENT				ц Ц	5
		8" CONCRETE PAVEMENT (W/6X6 W/1.4 WWF)* 4" COMPACTED AGGREGATE BASE CA-6 TYPE B					
	4	CONCRETE PADS - TRASH CORRAL & LITITY PADS					
		8" CONCRETE PAVEMENT W/6X6 W/1.4 WWF*					
		SIDEWALKS	COP THIS	YRIGHT: DRAWIN	G SHALL NO	DT BE USED,	
		5" PORTLAND CEMENT CONCRETE - 8" PORTLAND CEMENT CONCRETE	REPI WHC AUT	RODUCEI DLLY OR I HORIZED	), MODIFIEL N PART, EX IN WRITING	OR SOLD EI CEPT WHEN BY THE ENG	THER INEER.
		4" COMPACTED AGGREGATE BASE COURSE, TYPE B	PR	OJECT		ER: B2	2323
		IDOT PAVEMENT RESURFACING (NOT USED)	ST	ART D	ATE:	FEB. 15,	2023
		1-1/2" SURFACE COURSE	15	6R4	∙μμις Ο − <mark>1−−</mark> −	SUALE	15 1
	0000	DETECTABLE WARNING AND DEPRESSED CURB	SC	ALE:		1"=	15'-0
		CONCOMPOSITE PLATES		Sł	IEET NU	JMBER	
	10000	REFER TO CONCRETE JOINT DETAILS (IF ANY).		5	OF	1	1
			`			-	-





# Luminaire Schedule

Symbol	Qty	LLF	Description
÷	2	0.950	DSX0 LED P2 40K 80CRI TFTM HS
÷	2	0.950	WDGE3 LED P1 70CRI RFT 40K

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Туре
F1
F2

Calculation Summary

Label Object\_1\_Planar Object\_3\_Planar Property Line Property Line Playground

CalcType	Units	Avg	Max	Min	Avg/Min	Ma
Illuminance	Fc	1.51	6.8	0.1	15.10	68.
Illuminance	Fc	1.12	2.7	0.3	3.73	9.0
Illuminance	Fc	0.14	0.9	0.0	N.A.	N.A
Illuminance	Fc	0.12	0.5	0.0	N.A.	N.A

liiuminance	FC	1.51	6.8	0.1	15.10	68
Illuminance	Fc	1.12	2.7	0.3	3.73	9.0
Illuminance	Fc	0.14	0.9	0.0	N.A.	N./
Illuminance	Fc	0.12	0.5	0.0	N.A.	N.A
		1				

NIAtoc	٠
INDICS	٠

1. Calculation Work Plane : Ground Level

2. Fixture Mounting Height : Noted Above

3. Calculation Point Spacing : 10' x 10'





		<b>D-Series Size O</b> LED Area Luminaire	Catalog Number Notes
			Type Hit the Tab key or mouse over the page to see all interactive elements.
		ds BAA BABA	Introduction
Specifica	d"series tions		The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into
EPA:	0.44 ft <sup>2</sup> (0.04 m <sup>2</sup> )		a high performance, high efficacy, long-life
Length:	26.18" (66.5 cm)		The photometric performance results in sites with excellent uniformity, greater pole spacing
Width:	14.06" (35.7 cm)		and lower power density. D-Series outstanding photometry aids in reducing the number of
Height H1:	2.26" (5.7 cm)		poles required in area lighting applications, with typical energy savings of 70% and expected
Height H2:	7.46" (18.9 cm)		service life of over 100,000 hours.
Weight:	23 lbs (10.4 kg)	d	s design select
Design So by this co	elect options indicated Jor background.	W H2 Item days *See	as marked by a shaded background qualify for the Design Select program and ship in 15 s or less. To learn more about Design Select, visit <u>www.acuitybrands.com/designselect</u> . e ordering tree for details

### **Ordering Information**

DSX0 LED Color Rendering Index<sup>2</sup> Series Distribution Mounting DSX0 LED (this section 70CRI only) T5M MVOLT (120V-277V)<sup>4</sup> Shipped included **Forward optics** AFR Automotive front Type V medium row Square pole mounting (#8 drilling, 3.5" min. SQ pole) P1 P5 30K 3000K 70CRI T5LG Type V low glare HVOLT (347V-480V) 5,6 SPA T1S Type I short P2 P6 40K 4000K 70CRI T5W Type V wide XVOLT (277V-480V)<sup>7,8</sup> T2M Type II medium RPA Round pole mounting (#8 P3 P7 50K 5000K 70CRI BLC3 Type III backlight 120<sup>16, 24</sup> drilling, 3" min. RND pole) T3M Type III medium control<sup>3</sup> 208 16, 24 P4 (this section 80CRI only, SPA5 Square pole mounting (#5 T3LG Type III low glare<sup>3</sup> BLC4 Type IV backlight extended lead times 240<sup>16, 24</sup> **Rotated optics** drilling. 3" min. SQ pole) 9 apply) control <sup>3</sup> T4M Type IV medium 277 16, 24 P10<sup>1</sup> P121 Round pole mounting (#5 drilling, 3" min. RND pole)<sup>9</sup> RPA5 27K 2700K 80CRI LCCO Left corner cutoff<sup>3</sup> T4LG Type IV low glare<sup>3</sup> 347 <sup>16, 24</sup> P111 P131 30K 3000K RCCO Right corner cutoff<sup>3</sup> 80CRI TFTM Forward throw Square narrow pole mounting (#8 drilling, 3" min. SQ pole) SPA8N 480 16, 24 35K 3500K 80CRI medium 40K 4000K 80CRI WBA Wall bracket 10 50K 5000K 80CRI MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

Control options     Other options     Finish (required)       Shipped installed NLTAIR2 PIRHN     NLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40° mounting height, ambient sensor enabled at 2fc. <sup>11,12,13,19</sup> PER7     Seven-pin receptade only (controls ordered separate) <sup>14,19</sup> Shipped installed H5     Houseside shield (black finish standard) <sup>26</sup> DDBXD     Dark Bronze       PIR     High/low, motion/ambient sensor, 8-40° mounting height, ambient sensor enabled at 2fc. <sup>11,12,18,19</sup> B1-level switched dimming, 30% <sup>16,19</sup> B1-level switched dimming, 50% <sup>16,19,19</sup> B1-level switched dimming, 50% <sup>16,</sup>								
Shipped install       NLTAIR2 PIRHN       NLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. <sup>11</sup> , <sup>12</sup> , <sup>18</sup> , <sup>19</sup> PER 7       Seven-pin receptade only (controls ordered separate) <sup>14</sup> , <sup>19</sup> Shipe t installed       Houseside shield (black finish standard) <sup>20</sup> DBLX0       Balx0       Balx0         PIR       High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. <sup>11</sup> , <sup>11</sup> , <sup>18</sup> , <sup>19</sup> BLS0       Bi-level switched dimming, 30% <sup>61, 19</sup> Bls0       Bi-level switched dimming, 50% <sup>16, 19</sup> BA       Buy America(n) Act and/or Build America Buy America Qualified       DBIXD       Extured dark bronze         PERS       Five-pin receptade only (controls ordered separate) <sup>14, 19</sup> On 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separate) <sup>17</sup> BA       Buy America(n) Act and/or Build America Buy America Qualified       DNHXD       Textured white         PERS       Five-pin receptade only (controls ordered separate) <sup>14, 19</sup> In external control, ordered separately <sup>17</sup> BA       Buy America(n) Act and/or Build America Buy America Qualified       DNHXD       Textured white         Five Single fuse (120, 277, 347V) <sup>24</sup> DF       Double fuse (208, 240, 480V) <sup>24</sup> BA	Control options				Other options		Finish (required)	
	Shipped installe NLTAIR2 PIRHN PIR PER PER5	ed NLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. <sup>11,12,18,19</sup> High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc <sup>13,18,19</sup> NEMA twist-lock receptacle only (controls ordered separate) <sup>14</sup> Five-pin receptacle only (controls ordered separate) <sup>14,19</sup>	PER7 FA0 BL30 BL50 DMG	Seven-pin receptacle only (controls ordered separate) <sup>14, 19</sup> Field adjustable output <sup>15, 19</sup> Bi-level switched dimming, 30% <sup>16, 19</sup> Bi-level switched dimming, 50% <sup>16, 19</sup> O-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) <sup>17</sup>	Shipp HS L90 R90 CCE HA BAA SF DF Shipp EGSR BSDB	bed installed         Houseside shield (black finish standard) 20         Left rotated optics 1         Right rotated optics 1         Coastal Construction 21         50°C ambient operation 22         Buy America(n) Act and/or Build America Buy America Qualified         Single fuse (120, 277, 347V) 24         Double fuse (208, 240, 480V) 24         bed separately         External Glare Shield (reversible, field install required, matches housing finish)         Bird Spikes (field install required)	DDBXD DBLXD DNAXD DWHXD DDBTXD DBLBXD DNATXD DWHGXD	Dark Bronze Black Natural Aluminum White Textured dark bronze Textured black Textured natural aluminum Textured white



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### Accessories

Ordered and shipped separately.					
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) 23				
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) 23				
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) 23				
DSHORT SBK	Shorting cap 23				
DSXOHS P#	House-side shield (enter package number P1-7, P10-13 in place of #)				
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)				
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)				
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)				
DSXOEGSR (FINISH)	External glare shield (specify finish)				
DSXOBSDB (FINISH)	Bird spike deterrent bracket (specify finish)				

#### NOTES

- NOTES
  Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
  30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 33K only available with 80CRI. Contact Technical Support for other possible combinations.
  T1LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
  MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
  HVOLT not available with avoltage from 347-480V (50/60 Hz).
  HVOLT not available with avoltage between 277V and 480V (50/60 Hz).
  KVOLT not available in packages P1, P2 or P10. XVOLT not available with ovaliable with fusing (SF or DF).
  SPAS and RPAS for use with #5 drilling only (Not for use with #8 drilling).
  WBA cannot be combined with Tybe 5 distributions plus photocell (PER).
  NLTAR2 and PIRHN must be ordered together. For more information on nLight Air 2.
  NLTAR2 PIRHN not available with other controls including PIR, PER, PERS, PER, FAO, BL30, BL50 and DMG. NLTAIR2 PIRHN not available with P1, P2 and P10 using HVOLT. NTAIR2 PIRHN not available with P1 using MVOLT.
  PIR not available with NLTAIR2, PIRH not available with P1 sung MVOLT.
  PER/PERS/PER27 not available with NLTAIR2, PIR, BL30, BL50 and DMG. PIR not available with P1, P2 and P10 using HVOLT. PIR not available with P1 using MVOLT.
  PER/PERS/PER27 not available with NLTAIR2, PIRHN, PIR, PERS, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for 208, 240 or 480W.
  DMG not available with NLTAIR2, PIRHN, PIR, PER, PERS, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for 208, 240 or 480W.
  DMG not available with NLTAIR2 PIRHN, PIR, PERS, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V. Consult tech support for 208, 240 or 480W.
  DMG not available with NLTAIR2 PIRHN, PIR, PERS, PER7, FAO and DMG. BL30 or BL50 must specify 120, 277 or 347V

### **Shield Accessories**



External Glare Shield (EGSR)

### Drilling

**HANDHOLE ORIENTATION** (from top of pole)



Α Handhole





House Side Shield (HS)

### **Tenon Mounting Slipfitter**

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

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Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
		Minimum Acceptable Outside Pole Dimension					
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

### DSX0 Area Luminaire - EPA

\*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type	-	■■	┖╸	<b>₽</b> ┸₽	¥	■╂■
DSX0 with SPA	0.44	0.88	0.96	1.18		1.16
DSX0 with SPA5, SPA8N	0.51	1.02	1.06	1.26		1.29
DSX0 with RPA, RPA5	0.51	1.02	1.06	1.26	1.24	1.29
DSX0 with MA	0.64	1.28	1.24	1.67	1.70	1.93



Isofootcandle plots for the DSX0 LED P7 40K 70CRI. Distances are in units of mounting height (20').





### Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40  $^\circ$  C (32-104  $^\circ$  F).

Ambi	Lumen Multiplier	
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	77°C	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

### **Projected LED Lumen Maintenance**

Data references the extrapolated performance projections for the platforms noted in a **25°C** ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.94
50,000	0.89
100,000	0.80

### **FAO Dimming Settings**

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

\*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use published values for each package based on input watts and lumens by optic type.

### **Motion Sensor Default Settings**

Option	Unoccupied Dimmed Level	High Level (when occupied)	Phototcell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

### **Controls Options**

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS (not available on DSX0)	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSBG	Llight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V



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Electrical	Load						Curre	nt (A)		
	Performance Package	LED Count	Drive Current (mA)	Wattage	120V	208V	240V	277V	347V	480V
	P1	20	530	34	0.28	0.16	0.14	0.12	0.10	0.07
	P2	20	700	45	0.38	0.22	0.19	0.16	0.13	0.09
	P3	20	1050	69	0.57	0.33	0.29	0.25	0.20	0.14
Forward Optics (Non-Rotated)	P4	20	1400	94	0.78	0.45	0.39	0.34	0.27	0.19
	P5	40	700	89	0.75	0.43	0.38	0.33	0.26	0.19
	P6	40	1050	136	1.14	0.66	0.57	0.49	0.39	0.29
	P7	40	1300	170	1.42	0.82	0.71	0.62	0.49	0.36
	P10	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
Rotated Optics (Requires L90 or R90)	P11	30	700	67	0.57	0.33	0.28	0.25	0.20	0.14
	P12	30	1050	103	0.86	0.50	0.43	0.37	0.30	0.22
	P13	30	1300	129	1.07	0.62	0.54	0.46	0.37	0.27

### LED Color Temperature / Color Rendering Multipliers

	70 CRI		81	DCRI	90CRI				
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability			
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)			
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)			
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)			
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)			
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)			

Note: Some LED types are available as per special request. Contact Technical Support for more information.

### Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Op	tics																			
			D.:				30K			1		40K			50K					
Performance Package	System Watts	LED Count	Current (mA)	Distribution Type	(3000K, 70 CRI)					(40	00K, 70	CRI)			(50	00K, 70	CRI)			
					Lumens	В	U	G	LPW	Lumens	В	U	G	LPW	Lumens	В	U	G	LPW	
				T1S	4,906	1	0	1	148	5,113	1	0	1	154	5,213	1	0	1	157	
				T3M	4,545	1	0	2	13/	4,/30	1	0	2	143	4,829	1	0	2	145	
				T3LG	4,107	1	0	1	138	4,280	1	0	1	129	4,363	1	0	1	131	
				T4M	4,666	1	0	2	141	4,863	1	0	2	146	4,957	1	0	2	149	
				T4LG	4,244	1	0	1	128	4,423	1	0	1	133	4,509	1	0	1	136	
				TFTM	4,698	1	0	2	141	4,896	1	0	2	147	4,992	1	0	2	150	
P1	33W	20	530	T5M	4,801	3	0	1	145	5,003	3	0	1	151	5,101	3	0	1	154	
				T5W	4,878	3	0	1	147	5,084	3	0	2	153	5,183	3	0	2	156	
				I SLG	4,814	2	0	1	145	2 495	2	0	1	151	2,552	2	0	1	154	
				BLC3	3,344	0	0	2	101	3,403	0	0	2	105	3,555	0	0	2	107	
				RCCO	3,374	0	0	1	101	3,517	0	0	1	106	3,585	0	0	1	108	
				LCCO	3,374	0	0	1	102	3,517	0	0	1	106	3,585	0	0	1	108	
				AFR	4,906	1	0	1	148	5,113	1	0	1	154	5,213	1	0	1	157	
				T1S	6,328	1	0	1	140	6,595	1	0	1	146	6,724	1	0	1	149	
				T2M	5,862	1	0	2	130	6,109	1	0	2	135	6,228	1	0	2	138	
				13M	5,930	1	0	3	131	6,180	1	0	3	137	6,301	1	0	3	140	
				13LG	5,29/	1	0	1	117	5,521	1	0	1	122	5,628	1	0	2	142	
		20	700	T4IG	5 474	1	0	3 1	135	5 705	1	0	2 1	139	5,816	1	0	3 1	142	
				TFTM	6.060	1	0	3	134	6.316	1	0	3	120	6.439	1	0	3	143	
P2	45W			T5M	6,192	3	0	1	137	6,453	3	0	2	143	6,579	3	0	2	146	
				T5W	6,293	3	0	2	139	6,558	3	0	2	145	6,686	3	0	2	148	
				T5LG	6,210	2	0	1	138	6,472	3	0	1	143	6,598	3	0	1	146	
				BLC3	4,313	0	0	2	96	4,495	0	0	2	100	4,583	0	0	2	102	
				BLC4	4,455	0	0	2	99	4,643	0	0	2	103	4,733	0	0	2	105	
				RCCO	4,352	0	0	2	96	4,536	0	0	2	100	4,624	0	0	2	102	
				AER	4,352	1	0	2 1	90	4,530	1	0	2 1	100	4,024	1	0	1	102	
				TIS	9.006	1	0	2	131	9,386	1	0	2	136	9,569	1	0	2	139	
				T2M	8,343	2	0	3	121	8,694	2	0	3	126	8,864	2	0	3	129	
				T3M	8,439	2	0	3	122	8,795	2	0	3	128	8,967	2	0	3	130	
				T3LG	7,539	1	0	2	109	7,857	1	0	2	114	8,010	1	0	2	116	
				T4M	8,565	2	0	3	124	8,926	2	0	3	129	9,100	2	0	3	132	
				14LG	7,790	1	0	2	113	8,119	1	0	2	118	8,277	1	0	2	120	
D2	60W	20	1050	TSM	8,024	2	0	3	125	0 18/	1	0	3	130	9,103	2 	0	3	135	
15	0511			TSW	8,955	4	0	2	120	9,333	4	0	2	135	9,505	4	0	2	138	
				T5LG	8,838	3	0	1	128	9,211	3	0	1	134	9,390	3	0	1	136	
				BLC3	6,139	0	0	2	89	6,398	0	0	2	93	6,522	0	0	2	95	
				BLC4	6,340	0	0	3	92	6,607	0	0	3	96	6,736	0	0	3	98	
				RCCO	6,194	1	0	2	90	6,455	1	0	2	94	6,581	1	0	2	95	
					6,194	1	0	2	90	6,455	1	0	2	94	6,581	1	0	2	95	
				AFK T1S	9,000	1	0	2	131	9,380	1	0	2	130	9,509	2	0	2	139	
				T2M	10.557	2	0	3	113	11,003	2	0	3	120	11,217	2	0	2	121	
				T3M	10,680	2	0	3	115	11,130	2	0	3	120	11,347	2	0	3	122	
				T3LG	9,540	1	0	2	103	9,942	1	0	2	107	10,136	1	0	2	109	
				T4M	10,839	2	0	3	117	11,296	2	0	3	121	11,516	2	0	4	124	
				T4LG	9,858	1	0	2	106	10,274	1	0	2	110	10,474	1	0	2	113	
		20	1400	TFTM	10,914	2	0	3	117	11,374	2	0	3	122	11,596	2	0	3	125	
P4	93W	20	1400	15M	11,152	4	0	2	120	11,622	4	0	2	125	11,849	4	0	2	12/	
				T516	11,352	4	0	3 1	122	11,011	4	0	2	127	11,041	4	0	2	129	
				BLC3	7,768	0	0	2	83	8,096	0	0	2	87	8,254	0	0	2	89	
				BLC4	8,023	0	0	3	86	8,362	0	0	3	90	8,524	0	0	3	92	
				RCCO	7,838	1	0	2	84	8,169	1	0	2	88	8,328	1	0	2	90	
				LCCO	7,838	1	0	2	84	8,169	1	0	2	88	8,328	1	0	2	90	
				AFR	11 396	1	0	2	122	11 877	1	0	2	128	12 109	2	0	2	130	



### Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Op	tics																		
							30K					40K					50K		
Performance	System Watts	LED Count	Current (mA)	Distribution Type				(40	00K, 70	CRI)		(5000K, 70 CRI)							
Таскауе					Lumens	В	U	G	LPW	Lumens	В	U	G	LPW	Lumens	В	U	G	LPW
				T1S	12,380	2	0	2	137	12,902	2	0	2	143	13,154	2	0	2	146
				T2M	11,468	2	0	3	127	11,952	2	0	3	133	12,185	2	0	3	135
				T3M	11,601	2	0	3	129	12,091	2	0	3	134	12,326	2	0	4	137
				T3LG	10,363	2	0	2	115	10,800	2	0	2	120	11,011	2	0	2	122
				T4M	11,774	2	0	4	131	12,271	2	0	4	136	12,510	2	0	4	139
				T4LG	10,709	1	0	2	119	11,160	2	0	2	124	11,378	2	0	2	126
DC 00111				TFTM	11,856	2	0	3	132	12,356	2	0	4	137	12,596	2	0	4	140
P5	90W	40	700	T5M	12,114	4	0	2	134	12,625	4	0	2	140	12,871	4	0	2	143
				15W	12,310	4	0	3	137	12,830	4	0	3	142	13,080	4	0	3	145
				15LG	12,149	3	0	2	135	12,662	3	0	2	141	12,908	3	0	2	143
				BLC3	8,438	0	0	2	94	8,/94	0	0	2	98	8,966	0	0	2	99
				BLC4	0,/15	1	0	3	9/	9,083	1	0	3	101	9,200	1	0	3	103
					0,010	1	0	2	94	0,0/4	1	0	2	90	9,047	1	0	2	100
			AED	12 200	2	0	2	127	12 002	2	0	2	70 1/2	7,047 12 154	2	0	2	100	
			T15	17 545	2	0	2	178	18 285	2	0	2	133	18 642	2	0	2	136	
				T2M	16 253	3	0	4	119	16,205	3	0	4	133	17 269	3	0	4	126
				T3M	16,442	2	0	4	120	17,135	3	0	4	125	17,469	3	0	4	128
				T3LG	14.687	2	0	2	107	15,306	2	0	2	112	15.605	2	0	2	114
				T4M	16.687	2	0	4	122	17.391	3	0	5	127	17.730	3	0	5	129
				T4LG	15,177	2	0	2	111	15,817	2	0	2	115	16,125	2	0	2	118
			1050	TFTM	16,802	2	0	4	123	17,511	2	0	4	128	17,852	2	0	5	130
P6	137W	40		T5M	17,168	4	0	2	125	17,893	5	0	3	131	18,241	5	0	3	133
				T5W	17,447	5	0	3	127	18,183	5	0	3	133	18,537	5	0	3	135
				T5LG	17,218	4	0	2	126	17,944	4	0	2	131	18,294	4	0	2	134
				BLC3	11,959	0	0	3	87	12,464	0	0	3	91	12,707	0	0	3	93
				BLC4	12,352	0	0	4	90	12,873	0	0	4	94	13,124	0	0	4	96
				RCCO	12,067	1	0	3	88	12,576	1	0	3	92	12,821	1	0	3	94
				LCCO	12,067	1	0	3	88	12,576	1	0	3	92	12,821	1	0	3	94
				AFR	17,545	2	0	3	128	18,285	2	0	3	133	18,642	2	0	3	136
				T1S	20,806	2	0	3	122	21,683	2	0	3	127	22,106	2	0	3	129
				12M	19,273	3	0	4	113	20,086	3	0	4	118	20,478	3	0	4	120
				13M	19,49/	3	0	5	114	20,319	3	0	5	119	20,/15	3	0	5	121
				T ANA	1/,410	2	0	2	102	18,151	2	0	2	106	18,504	2	0	2	108
				14M	17,007	3	0	2	110	20,622	3	0	2	121	21,024	3	0	2	123
				14LG	1/,99/	2	0	2	105	18,/50	2	0	2	110	19,121	2	0	2	112
D7	171W	40	1300	T5M	20 350	5	0	2	11/	20,703	5	0	2	122	21,170	5	0	2	124
F/	1/100	40	1300	T5W	20,339	5	0	2	117	21,217	5	0	2	124	21,031	5	0	2	127
				T516	20,007	4	0	2	121	21,301	4	0	2	120	21,702	4	0	2	127
				BIC3	14,182	0	0	3	83	14,780	0	0	3	87	15.068	0	0	3	88
				BLC4	14.647	0	0	4	86	15.265	0	0	4	89	15,562	0	0	4	91
				RCCO	14.309	1	0	3	84	14.913	1	0	3	87	15,204	1	0	3	89
				LCCO	14.309	1	0	3	84	14.913	1	0	3	87	15,204	1	0	3	89
			AFR	20.806	2	0	3	122	21.683	2	0	3	127	22,106	2	0	3	129	



### Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Rotated Opt	tics																		
							30K			1		40K					50K		
Performance Package	System Watts	LED Count	Drive Current (mA)	Distribution Type		(30	00K, 70	CRI)			(40	00K, 70	CRI)			(50	00K, 70	CRI)	
				Tac	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
				TIS	6 854	3	0	3	145	7,/11	3	0	3	151	7,862	3	0	3	154
				T3M	6.933	3	0	3	135	7,144	3	0	3	140	7,265	3	0	3	145
				T3LG	6,194	2	0	2	122	6,455	2	0	2	127	6,581	2	0	2	129
	5114			T4M	7,036	3	0	3	138	7,333	3	0	3	144	7,476	3	0	3	147
				T4LG	6,399	2	0	2	126	6,669	2	0	2	131	6,799	2	0	2	134
D10		20	520	IFIM TEM	7,086	3	0	3	139	7,385	3	0	3	145	7,529	3	0	3	148
FIV	5100	50	330	TSW	7,239	3	0	2	142	7,545	3	0	2	140	7,092	4	0	2	154
				T5LG	7,260	3	0	1	143	7,567	3	0	1	149	7,714	3	0	1	152
				BLC3	5,043	3	0	3	99	5,256	3	0	3	103	5,358	3	0	3	105
				BLC4	5,208	3	0	3	102	5,428	3	0	3	107	5,534	3	0	3	109
					5,089	0	0	2	100	5,303	0	0	2	104	5,407	0	0	2	106
				AFR	7 399	3	0	2	145	7 711	3	0	2	104	7 862	3	0	2	154
				T1S	9,358	3	0	3	138	9,753	3	0	3	143	9,943	3	0	3	146
				T2M	8,669	3	0	3	127	9,034	3	0	3	133	9,211	3	0	3	135
				T3M	8,768	3	0	3	129	9,138	3	0	3	134	9,316	3	0	3	137
				T3LG	7,833	3	0	3	115	8,164	3	0	3	120	8,323	3	0	3	122
		30	700	14M	8,899	3	0	3	131	9,274	3	0	3	130	9,455	3	0	3	139
				TFTM	8.962	3	0	3	132	9,340	3	0	3	137	9.522	3	0	3	140
P11	68W			T5M	9,156	4	0	2	135	9,542	4	0	2	140	9,728	4	0	2	143
				T5W	9,304	4	0	2	137	9,696	4	0	2	143	9,885	4	0	2	145
				T5LG	9,182	3	0	1	135	9,569	3	0	1	141	9,756	3	0	1	143
				BLC3	6,378	3	0	3	94	6,647	3	0	3	98	6,777	3	0	3	100
				RCCO	6.436	0	0	2	97	6,707	0	0	2	99	6,838	<u> </u>	0	2	105
				LCCO	6,436	0	0	2	95	6,707	0	0	2	99	6,838	0	0	2	101
				AFR	9,358	3	0	3	138	9,753	3	0	3	143	9,943	3	0	3	146
			1050	T1S	13,247	3	0	3	128	13,806	3	0	3	134	14,075	3	0	3	136
				12M	12,271	4	0	4	119	12,789	4	0	4	124	13,038	4	0	4	126
				T3IG	12,412	4	0	4	120	12,955	4	0	4	125	11,782	4	0	4	120
		30		T4M	12,597	4	0	4	122	13,128	4	0	4	127	13,384	4	0	4	129
				T4LG	11,457	3	0	3	111	11,940	3	0	3	116	12,173	3	0	3	118
				TFTM	12,686	4	0	4	123	13,221	4	0	4	128	13,479	4	0	4	130
P12	103W			T5M	12,960	4	0	2	125	13,507	4	0	2	131	13,770	4	0	2	133
				15W	13,170	4	0	3	12/	13,720	4	0	3	133	13,994	4	0	3	135
				BLC3	9.029	3	0	3	87	9.409	3	0	3	91	9.593	3	0	3	93
				BLC4	9,324	4	0	4	90	9,718	4	0	4	94	9,907	4	0	4	96
				RCCO	9,110	1	0	2	88	9,495	1	0	2	92	9,680	1	0	2	94
					9,110	1	0	2	88	9,494	1	0	2	92	9,680	1	0	2	94
				AFK T1S	15,247	3	0	3	128	16,800	3	0	3	134	14,075	3	0	3	130
				T2M	14,547	4	0	4	113	15,161	4	0	4	118	15,457	4	0	4	120
				T3M	14,714	4	0	4	114	15,335	4	0	4	119	15,634	4	0	4	121
				T3LG	13,145	3	0	3	102	13,700	3	0	3	106	13,967	3	0	3	108
				T4M	14,933	4	0	4	116	15,563	4	0	4	121	15,867	4	0	4	123
				14LG TETM	13,582	3	0	3	105	14,155	3	0	3	110	14,431	3	0	3	112
P13	129W	30	1300	T5M	15,364	4	0	2	119	16,013	4	0	2	122	16,325	4	0	2	124
				T5W	15,613	5	0	3	121	16,272	5	0	3	126	16,589	5	0	3	129
				T5LG	15,409	3	0	2	120	16,059	3	0	2	125	16,372	4	0	2	127
				BLC3	10,703	4	0	4	83	11,155	4	0	4	87	11,372	4	0	4	88
				BLC4	11,054	4	0	4	86	11,520	4	0	4	89	11,745	4	0	4	91
					10,800	1	0	2	84	11,255	1	0	2	87	11,475	1	0	3	89
				AFR	15,704	3	0	3	122	16,366	3	0	3	127	16,685	4	0	4	130






DSX0 with RPA, RPA5, SPA5, SPA8N mount Weight: 25 lbs





DSX0 with WBA mount Weight: 27 lb





DSX0 with MA mount Weight: 28 lbs

Weight: 28 lbs





#### nLight Control - Sensor Coverage and Settings



#### FEATURES & SPECIFICATIONS

#### INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

#### CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 3G. Low EPA (0.44 ft<sup>2</sup>) for optimized pole wind loading.

#### FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

#### COASTAL CONSTRUCTION (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

#### OPTICS

Precision-molded proprietary silicone lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) configurations. 80CRI configurations are also available. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly<sup>™</sup> product, meaning it is consistent with the LEED<sup>®</sup> and Green Globes<sup>™</sup> criteria for eliminating wasteful uplight.

#### ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted to metalcore circuit boards to maximize heat dissipation and promote long life (up to L80/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

#### STANDARD CONTROLS

The DSX0 LED area luminaire has a number of control options. DSX Size 0, comes standard with 0-10V dimming driver. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. PIR integrated motion sensor with on-board photocell feature field-adjustable programing and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

#### nLIGHT AIR CONTROLS

The DSX0 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-touse CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

#### INSTALLATION

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

#### LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40°C minimum ambient.

DesignLights Consortium<sup>®</sup> (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/ QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

#### **GOVERNMENT PROCUREMENT**

BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

#### WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

**Note:** Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





Traffic & Parking Study

Proposed Playground and Parking Expansion

5633 Dempster Street Morton Grove, Illinois

November 12, 2024

Prepared For:



Poko Loko EARLY LEARNING CENTER Morton Grove

Prepared by: Dan Brinkman, P.E., PTOE





## Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a traffic and parking study for the proposed expansion to the existing Poko Loko Early Learning Center located at 5645 West Dempster Street in Morton Grove, Illinois. The site is located on the southeast corner of Dempster Street and Major Avenue. The expanded facility will construct a new, larger playground area, a storage facility, and additional parking on the existing residential lot located immediately east of the current facility at 5633 Dempster Street. Three parking spaces in the current lot will be reclaimed when the existing playground is removed.

Access to the development will be maintained via the existing, adjacent roadway network. Parking for the development is currently provided on-site (west of the building), on the adjacent street (Major Avenue), as well public parking is provided in the municipal parking lot, located to the northwest of the site at 5714 West Dempster Street. Parking on Dempster Street is prohibited along the site frontage.

The following provides a summary of existing conditions, site traffic characteristics and the analysis conducted, which includes a qualitative evaluation of the development's impact on the surrounding roadway network, assessment of on-site circulation, and a parking analysis.

Appendices referenced are located in the Technical Addendum at the end of this document.

## Part II. Background Information

#### Site Location Map and Roadway Inventory

*Exhibit 1* provides a site location map. The existing traffic operations in the site area are illustrated on *Exhibit 2*. *Appendix A* provides a photo inventory of operations along the site frontage. Pertinent comments to the adjacent roadways include:

#### Dempster Street (IL Route 58)

Dempster Street is an east-west Principal Arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT). It is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing. In the vicinity of the site, Dempster provides a five-lane cross section (two travel lanes in each direction and a center lane for left-turns at intersections). Parking is prohibited along Dempster Street. Traffic signals are located on Dempster Street approximately 1/8-mile east and west of the site, at Central Avenue and Menard Avenue, respectively. The posted speed limit is 30 miles per hour (mph). The annual average daily traffic (AADT) on Dempster Street was 34,900 vehicles in 2023.

#### Major Avenue

Major Avenue is a north south local, two-lane roadway, serving primarily single-family residences along with the businesses directly adjacent to it, located on Dempster Street. Adjacent to the site, on street, angle parking is provided along both the east and west sides of Major Avenue between Dempster Street and the Alley and is restricted between the hours of 2AM and 5AM. Parking is prohibited south of the Alley. Major Avenue is under stop sign control at its intersection with Dempster Street. The posted speed limit is 25 mph.

#### Pedestrian Facilities

A sidewalk is provided along both sides of Dempster Street and Major Avenue. A crosswalk is maintained along the north and south legs of the Dempster Street and Major Avenue intersection, as well as all four approaches of the adjacent Dempster Street at Central Avenue and Menard Avenue signalized intersections.

#### Public Transportation

The site is well served by public transportation. Pace Bus Route #250 provides daily service between the O'Hare Airport Transit System Station, Metra Union Pacific (UP) Northwest Line – Des Plaines Station, Dempster-Skokie Station – Chicago Transit Authority (CTA) Yellow Line and downtown Evanston / Metra UP North Line – Davis Street Station / CTA Purple Line. It operates along Dempster Street adjacent to the site with signed stops at the northeast and southeast corners of the Dempster Street and Menard Avenue intersection, the northeast corner of the Dempster Street and Parkside Avenue intersection and the southwest corner of the Dempster Street and Central Avenue intersection. Pace Bus Route #101 the Pulse Dempster Line also runs along the site frontage.





# Exhibit 1 - Location Map

5633-5645 Dempster Street Morton Grove, IL



# Existing Traffic

*Exhibit 3* summarizes the existing weekday morning and evening peak hour traffic volumes. Peak period Morning (6:00-9:00 AM) and Evening (4:00-7:00PM) counts were taken at the existing site driveway on Dempster Street and the public alley at the rear of the building on Tuesday May 21, 2024. Based on these counts, the weekday morning and evening peak hours occurred from 7:45 to 8:45 AM and 4:15 to 5:15 PM, respectively. *Exhibit 3* also provides the AADT (24-hour volume) along Dempster Street obtained from the IDOT website www.gettingaroundillinois.com.

Summaries of the May 2024 traffic counts can be found in *Appendix B*.

# Existing Parking

GHA conducted a parking supply and occupancy survey of the parking supply serving the Poko Loko Learning Center on Thursday, May 23, 2024, during the weekday morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak timeframes. The results of the 15-minute interval parking surveys are summarized on the exhibit contained in *Appendix C*, with an aerial photo of the parking areas surveyed shown in *Exhibit 4*. The findings of the survey are summarized below:

- A total of 44 parking spaces were surveyed: 19 parking spaces on site, approximately 14 spaces along Major Avenue (7 each, east and west sides of the street) and 11 spaces within the nearby municipal parking lot. (Note the spaces on Major Avenue are not marked the maximum number of observed vehicles on either side of the street was 7)
- Approximately 71 percent (31 of 44) of the total parking spaces surveyed were occupied at their peak, which occurred at 4:45 PM. A minimum of 13 parking spaces were available at all times.
- Within the Poko Loko parking lot, a maximum of 17 parking spaces (approximately 94 percent) were occupied, which occurred between 4:45 and 5:00 PM. A minimum of 4 parking spaces was generally available at all times.
- Along the east side of Major Avenue, directly adjacent to the site, approximately 71 percent (5 of 8) spaces were occupied from roughly 8:15 to 10:00 AM and again from 4:45-5:30 PM.
- No parents or staff were observed utilizing the public parking lot at 5714 Dempster Street.



Exhibit 2 **Existing Traffic Operations** 



# Exhibit 4 - Parking Survey Zones



1 inch = 100 Feet

5633-5645 Dempster Stree Morton Grove, II

Man Center: 87 76897°W 42 0400

## Crash Analysis

Crash data was obtained from the IDOT Division of Transportation and Safety for the last five calendar years, 2018 through 2022. A summary of the crash data is provided in *Table 1* with the locations mapped on the exhibit contained in *Appendix D*.

No. of		Se	everity	/ <sup>B</sup>				Crast	n Type <sup>D</sup>	)		Percent During
Crashes	PD		P	С		FTR	Turn	Angle	SSD	ΕQ	Bike/Ped	Wet/Icy
		А	В	С	F		rann	, anglo	000	10	Billon ou	Conditions
13	10	1	0	2	0	6	3	1	2	1	0	8%
13	10	1	0	2	0	6	3	1	2	1	0	8%
	No. of Crashes 13 13	No. of Crashes PD 13 10 13 10	No. of Crashes         PD         A           13         10         1           13         10         1	No. of Crashes         Severity           PD         PI           Image: A structure         PI           Image: A str	No. of Crashes         Severity <sup>B</sup> PD         PI <sup>C</sup> A         B         C           13         10         1         0         2           13         10         1         0         2	Severity <sup>B</sup> PD         PI <sup>C</sup> A         B         C         F           13         10         1         0         2         0           13         10         1         0         2         0	Severity <sup>B</sup> No. of Crashes         Severity <sup>B</sup> PD         PI <sup>C</sup> FTR           A         B         C         F           13         10         1         0         2         0         6           13         10         1         0         2         0         6	Severity <sup>B</sup> FTR         Turn           PD         PI <sup>C</sup> FTR         Turn           I         A         B         C         F         F           13         10         1         0         2         0         6         3           13         10         1         0         2         0         6         3	Severity <sup>B</sup> Crash           PD         PI <sup>C</sup> FTR         Turn         Angle           A         B         C         F         Turn         Angle           13         10         1         0         2         0         6         3         1           13         10         1         0         2         0         6         3         1	Severity <sup>B</sup> Crash Type <sup>D</sup> PD         PI <sup>C</sup> FTR         Turn         Angle         SSD           13         10         1         0         2         0         6         3         1         2           13         10         1         0         2         0         6         3         1         2	Severity <sup>B</sup> Crash Type <sup>D</sup> PD         PI <sup>C</sup> FTR         Turn         Angle         SSD         FO           13         10         1         0         2         0         6         3         1         2         1           13         10         1         0         2         0         6         3         1         2         1	No. of Crashes         Severity <sup>B</sup> Crash Type <sup>D</sup> PD         PI <sup>C</sup> FTR         Turn         Angle         SSD         FO         Bike/Ped           13         10         1         0         2         0         6         3         1         2         1         0           13         10         1         0         2         0         6         3         1         2         1         0

## Table 1: Crash Summary (2018-2022) A

<sup>A</sup> Source: IDOT Division of Transportation Safety for the 2018-2022 calendar years.

<sup>B</sup> PD = property damage only; PI = personal injury; F = fatality.

<sup>C</sup> Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

<sup>D</sup> FTR = Front to Rear; FTF = Front to Front; Angle = Angle; Overturn = Vehicle overturned; SSD = Sideswipe Same Direction;

SOD = Sideswiped Opposite Direction; FO = fixed object; Bike/Ped = Bicycle or pedestrian; Animal / Other

As shown in Table 1, a total of thirteen (13) crashes were reported in the vicinity of the Poko Loko site including the intersection of Dempster Street and Major Avenue between 2018 and 2022. Of those, 46% (6 of 13) were front to rear (rear-end) crashes and 23% (3 of 13) were turning movement crashes. No bicyclist or pedestrian crashes were reported during the time period.

Only one (1) of the reported crashes occurred during a wet/icy pavement condition.

Two crashes resulted in a minor injury, one a more significant injury and the balance were reported as Property Damage Only (PD) crashes.

## No-Build Traffic

Traffic growth in the area is a function of expected land development in the region. Future traffic volume conditions were developed for the year 2030, build-out year of the development (year 2025) plus five years. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see **Appendix E**), traffic volumes along Dempster Street are assumed to experience an overall annual compounded growth rate of approximately 0.50 percent per year. Accordingly, the 2030 No-Build peak hour traffic volumes (see **Exhibit 5**) were developed by applying the predicted growth rates to the 2024 existing traffic along Dempster Street.



# Part III. Traffic Evaluation

#### Future Site Characteristics

#### Proposed Development Plan

Per the November 11, 2024, Psenka Architects, Inc. Site Plan, Poko Loko proposes to demolish the existing single-family home and garage at 5633 Dempster Street and construct a new playground, a future storage building, and 4 additional parking spaces. The existing driveway curb cut on Dempster Street will be removed and the sidewalk restored. The new parking lot containing 4 parking spaces will be accessed from the alley south of the building. Three parking spaces will be reclaimed in the current parking lot with the removal of the existing playground.

The November 11, 2024, Site Plan is provided in *Appendix F*.

#### Trip Generation

**Table 2** summarizes the traffic generation comparison calculations for the proposed development. Normally Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 11<sup>th</sup> Edition of the Manual *Trip Generation* are used to determine the anticipated traffic generated by the proposed development. As can be seen in *Table 2*, the observed trip generation was slightly higher than the published data would have expected during both the morning and evening Peak Hours. Using the higher observed rates GHA estimates that the expanded student capacity to 135 students will generate approximately 6 additional trips (combined inbound and outbound) during the peak hours.

See *Appendix G* for excerpts of the ITE manual.

					Wee	kday F	Peak H	ours	
Land Use			ITE	N 7:4	Aornin 5-8:45	g AM	E 4:1	Evening 5-5:15	g PM
	Siz	e	Code	In	Out	Sum	In	Out	Sum
Poko Loko Early Learning									
Day Care Center Observed May 23,2024	128	Stu	n/a	53	50	103	49	65	114
Day Care Center Expected	128	Stu	565	53	47	100	49	52	101
Day Care Center Expanded	135	Stu	565	56	50	106	52	55	107

## Table 2: Trip Generation Calculations

Sources:ITE Trip Generation Manual, 11th Edition - See Appendix G

#### Trip Distribution

*Table 3* provides the observed distribution of site traffic. This was based on existing travel patterns recorded during our peak period traffic counts. The proposed playground expansion is not expected to have any impact on the arrival or departure pattern of the center.

Douto & Diraction	Percent Route	Percent Route
Roule & Direction	Arrive at Site	Depart Site To
Dempster St		
East of Site	41%	47%
West of Site	35%	8%
Alley		
East of Site	0%	5%
West of Site	24%	40%
Totals =	100%	100%

## Table 3: Observed Trip Distribution

# Site and Total Traffic Assignments

*Exhibit 6* illustrates the site traffic assignments for the additional trips associated with the expanded student capacity, which are based on the traffic characteristics summarized in *Tables 2* and *3* (trip generation and trip distribution) and assigned to the area roadways.

The site traffic (*Exhibit 6*) and 2030 no-build traffic (*Exhibit 5*) were combined to produce the 2030 Total traffic, which is illustrated on *Exhibit 7*.





### Capacity Analysis

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Seventh Edition, is provided in *Table 4*.

		Delay (secon	ds / vehicle)
LOS	Description	Traffic Signal	Stop Sign
А	Describes conditions with little to no delay to motorists.	<10	< 10
В	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
С	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
	Describes operations where the influence of congestion becomes more		
D	noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
	Represents operating conditions with high delay values. This level is often		
E	considered within urban settings or for minor streets intersecting major		
	arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
С	Is unacceptable to most drivers with high delay values that often occur		
Г	when arrival flow rates exceed the capacity of the intersection.	>80	>50

#### Table 4: Level of Service (LOS) Summary

Capacity analyses were performed using the methodologies outlined in the HCM, for the following scenarios:

- Existing Traffic Existing traffic (year 2024),
- *No-Build Traffic* Future (non-site, year 2030) traffic with background growth.
- Total Traffic Future year 2030 with additional traffic from expanded student count

Our 2030 Total traffic analyses have confirmed that no operational changes or capacity improvements are required at any of the study area intersections to accommodate the additional traffic generated by the proposed development.

*Table 5* summarizes the intersection capacity and queue analysis results.

				Į	_OS F	Per Mo	oveme	nt By	Appr	oach					
				> =	Share	ed Lar	ne T	TR=T	hroug	gh+Riq	ght			Intersection	ר /
Intersection / Timeframe / Scenario	Roadway Conditions			- =  \	lon C	ritical	or no	t Allo	wed N	lovem	ent			Approach	1
		E	astbou	nd	W	'estbou	Ind	No	orthbou	und	So	uthbou	und	Delay	
		LT	ΤH	TRT	LT	ΤH	TRT	LT	ΤH	RT	LT	ΤH	RT	(sec / veh)	LOS
														NB Approach	
1. Dempster Street Access	TWSC NB Stops	E	astbou	nd	W	'estbou	Ind	No	orthbou	und	So	uthbou	und	Delay	LOS
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	Current	-	-	-	В	-	-	>	С	<	-	-	-	21.8	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	5	-	-	-	13	-	-	-	-	-	-
No-Build Traffic (See Exhibit 4)	Current	-	-	-	В	-	-	>	С	<	-	-	-	22.7	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	5	-	-	-	13	-	-	-	-	-	-
Total Traffic (See Exhibit 7)	Current	-	-	-	В	-	-	>	С	<	-	-	-	22.4	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	5	-	-	-	13	-	-	-	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	Current	-	-	-	В	-	-	>	С	<	-	-	-	15.1	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	3	-	-	-	8	-	-	-	-	-	-
No-Build Traffic (See Exhibit 4)	Current	-	-	-	А	-	-	>	С	<	-	-	-	15.4	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	3	-	-	-	8	-	-	-	-	-	-
Total Traffic (See Exhibit 7)	Current	-	-	-	А	-	-	>	С	<	-	-	-	15.5	С
	<ul> <li>95th Queue Length (ft)</li> </ul>	-	-	-	3	-	-	-	8	-	-	-	-	-	-

Table 5: Level-of-Service Summary

Highway Capacity Software (HCS) analysis summary printouts are provided in *Appendix H*.

The following summarizes the findings of the Capacity Analyses.

#### Dempster Street Access

All individual movements and the overall northbound approach are expected to operate at or above the "design" Level of Service (LOS C), through the year 2030. Calculated queues can be accommodated by the existing driveway and roadways, and no additional improvements are needed to accommodate future traffic volumes.

### Parking Discussion

The Village of Morton Grove zoning requirements for a Daycare center is 1 parking space for each 300 square feet of gross floor area. The existing space is approximately 14,325 square feet requiring 48 parking spaces. However, a zoning variance was previously approved for the 19 spaces provided on site. The proposed improvements and playground expansion will result in a net increase of 7 spaces, more than sufficient to accommodate the 4 additional staff members associated with the increase in students.

## Part IV. Recommendations and Conclusions

Analyses have been conducted under existing and future conditions to determine the impact from the proposed playground / storage garage / parking expansion on the study area roadways. The capacity analysis results indicate that no improvements are needed to maintain acceptable operations of the area roadway network.

# Part V. Technical Addendum

The following Appendices were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

#### **Appendices**

- A. Photo Inventory
- B. 2024 Traffic County Summary Reports
- C. 2024 Parking Observations
- D. Crash Summary Map
- E. CMAP 2050 Traffic Projections
- F. November 11, 2024, Site Plan
- G. ITE Trip Generation Manual Excerpts
- H. Capacity Analysis Worksheets

5259.905 Poko Loko MG Playground 111224.docx

# TECHNICAL ADDENDUM



# APPENDICES

- A. PHOTO INVENTORY
- B. 2024 TRAFFIC COUNT SUMMARY REPORTS
- C. 2024 PARKING OBSERVATIONS
- D. CRASH SUMMARY MAP
- E. CMAP 2050 TRAFFIC PROJECTIONS
- F. NOVEMBER 11, 2024, SITE PLAN
- G. ITE TRIP GENERATION MANUAL EXCERPTS
- H. CAPACITY ANALYSIS WORKSHEETS



# APPENDIX A *Photo Inventory*





Existing Poko Loko Early Learning Center - 5645 West Dempster Street.



Looking north on site access driveway at Dempster Street.





Looking southwest within Poko Loko parking lot.



Looking south from Dempster Street at existing parking lot

APPENDIX A Photo Inventory Page 1 | 2



Looking south along Major Avenue, north of Dempster Street.



Looking north along Major Avenue, south of Dempster Street.





Looking west along Dempster Street, east of Major Avenue.



Looking east along Dempster Street, west of Major Avenue.

Appendix A Photo Inventory Page 2 | 2

# APPENDIX B 2024 Traffic Count Summary Reports



5645 Dempster St Driveway 5259.905 Poko Loko 6 AM - 9 AM, 4 PM - 7 PM GHA Mio

Gewalt Hamilton Associates Inc. 625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061 (847) 478-9700 poster@gha-engineers.com

Count Name: 5645 Dempster St Driveway Site Code: Start Date: 05/21/2024 Page No: 1

Data	
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			Int. Total	337	348	436	429	1550	465	602	523	645	2235	601	660	576	638	2475		580	628	638	703	2549	618	617	569	639	2443	515	576	510	456	2057	13309			12940	97.2	280 7	2.1	85
			App. Total	216	237	286	250	989	251	354	292	326	1223	347	378	312	353	1390		255	293	282	301	1131	308	300	275	315	1198	280	262	282	240	1064	6995		52.6	6822	97.5	131	1.9	40
	ster	punc	Right	0	0	1	3	4	4	3	5	4	16	7	2	9	2	17		2	3	6	5	16	3	0	0	0	3	0	-	0	0	1	57	0.8	0.4	57	100.0	0	0.0	0
	Demp	Eastbo	Thru	216	237	285	247	985	247	351	287	322	1207	340	376	306	351	1373		253	290	276	296	1115	305	300	275	315	1195	280	261	282	240	1063	6938	99.2	52.1	6765	97.5	131	1.9	40
			U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0		0		0
			App. Total	0	1	0	4	5	5	9	5	12	28	6	6	5	7	27		9	5	8	10	29	8	1	1	2	12	0	+	-	0	2	103		0.8	102	0.66	0	0.0	0
nt Data	SS	punc	Right	0	0	0	4	4	4	5	5	8	22	7	5	4	7	23		4	4	8	10	26	8	1	1	2	12	0	1	1	0	2	89	86.4	0.7	88	98.9	0	0.0	0
Movemer	Acce	Northb	Left	0	0	0	0	0	1	1	0	4	6	2	1	1	0	4		2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	13	12.6	0.1	13	100.0	0	0.0	0
Turning	)		U-Turn	0	1	0	0	t.	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	1.0	0.0	-	100.0	0	0.0	0
			App. Total	121	110	150	175	556	209	242	226	307	984	245	276	259	278	1058		319	330	348	392	1389	302	316	293	322	1233	235	313	227	216	991	6211		46.7	6016	6.96	149	2.4	45
	ster	punc	Thru	121	110	149	173	553	203	237	221	303	964	239	266	258	274	1037		315	327	339	384	1365	301	316	293	319	1229	235	313	227	216	991	6139	98.8	46.1	5944	96.8	149	2.4	45
	Demp	Westb	Left	0	0	1	2	e	6	5	5	4	20	6	6	1	4	20		e	3	6	7	22	1	0	0	3	4	0	0	0	0	0	69	1.1	0.5	69	100.0	0	0.0	0
			U-Turn	0	0	0	0	0	0	0	0	0	0	0	1	0	0	۲		-	0	0	-	2	0	0	0	0	0	0	0	0	0	0	°	0.0	0.0	ю	100.0	0	0.0	0
		Start Time		6:00 AM	6:15 AM	6:30 AM	6:45 AM	Hourly Total	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Hourly Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Hourly Total	*** BREAK ***	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Hourly Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Hourly Total	6:00 PM	6:15 PM	6:30 PM	6:45 PM	Hourly Total	Grand Total	Approach %	Total %	Lights	% Lights	Mediums	% Mediums	Articulated Trucks

% Articulated Trucks	0.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0	•	0.6	0.0	0.6	0.6
Bicycles on Road	0	0	٢	1	0	0	-	1	0	2	0	2	4
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.0		0.0	0.0	0.0	0.0

5645 Dempster St at Alley 5259.905 Poko Loko 6 AM - 9 AM, 4 PM - 7 PM GHA Mio

Gewalt Hamilton Associates Inc. 625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061 (847) 478-9700 poster@gha-engineers.com

Turning Movement Data

\_\_\_\_

Count Name: 5645 Dempster St at Alley Site Code: Start Date: 05/21/2024 Page No: 1

Alley

		U-Turn	0	0	0	0	0	0	c
		App. Total	0	0	0	0	0	0	c
he	ound	Right	0	0	0	0	0	0	c
All	Westb	Thru	0	0	0	0	0	0	c
		U-Turn	0	0	0	0	0	0	c
		App. Total	0	1	1	1	3	1	c
Access	Southbound	Right	0	1	-	~	3	~	c

	1		I	1	I		I	I	I	I					I									I				1	I	I	I				1		Ą	p	pę	n	dix E
	Int. Total	0	2	2	ę	7	-	9	5	ω	20	8	2	11	10	31		7	10	15	11	43	10	0	1	3	14	-	0	-	0	2	117			116	99.1	1	0.9	0	
	App. Total	0	-	-	2	4	0	e	2	e	80	3	1	4	5	13		5	З	6	З	17	0	0	1	1	2	-	0	-	0	2	46		39.3	45	97.8	1	2.2	0	
pur	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	1	-	0	0	0	0	0	-	0	0	0	-	2	4.3	1.7	2	100.0	0	0.0	0	
Eastbou	Left	0	-	-	2	4	0	с	2	e	80	3	1	4	5	13	•	5	3	6	2	16	0	0	1	1	2	0	0	-	0	Ł	44	95.7	37.6	43	97.7	1	2.3	0	
	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0		0		0	
	App. Total	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0.9	1	100.0	0	0.0	0	
pur	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0		0		0	
Westbor	Thru	0	0	0	0	0	0	0	0	-	4	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0.9	1	100.0	0	0.0	0	
	U-Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0		0		0	
	App. Total	0	-	-	-	e	-	9	e	4	11	5	-	7	5	18		2	7	6	8	26	10	0	0	2	12	0	0	0	0	0	70		59.8	70	100.0	0	0.0	0	
nnd	Right	0	~	~	~	e	-	9	9	4	11	4	-	5	5	15	•	2	6	6	7	24	6	0	0	2	11	0	0	0	0	0	64	91.4	54.7	64	100.0	0	0.0	0	
Southbo	Left	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	•	0	1	0	1	2	~	0	0	0	-	0	0	0	0	0	5	7.1	4.3	5	100.0	0	0.0	0	
	U-Turn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.4	0.9	1	100.0	0	0.0	0	
H T	Start lime	6:00 AM	6:15 AM	6:30 AM	6:45 AM	Hourly Total	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Hourly Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Hourly Total	*** BREAK ***	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Hourly Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Hourly Total	6:00 PM	6:15 PM	6:30 PM	6:45 PM	Hourly Total	Grand Total	Approach %	Total %	Lights	% Lights	Mediums	% Mediums	Articulated Trucks	

3

% 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

# APPENDIX C 2024 Parking Observations



					Pok	ko Loka	) Early Ma	Learnin y 23, 2(	Parki Ig Cente 24; 7:0	Appe ng Occ er Playg 0 to 10:	endix C upancy groung :00 AM	Surve Expans and 4:0	y sion - M )0 to 7:(	lorton G 00 PM	Grove, III	inois										
Parking Description	Parking Type	Parking Supply	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM
Poko Loko Parking Lot	Regular	18	5	9	9	8	14	14	14	13	10	13	12	11	10	14	16	17	11	1	0	0	0	0	0	0
(5645 Dempster St.)	Handicap	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
B Major Ave - Dempster St and Alley, East Side	90-minute	7	2	2	2	4	4	5	5	5	5	5	5	5	2	4	3	5	5	0	0	0	0	1	4	2
C Major Ave - Dempster St and Alley, West Side	90-minute	7	1	2	3	4	5	5	6	5	6	6	5	6	5	6	5	6	6	2	3	5	3	4	6	6
Municipal Parking Lot	Regular	10	0	0	0	0	1	1	1	1	2	3	2	2	3	4	5	3	3	2	2	1	1	0	0	0
(5714 Dempster St.)	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total		44	8	13	14	17	24	25	26	24	23	27	24	24	20	28	29	31	26	5	6	6	4	5	10	8
Percent Occupied		100%	18.2%	29.5%	31.8%	38.6%	54.5%	56.8%	59.1%	54.5%	52.3%	<u>61.4%</u>	54.5%	54.5%	45.5%	63.6%	65.9%	70.5%	59.1%	11.4%	13.6%	13.6%	9.1%	11.4%	22.7%	18.2%
Total Available		-	36	31	30	27	20	19	18	20	21	17	20	20	24	16	15	13	18	39	38	38	40	39	34	36



# APPENDIX D Crash Summary Map





# Appendix D - Crash Map



1 inch = 100 Feet

2018-2022 Reported Crashes

# APPENDIX E CMAP 2050 Projections



#### Appendix E



433 West Van Buren Street, Suite 450 Chicago, IL 60607 cmap.illinois.gov | 312-454-0400

May 30, 2024

Daniel P. Brinkman, PE, PTOE Assistant Director of Transportation Services Gewalt Hamilton Associates 625 Forest Edge Drive Vernon Hills, IL 60061

#### Subject: Poko Loko Early Learning Center IDOT

Dear Mr. Brinkman:

In response to a request made on your behalf and dated May 29, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
IL 58 (Dempster St) west of I-94	34,900	39,900

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2023 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.

1

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

& King

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

cc: Rios (IDOT) \2024\_TrafficForecasts\MortonGrove\ck-63-24\ck-63-24.docx

# APPENDIX F *November 11, 2024, Site Plan*




Poko Loko Early Learning Center 5633-5645 Dempster Street Morton Grove, Illinois

# APPENDIX G ITE Trip Generation Manual Excerpts



Day Care Center (565)											
Vehicle Trip Ends vs:	Students										
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:	75										
Avg. Num. of Students:	71										
Directional Distribution:	53% entering, 47% exiting										

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

Day Care Center (565)											
Vehicle Trip Ends vs:	Students										
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:	75										
Avg. Num. of Students:	72										
Directional Distribution:	47% entering, 53% exiting										

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

### **Data Plot and Equation**



Trip Gen Manual, 11th Edition

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Poko Loko Early Learning Center 5633-5645 Dempster Street Morton Grove, Illinois

# APPENDIX H Capacity Analysis Worksheets



Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	5/30/2024	East/West Street	DEMPSTER ST						
Analysis Year	2024	North/South Street	SITE ACCESS						
Time Analyzed	AM EXISTING	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### Vehicle Volumes and Adjustments

Approach		Fasth	ound	_		Westh	ound			North	ound	-		South	bound		
Mayamant		Lastb	T	D		vvesti	T	D		North	т	D		Journ	T	D	
Movement	0	L	1	ĸ	0	L		ĸ	U	L		ĸ	U	L		ĸ	
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0	
Configuration			Т	TR		L	Т				LR						
Volume (veh/h)			1344	19	0	21	1066			8		24					
Percent Heavy Vehicles (%)					3	3				3		3					
Proportion Time Blocked																	
Percent Grade (%)								(	)								
Right Turn Channelized																	
Median Type   Storage	Left Only									1	1						
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1				7.5		6.9					
Critical Headway (sec)						4.16				6.86		6.96					
Base Follow-Up Headway (sec)						2.2				3.5		3.3					
Follow-Up Headway (sec)						2.23				3.53		3.33					
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)						23					35						
Capacity, c (veh/h)						445					249						
v/c Ratio						0.05					0.14						
95% Queue Length, $Q_{95}$ (veh)						0.2					0.5						
95% Queue Length, $Q_{95}$ (ft)						5.1					12.8						
Control Delay (s/veh)						13.5					21.8						
Level of Service (LOS)						В					С						
Approach Delay (s/veh)						0	.3			21	.8						
Approach LOS						ļ	Ą			(	2						

Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	11/12/24	East/West Street	DEMPSTER ST						
Analysis Year	2030	North/South Street	SITE ACCESS						
Time Analyzed	AM NO BUILD	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	oound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0	
Configuration			Т	TR		L	Т				LR						
Volume (veh/h)			1385	20	0	22	1098			8		24					
Percent Heavy Vehicles (%)					3	3				3		3					
Proportion Time Blocked																	
Percent Grade (%)										(	)						
Right Turn Channelized																	
Median Type   Storage		Left Only								1							
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1				7.5		6.9					
Critical Headway (sec)						4.16				6.86		6.96					
Base Follow-Up Headway (sec)						2.2				3.5		3.3					
Follow-Up Headway (sec)						2.23				3.53		3.33					
Delay, Queue Length, and	Leve	of Se	ervice														
Flow Rate, v (veh/h)						24					35						
Capacity, c (veh/h)						427					238						
v/c Ratio						0.06					0.15						
95% Queue Length, $Q_{95}$ (veh)						0.2					0.5						
95% Queue Length, $Q_{95}$ (ft)						5.1					12.8						
Control Delay (s/veh)						13.9					22.7						
Level of Service (LOS)						В					С						
Approach Delay (s/veh)						0	.3			22	.7						
Approach LOS							4			(	2						

Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	11/12/24	East/West Street	DEMPSTER ST						
Analysis Year	2030	North/South Street	SITE ACCESS						
Time Analyzed	AM TOAL	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### **Vehicle Volumes and Adjustments**

Approach		Eastb	ound			West	oound			North	oound		Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0	
Configuration			Т	TR		L	Т				LR						
Volume (veh/h)			1385	21	0	24	1098			8		27					
Percent Heavy Vehicles (%)					3	3				3		3					
Proportion Time Blocked																	
Percent Grade (%)										(	)						
Right Turn Channelized																	
Median Type   Storage	Left Only										1						
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1				7.5		6.9					
Critical Headway (sec)						4.16				6.86		6.96					
Base Follow-Up Headway (sec)						2.2				3.5		3.3					
Follow-Up Headway (sec)						2.23				3.53		3.33					
Delay, Queue Length, and	l Leve	of Se	ervice														
Flow Rate, v (veh/h)						26					38						
Capacity, c (veh/h)						427					244						
v/c Ratio						0.06					0.16						
95% Queue Length, $Q_{95}$ (veh)						0.2					0.5						
95% Queue Length, Q <sub>95</sub> (ft)						5.1					12.8						
Control Delay (s/veh)						14.0					22.4						
Level of Service (LOS)						В					С						
Approach Delay (s/veh)						0	.3			22	.4						
Approach LOS						ļ	4			(	:						

Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	5/30/2024	East/West Street	DEMPSTER ST						
Analysis Year	2024	North/South Street	SITE ACCESS						
Time Analyzed	PM EXISTING	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### Vehicle Volumes and Adjustments

Approach		Fasth	ound	_		West	ound			North	ound	-		South	hound		
Movement		Lusto	т	D		1	т	D			т	D	11	J	т	D	
	111	L 1	2	2	411	L 4	і Г	C K	0		0	0	0	10	11	12	
Priority	10	1	2	3	40	4	5	0		/	8	9		10		12	
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0	
Configuration			Т	TR		L	Т				LR						
Volume (veh/h)			1167	17	0	21	1351			1		30					
Percent Heavy Vehicles (%)					3	3				3		3					
Proportion Time Blocked																	
Percent Grade (%)										(	)						
Right Turn Channelized																	
Median Type   Storage	Left Only									1							
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1				7.5		6.9					
Critical Headway (sec)						4.16				6.86		6.96					
Base Follow-Up Headway (sec)						2.2				3.5		3.3					
Follow-Up Headway (sec)						2.23				3.53		3.33					
Delay, Queue Length, and	Leve	of Se	ervice														
Flow Rate, v (veh/h)						23					34						
Capacity, c (veh/h)						529					391						
v/c Ratio						0.04					0.09						
95% Queue Length, $Q_{95}$ (veh)						0.1					0.3						
95% Queue Length, Q <sub>95</sub> (ft)						2.6					7.7						
Control Delay (s/veh)						12.1					15.1						
Level of Service (LOS)						В					С						
Approach Delay (s/veh)						0	.2			15	.1						
Approach LOS						/	Ą			(	:						

Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	11/12/24	East/West Street	DEMPSTER ST						
Analysis Year	2030	North/South Street	SITE ACCESS						
Time Analyzed	PM NO BUILD	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound					North	oound	-	Southbound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12		
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0		
Configuration			Т	TR		L	Т				LR							
Volume (veh/h)			1202	18	0	22	1392			1		30						
Percent Heavy Vehicles (%)					3	3				3		3						
Proportion Time Blocked																		
Percent Grade (%)										(	)							
Right Turn Channelized																		
Median Type   Storage		Left Only								1								
Critical and Follow-up Headways																		
Base Critical Headway (sec)						4.1				7.5		6.9						
Critical Headway (sec)						4.16				6.86		6.96						
Base Follow-Up Headway (sec)						2.2				3.5		3.3						
Follow-Up Headway (sec)						2.23				3.53		3.33						
Delay, Queue Length, and	l Leve	of Se	ervice															
Flow Rate, v (veh/h)						24					34							
Capacity, c (veh/h)						511					379							
v/c Ratio						0.05					0.09							
95% Queue Length, Q95 (veh)						0.1					0.3							
95% Queue Length, Q <sub>95</sub> (ft)						2.6					7.7							
Control Delay (s/veh)						12.4					15.4							
Level of Service (LOS)						В					С							
Approach Delay (s/veh)					0.2				15	.4								
Approach LOS					A				(	2								

Appendix H - HCS Reports

General Information		Site Information							
Analyst	DPB	Intersection	DEMPSTER AT SITE						
Agency/Co.	GHA	Jurisdiction	IDOT						
Date Performed	11/12/24	East/West Street	DEMPSTER ST						
Analysis Year	2030	North/South Street	SITE ACCESS						
Time Analyzed	PM TOTAL	Peak Hour Factor	0.92						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	POKO LOKO PLAYGROUND								

#### Lanes



#### Vehicle Volumes and Adjustments

Approach		Eastb	ound		Westbound					North	oound		Southbound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R		
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12		
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0		
Configuration			Т	TR		L	Т				LR							
Volume (veh/h)			1202	19	0	24	1392			1		33						
Percent Heavy Vehicles (%)					3	3				3		3						
Proportion Time Blocked																		
Percent Grade (%)										(	)							
Right Turn Channelized																		
Median Type   Storage		Left Only								1								
Critical and Follow-up Headways																		
Base Critical Headway (sec)						4.1				7.5		6.9						
Critical Headway (sec)						4.16				6.86		6.96						
Base Follow-Up Headway (sec)						2.2				3.5		3.3						
Follow-Up Headway (sec)						2.23				3.53		3.33						
Delay, Queue Length, and	Leve	l of Se	ervice															
Flow Rate, v (veh/h)						26					37							
Capacity, c (veh/h)						511					380							
v/c Ratio						0.05					0.10							
95% Queue Length, $Q_{95}$ (veh)						0.2					0.3							
95% Queue Length, Q <sub>95</sub> (ft)						5.1					7.7							
Control Delay (s/veh)						12.4					15.5							
Level of Service (LOS)						В					С							
Approach Delay (s/veh)					0.2			15.5										
Approach LOS					A				(	2								