

AREA	
NEW IMPERVIOUS	[Pattern]
NEW PERVIOUS	[Pattern]
MAINTENANCE	[Pattern]
IMPERVIOUS (UNDETAINED)	[Pattern]
PERVIOUS (UNDETAINED)	[Pattern]
EX. IMPERVIOUS (TRADE OFF)	[Pattern]
EX. PERVIOUS (TRADE OFF)	[Pattern]
EX. PLAYGROUND (TRADE OFF)	[Pattern]

**Required Volume Control Storage Calculation**

Where:  $V_c = \text{Volume Control Storage (Cubic Feet)}$   
 $Std_c = \text{Control Standard} = 1.00 \text{ in.}$   
 $Unit\ Conversion = 1.8112 \text{ in.}$   
 $A_{prop} = \text{Proposed Impervious Area Increase (ft}^2\text{)}$

Storage =  $1.25 \text{ in.} \times 1.12 \text{ in.} \times 271912 = 37712 \text{ in.}^3$  Required VC Storage =  $27191 \text{ ft}^3$   
OR  $0.824 \text{ ac}$

Coarse Agg Above Inv. ELEVATION	AREA	INCR. STORAGE	VOLUME
643.00	2,400.00 SQ. FT.	8,400 CU. FT.	0.193 AC-FT
639.50	2,400.00 SQ. FT.	8,400 CU. FT.	0.193 AC-FT
TOTAL STONE VOLUME ABOVE INV. (cu-ft) OR 0.386 ac-ft			
Coarse Agg Below Inv. ELEVATION	AREA	INCR. STORAGE	VOLUME
639.50	2,400.00 SQ. FT.	2,400 CU. FT.	0.055 AC-FT
638.50	2,400.00 SQ. FT.	2,400 CU. FT.	0.055 AC-FT
TOTAL STONE VOLUME ABOVE INV. (cu-ft) OR 0.110 ac-ft			

SUMMARY:	VOLUME (CF)	STORAGE
3.57 30" dia pipe above	$V_c = 3010 \text{ cu ft}$	1512 ft <sup>3</sup>
1.59 Stone layer below	$V_d = 2400 \text{ cu ft}$	864 ft <sup>3</sup>
TOTAL PROVIDED:	5410	2376 ft <sup>3</sup>
TOTAL REQUIRED:	27191	8685 ac-ft

**MWRD SUMMARY**

**PROJECT SITE SUMMARY**

PROPERTY ADDRESS: 9000 BELLEFORTE AVE., MORTON GROVE, ILLINOIS 60053

PROPERTY INDEX NUMBERS: 10-18-304-023-0000

TOTAL CONTIGUOUS OWNERSHIP: 9,294 ACRES

TOTAL DEVELOPMENT AREA: 0.718 ACRES

**PREVIOUS MWRD PERMITS**

- PERMIT 13-063/RL 13-026 (AREA-1A)
  - PROJECT AREA = 2.11 ACRES
  - IMPERVIOUS AREA = 0.61 ACRES
  - PERVIOUS AREA = 1.50 ACRES
  - COMPOSITE RUNOFF COEFFICIENT = 0.58
  - GROSS ALLOWABLE RELEASE RATE = 0.53 CFS
  - NET ALLOWABLE RELEASE RATE = 0.53 CFS
- TRADE-OFF AREA SUMMARY:
  - PERMITTED UNRESTRICTED AREA = 46,651 S.F. OR 1.08 ACRES
  - IMPERVIOUS = 39,943 S.F. OR 0.90 ACRES
  - PERMITTED TRADE OFF AREA = 64,024 S.F. OR 1.50 ACRES
  - IMPERVIOUS = 19,312 S.F. OR 0.44 ACRES
  - PERVIOUS = 44,652 S.F. OR 1.14 ACRES
- REQUIRED DETENTION CAPACITY:
  - 0.21 AC-FT @ MNRD HML = 642.25'
  - 0.31 AC-FT @ MORTON GROVE HML = 642.90'
- PROVIDED DETENTION CAPACITY:
  - 0.30 AC-FT @ MNRD HML = 642.25'
  - 0.40 AC-FT @ MORTON GROVE HML = 642.90'
  - 0.42 AC-FT @ OVERALL HML = 643.00'
  - ACTUAL RELEASE RATE = 0.50 @ MNRD HML = 642.25'
  - 3/4" IN RESTRICTOR, SHORT PIPE, INV. = 631.23', Cd = 0.82

**TRADE-OFF AREA SUMMARY**

- PROPOSED UNRESTRICTED REDEVELOPMENT AREA = 0.418 ACRES
- IMPERVIOUS = 0.244 ACRES
- PERVIOUS = 0.234 ACRES
- CN = 84.14
- RUNOFF VOLUME = 0.29 AC-FT
- PROPOSED UNRESTRICTED NEW DEVELOPMENT AREA = 0.125 ACRES
- IMPERVIOUS = 0.125 ACRES
- CN = 49.00
- RUNOFF VOLUME = 0.09 AC-FT
- PROPOSED TRADE OFF AREA (AREA-5) = 1.836 ACRES
- IMPERVIOUS = 0.301 ACRES
- PERVIOUS = 1.404 ACRES
- PLAYGROUND = 0.125 ACRES
- CN = 83.16
- RUNOFF VOLUME = 1.01 AC-FT @ 0.38 AC-FT

**DETENTION VOLUME SUMMARY**

- REDEVELOPMENT AREA (AREA-1A & 4A) = 0.261 ACRES
  - DOES NOT INCLUDE MAINTENANCE AREAS
  - PROPOSED IMPERVIOUS AREA = 0.112 ACRES
  - PROPOSED PERVIOUS AREA = 0.245 ACRES
  - EXISTING REQUIRED DETENTION (1P-40 RAINFALL) = 0.058 AC-FT
  - PROPOSED REQUIRED DETENTION (B-75 RAINFALL) = 0.081 AC-FT
  - INCREMENTAL REQUIRED DETENTION = 0.021 - 0.058 = 0.023 AC-FT
  - PREVIOUSLY REQUIRED DETENTION (PERMIT 13-063/RL 13-026) = 0.210 AC-FT
  - NEW REQUIRED DETENTION = 0.210 + 0.023 = 0.243 AC-FT
- NEW DEVELOPMENT AREA (AREA-1B, 2, 3) = 0.514 ACRES
  - DOES NOT INCLUDE MAINTENANCE AREAS
  - APPROXIMATELY 0.111 ACRES OF AGGREGATE AREA FROM AREA-3 WILL BE CONVERTED TO PREDEVELOPMENT CONDITIONS AND IS NOT INCLUDED IN AGGREGATE AREA
  - PROPOSED IMPERVIOUS AREA = 0.452 ACRES
  - PROPOSED PERVIOUS AREA = 0.062 ACRES
  - RELEASE RATE REQUIREMENTS = 0.154 CFS
  - NORTH BRANCH WATERSHED AREA = 0.30 CFS/ACRE x 0.514 ACRES
  - PROPOSED CN = 45.83
  - PROPOSED REQUIRED DETENTION (B-75 RAINFALL) = 0.190 AC-FT
- TOTAL REQUIRED DETENTION = 0.243 AC-FT + 0.190 AC-FT = 0.483 AC-FT
- TOTAL PROVIDED DETENTION VOLUME = 0.713 AC-FT
- HML = 642.90'
- NEW RESTRICTOR = 2.90-INCH ORIFICE PLATE RESTRICTOR W/ REMOVABLE HOOD
- RELEASE RATE @ 642.90' = 0.444 CFS

**RELEASE RATE CALCULATION**

PROPOSED DEVELOPMENT AREA = 0.261 ACRES (12.65%)

- DOES NOT INCLUDE 0.606 ACRES OF MAINTENANCE AREA
- REMAINING DETENTION SERVICE AREA = 1.843 ACRES (87.35%)
- PROPOSED NEW DEVELOPMENT AREA = 0.514 ACRES
- DOES NOT INCLUDE 0.211 ACRES OF MAINTENANCE AREA

RELEASE RATE FOR REDEVELOPMENT AREA = 0.261 ACRES x 0.231 CFS/ACRE = 0.063 CFS

- PERMITTED ACTUAL RELEASE RATE = 0.50 CFS
- DETENTION SERVICE AREA = 2.11 ACRES
- RELEASE RATE / DETENTION SERVICE AREA = 0.231 CFS/ACRE

RELEASE RATE FOR REMAINING AREA = 1.843 ACRES x 0.231 CFS/ACRE = 0.431 CFS

RELEASE RATE FOR NEW DEVELOPMENT AREA = 0.514 ACRES x 0.30 CFS/ACRE = 0.154 CFS

TOTAL GROSS ALLOWABLE RELEASE RATE = 0.063 CFS + 0.431 CFS + 0.154 CFS = 0.654 CFS

TOTAL NET ALLOWABLE RELEASE RATE = 0.654 CFS

**PROPOSED DETENTION POND-1 STORAGE VOLUME**

ELEVATION	AREA	INCR. STORAGE VOLUME	CUMULATIVE STORAGE VOLUME	DISCHARGE
642.80	12,405 SQ. FT. OR 0.2848 AC.	7,562 CU. FT.	33,692 CU. FT. OR 0.773 AC-FT	0.494 CFS
642.25	10,862 SQ. FT. OR 0.2494 AC.	2,643 CU. FT.	26,130 CU. FT. OR 0.600 AC-FT	0.460 CFS
642.00	10,262 SQ. FT. OR 0.2360 AC.	9,085 CU. FT.	23,487 CU. FT. OR 0.539 AC-FT	0.446 CFS
641.00	7,888 SQ. FT. OR 0.1811 AC.	6,805 CU. FT.	14,402 CU. FT. OR 0.331 AC-FT	0.386 CFS
640.00	5,722 SQ. FT. OR 0.1314 AC.	4,731 CU. FT.	7,597 CU. FT. OR 0.175 AC-FT	0.313 CFS
639.00	3,738 SQ. FT. OR 0.0858 AC.	2,866 CU. FT.	2,866 CU. FT. OR 0.066 AC-FT	0.219 CFS
638.00	1,990 SQ. FT. OR 0.0458 AC.	2,866 CU. FT.	2,866 CU. FT. OR 0.066 AC-FT	0.000 CFS

TOTAL POND VOLUME PROVIDED = 0.773 AC-FT

**AREA SUMMARY**

- DISTURBED ON-SITE REDEVELOPMENT AREA: 0.874 ACRES
- PROPOSED IMPERVIOUS AREA: 0.112 ACRES
- PROPOSED PERVIOUS AREA: 0.245 ACRES
- PROPOSED MAINTENANCE AREA: 0.607 ACRES
- DISTURBED ON-SITE NEW DEVELOPMENT AREA: 0.525 ACRES
- PROPOSED IMPERVIOUS AREA: 0.452 ACRES
- PROPOSED PERVIOUS AREA: 0.062 ACRES
- PROPOSED MAINTENANCE AREA: 0.011 ACRES

**CN CALCULATIONS**

- AREA-1A CN = 46.05
- AREA-1B CN = 44.40
- AREA-2 CN = 49.00
- AREA-3 CN = 49.00
- AREA-4A CN = 45.75
- AREA-4B CN = 84.33
- AREA-5 CN = 83.16

**TC CALCULATIONS**

- ON-SITE TC TRIBUTARY TO DETENTION POND = 10 MINUTES
- UNRESTRICTED TC = 5 MINUTES



**CIVIL ENGINEERING STATEMENT AND SEAL**

I, JASON E. GREEN, P.E., DULY LICENSED IN THE STATE OF ILLINOIS BY THE DEPARTMENT OF FINANCIAL AND PROFESSIONAL REGULATION, DO HEREBY STATE THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF DOES CONFORM TO THE APPLICABLE BUILDING CODES AND ORDINANCES, AND ARE IN COMPLIANCE WITH THE ENVIRONMENTAL BARRIERS ACT [410 ILCS 25] AND THE ILLINOIS ACCESSIBILITY CODE (71 ILL. ADM. CODE 400).

DATE: 10/17/25  
 JASON E. GREEN - P.E. # 062-054460  
 DATE OF EXPIRATION - NOVEMBER 30, 2025

W-T JOB NUMBER-C2500035

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 GOLF SCHOOL DISTRICT 67  
 9000 BELLEFORTE AVENUE  
 MORTON GROVE, IL 60053

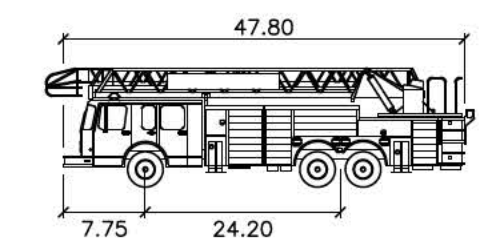
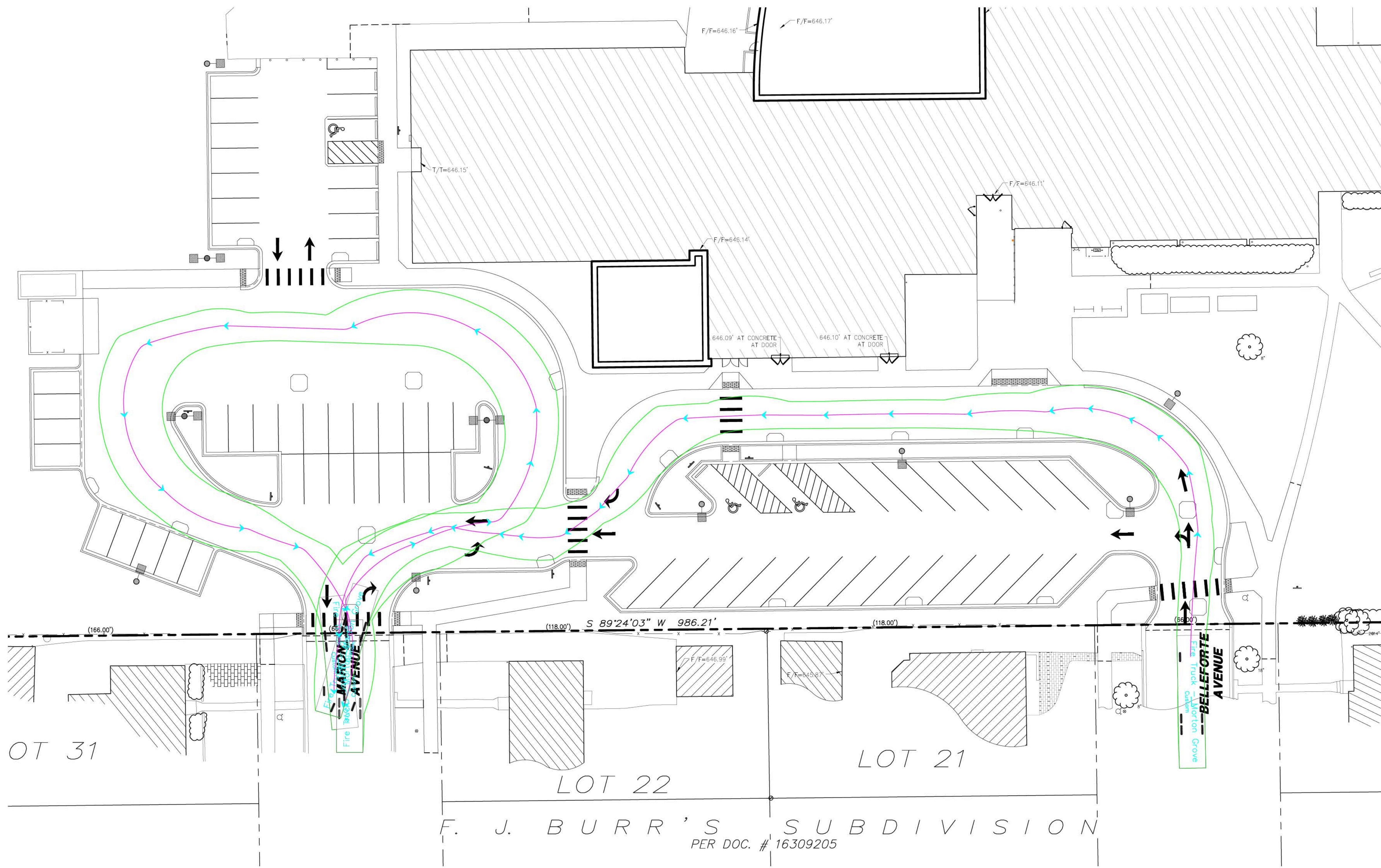
DATE: \_\_\_\_\_ MARK: \_\_\_\_\_

PROJECT No.: 2025.030  
 DATE: OCTOBER 7, 2025  
 SHEET TITLE: \_\_\_\_\_

MWRD DRAINAGE EXHIBIT

50% CD NOT FOR CONSTRUCTION

MWRD-1



Fire Truck - Morton Grove  
 feet  
 Width : 9.50  
 Track : 8.36  
 Lock to Lock Time : 6.0  
 Steering Angle : 45.0

**HYNES ELEMENTARY SCHOOL BUILDING ADDITIONS  
 GOLF SCHOOL DISTRICT 67  
 9000 BELLEFORTE AVENUE  
 MORTON GROVE, IL 60053**



DATE: \_\_\_\_\_ MARK: \_\_\_\_\_

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PROJECT No. 2025.036

DATE: OCTOBER 7, 2025

SHEET TITLE:

**SITE CIRCULATION PLAN**

SHEET:

**CIR-1.0**



1" = 20'  
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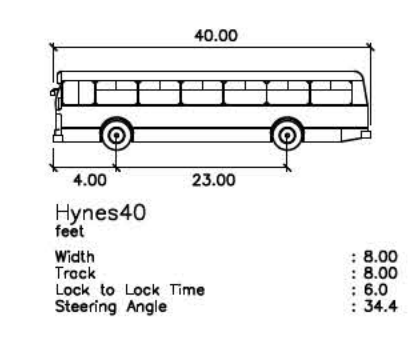
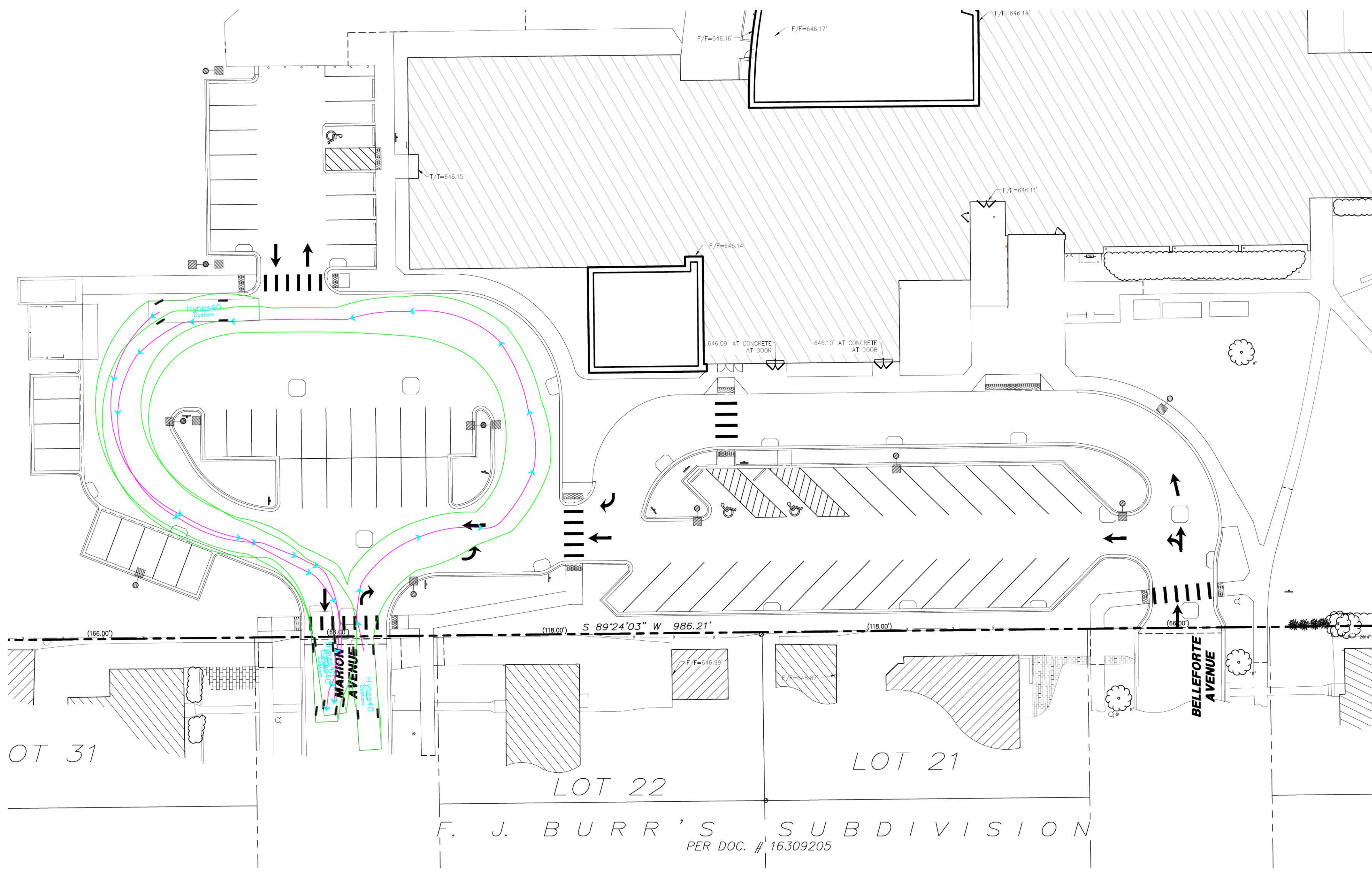


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 GOLF SCHOOL DISTRICT 67  
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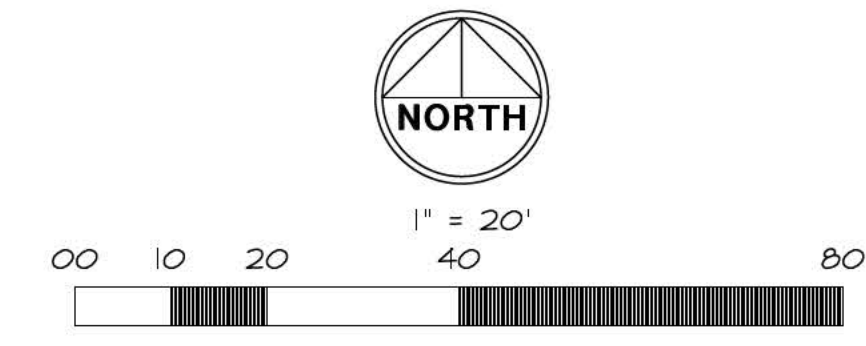


DATE	MARK
PROJECT No.	2025.036
DATE	OCTOBER 7, 2025
SHEET TITLE	

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**SITE CIRCULATION PLAN**

SHEET: **CIR-1.1**



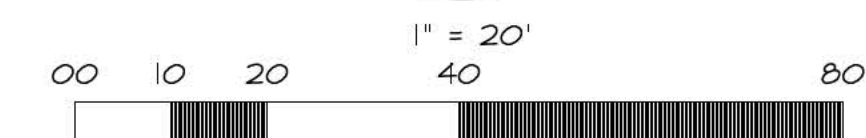
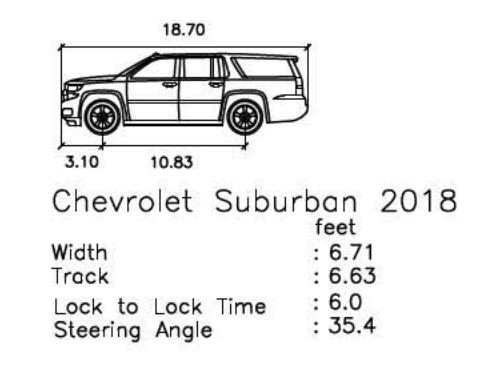
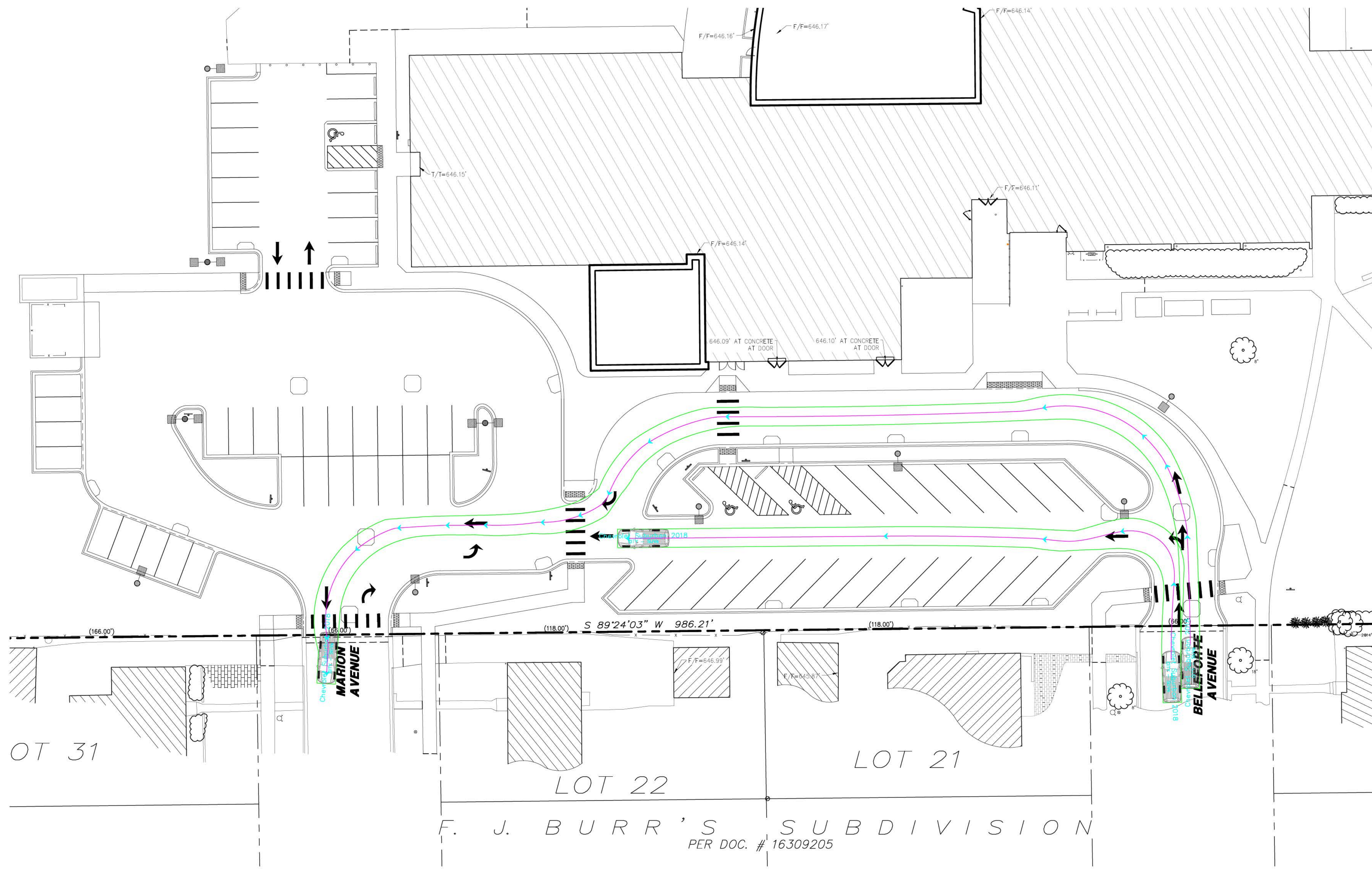
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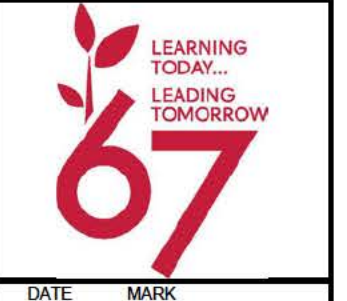
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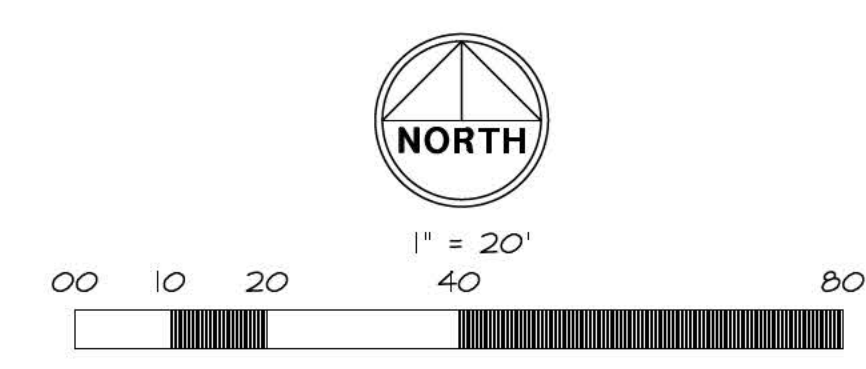
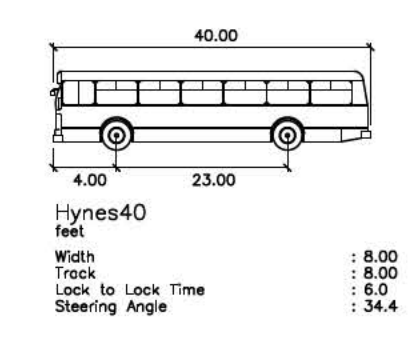
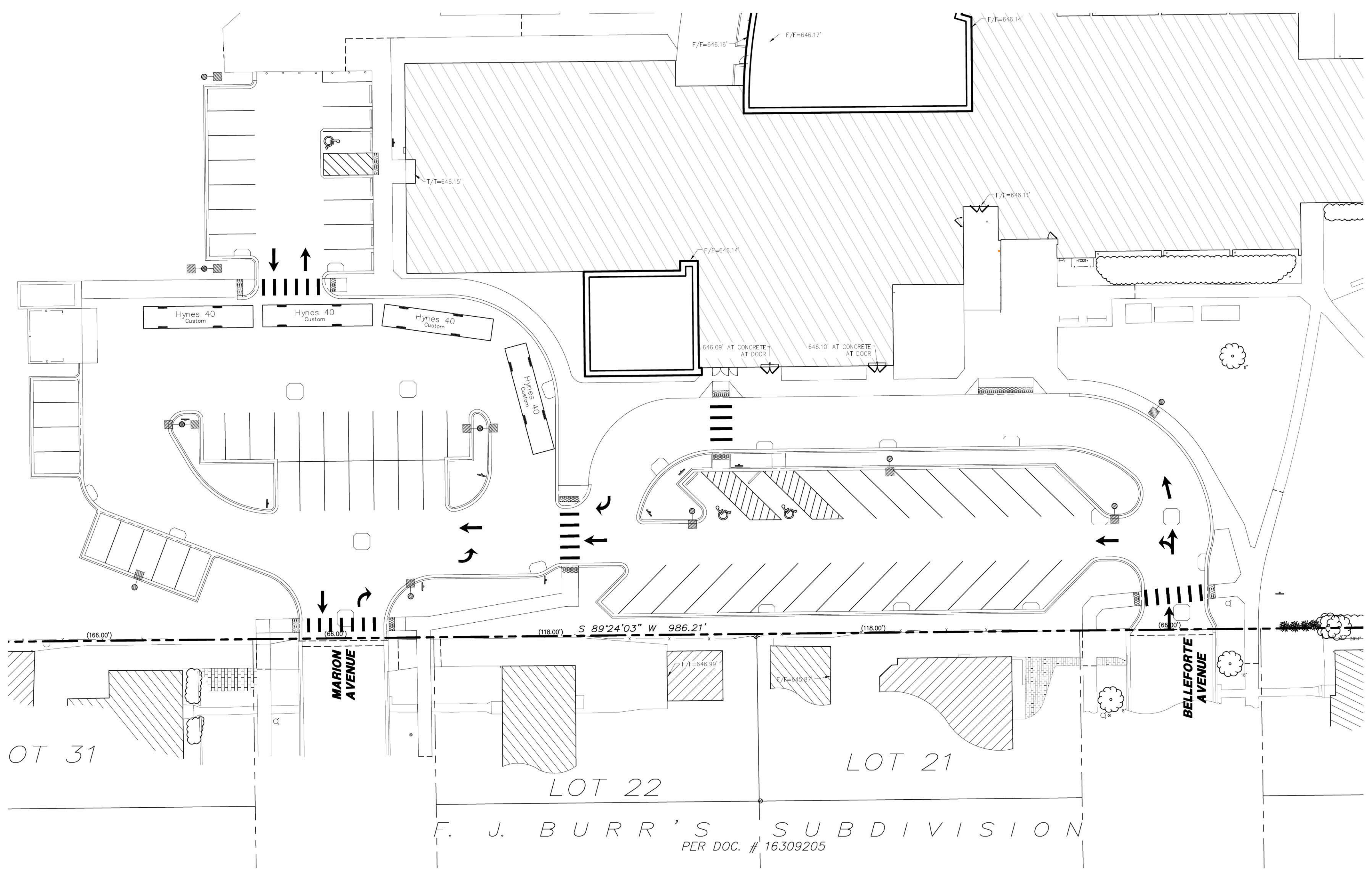
**SITE CIRCULATION PLAN**  
 SHEET:  
**CIR-1.2**

**HYNES ELEMENTARY SCHOOL BUILDING ADDITIONS**  
**GOLF SCHOOL DISTRICT 67**  
**9000 BELLEFORTE AVENUE**  
**MORTON GROVE, IL 60053**



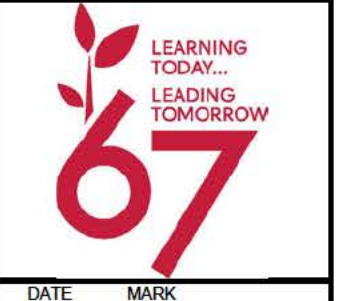
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PROJECT No.	2025.036
DATE	OCTOBER 7, 2025
SHEET TITLE	

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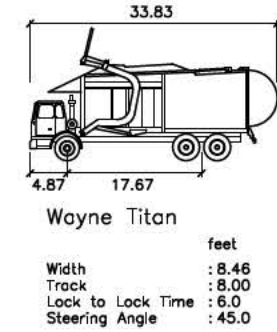
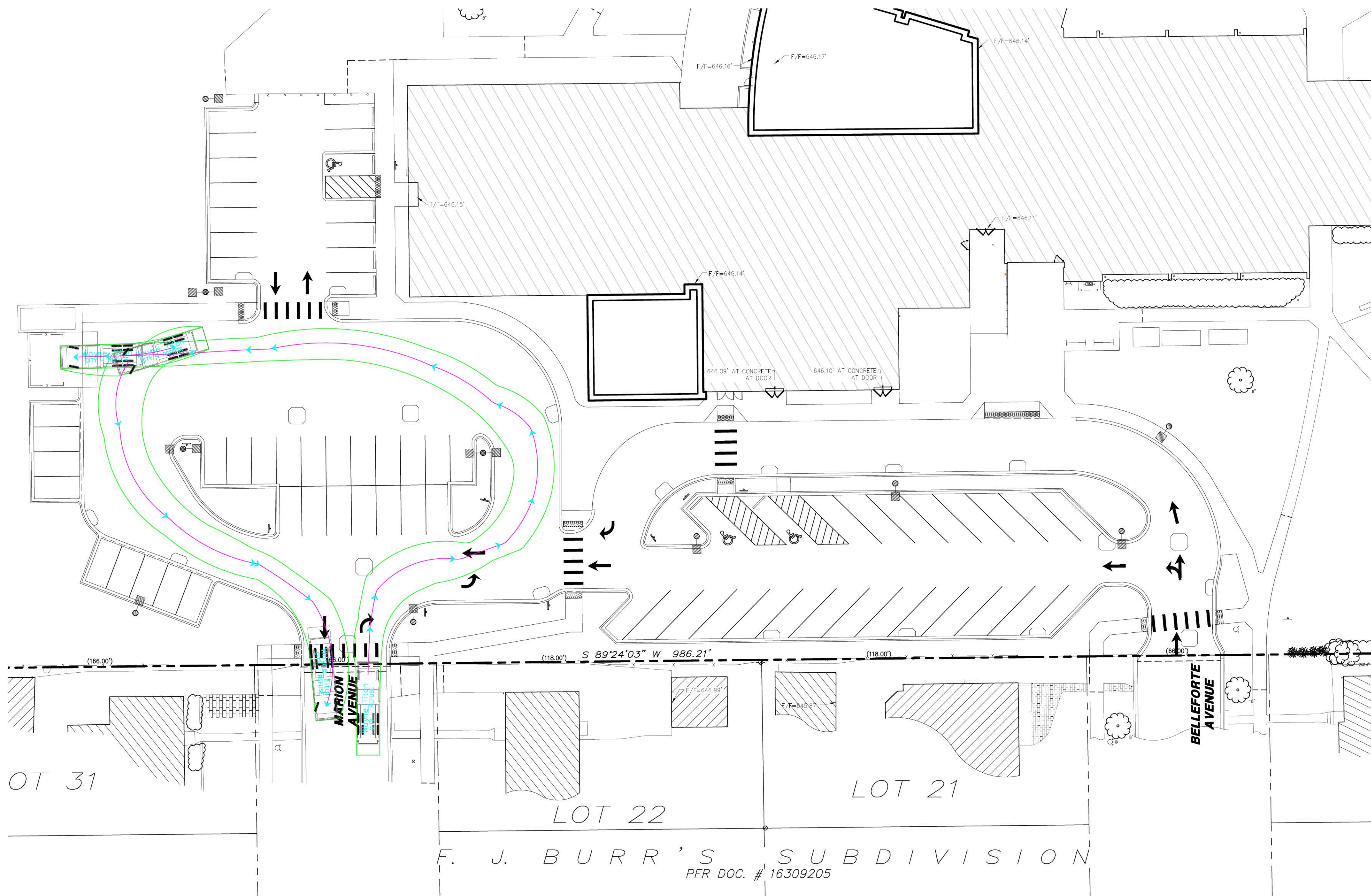


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**GOLF SCHOOL DISTRICT 67**  
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PROJECT No.	2025.036
DATE	OCTOBER 7, 2025
SHEET TITLE	<b>SITE CIRCULATION PLAN</b>
SHEET	<b>CIR-1.3</b>

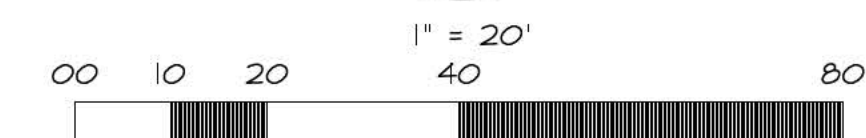


LOT 31

LOT 22

LOT 21

F. J. BURR'S SUBDIVISION  
PER DOC. # 16309205



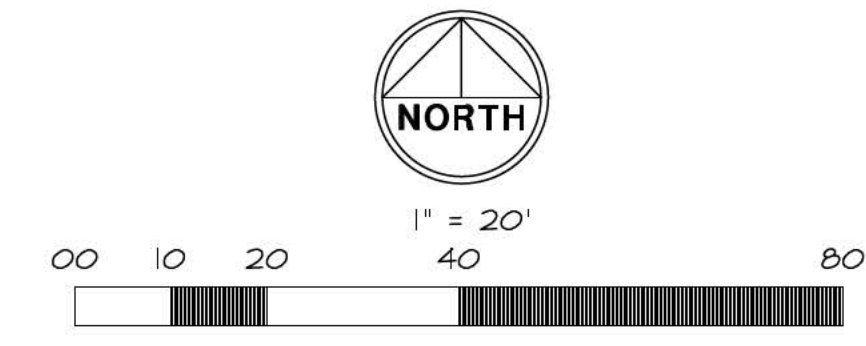
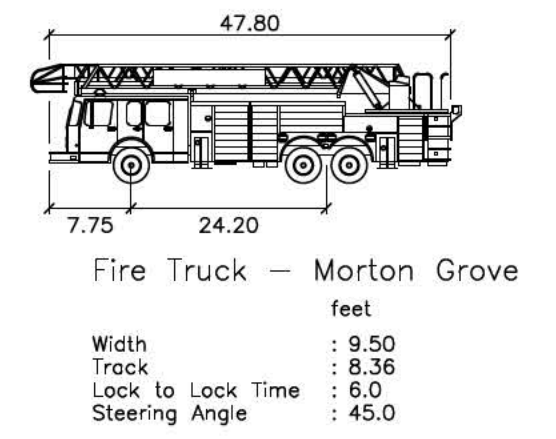
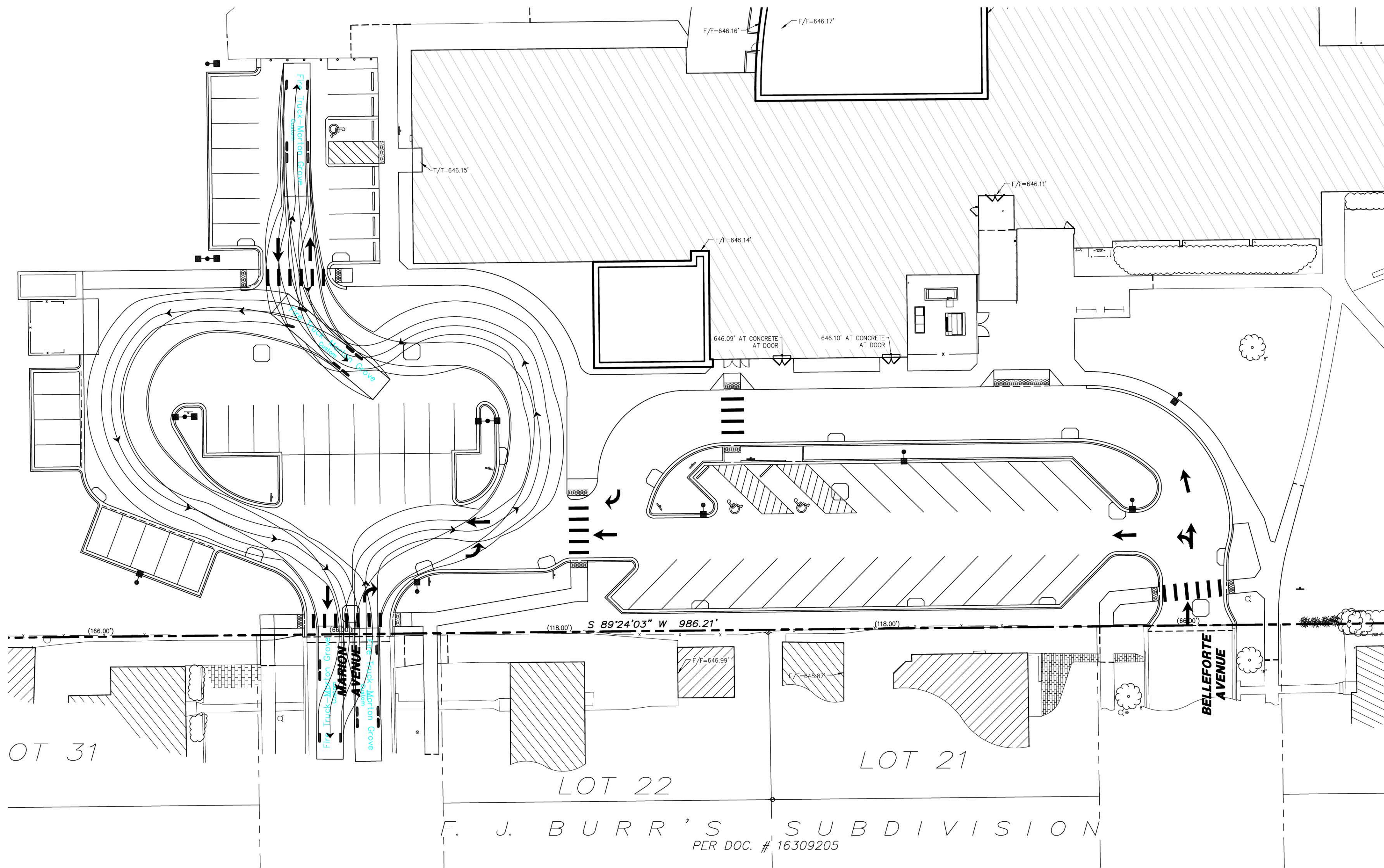
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 SHEET TITLE:  
**SITE CIRCULATION PLAN**  
 SHEET:  
**CIR-1.4**



**HYNES ELEMENTARY SCHOOL BUILDING ADDITIONS**  
**GOLF SCHOOL DISTRICT 67**  
**9000 BELLEFORTE AVENUE**  
**MORTON GROVE, IL 60053**



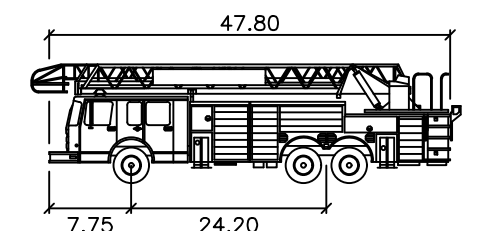
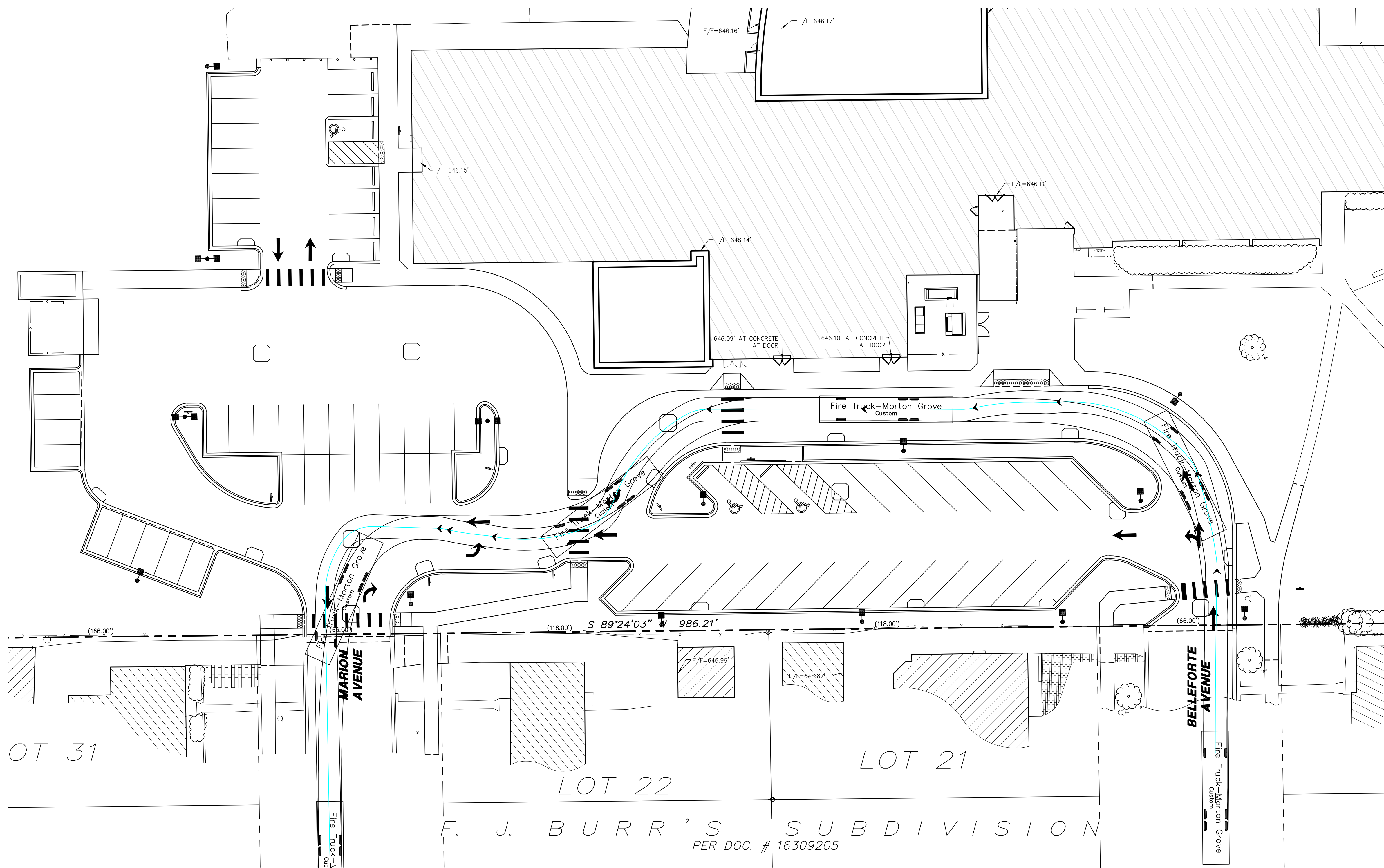


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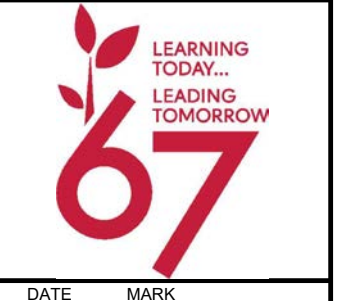
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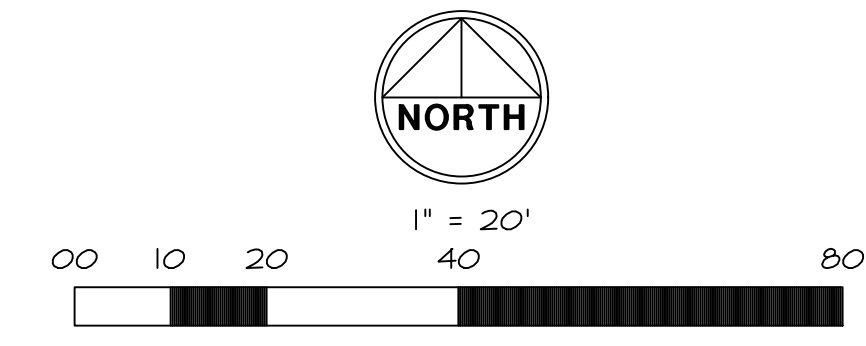
Fire Truck - Morton Grove

feet	
Width	: 9.50
Track	: 8.36
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

HYNES ELEMENTARY SCHOOL BUILDING ADDITIONS  
 GOLF SCHOOL DISTRICT 67  
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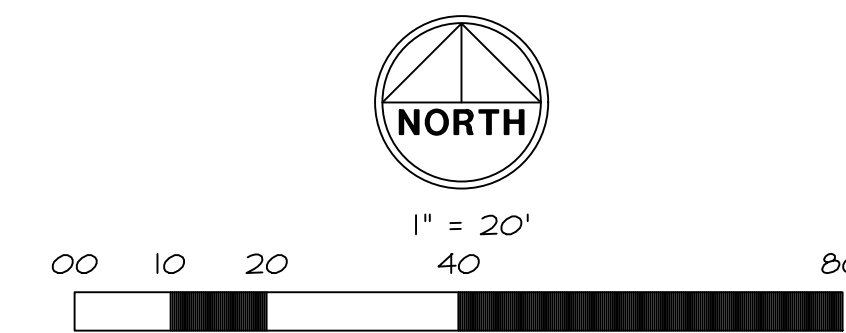
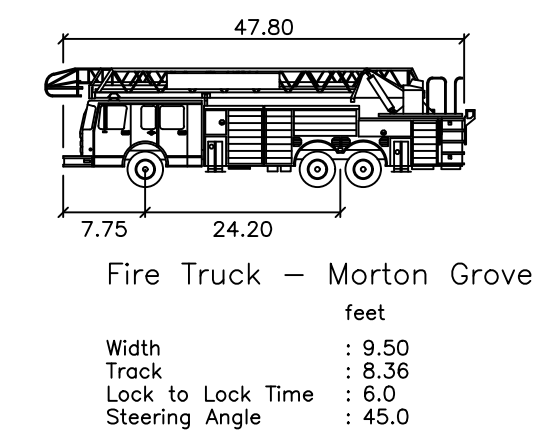
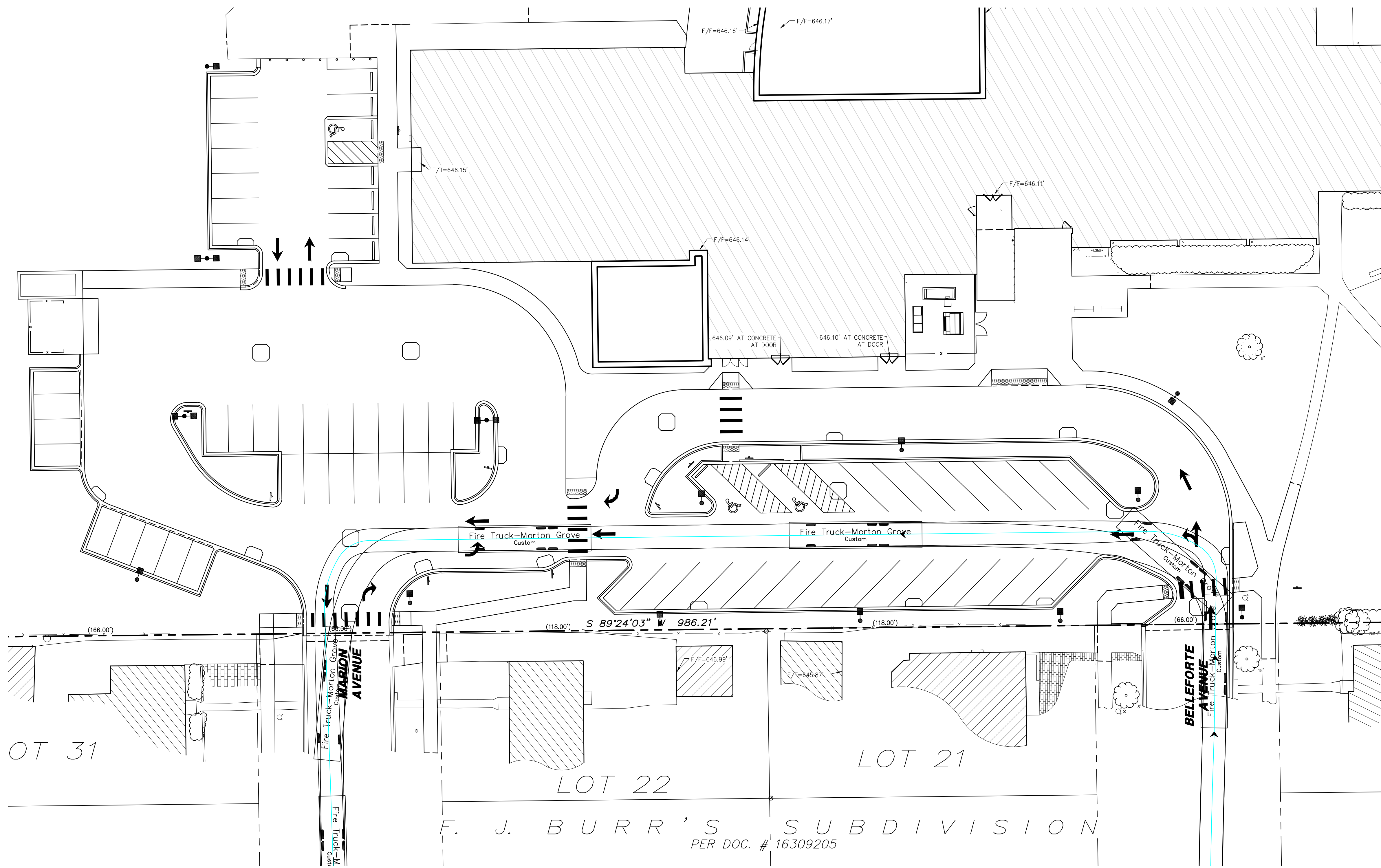
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PROJECT No.	2025.036
DATE	OCTOBER 30, 2025
SHEET TITLE	SITE CIRCULATION PLAN
SHEET	CIR-1.0



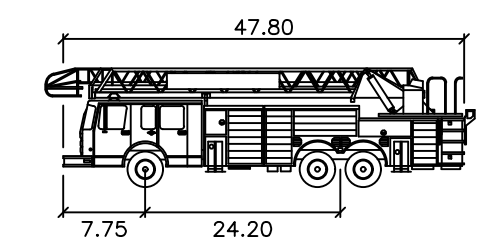
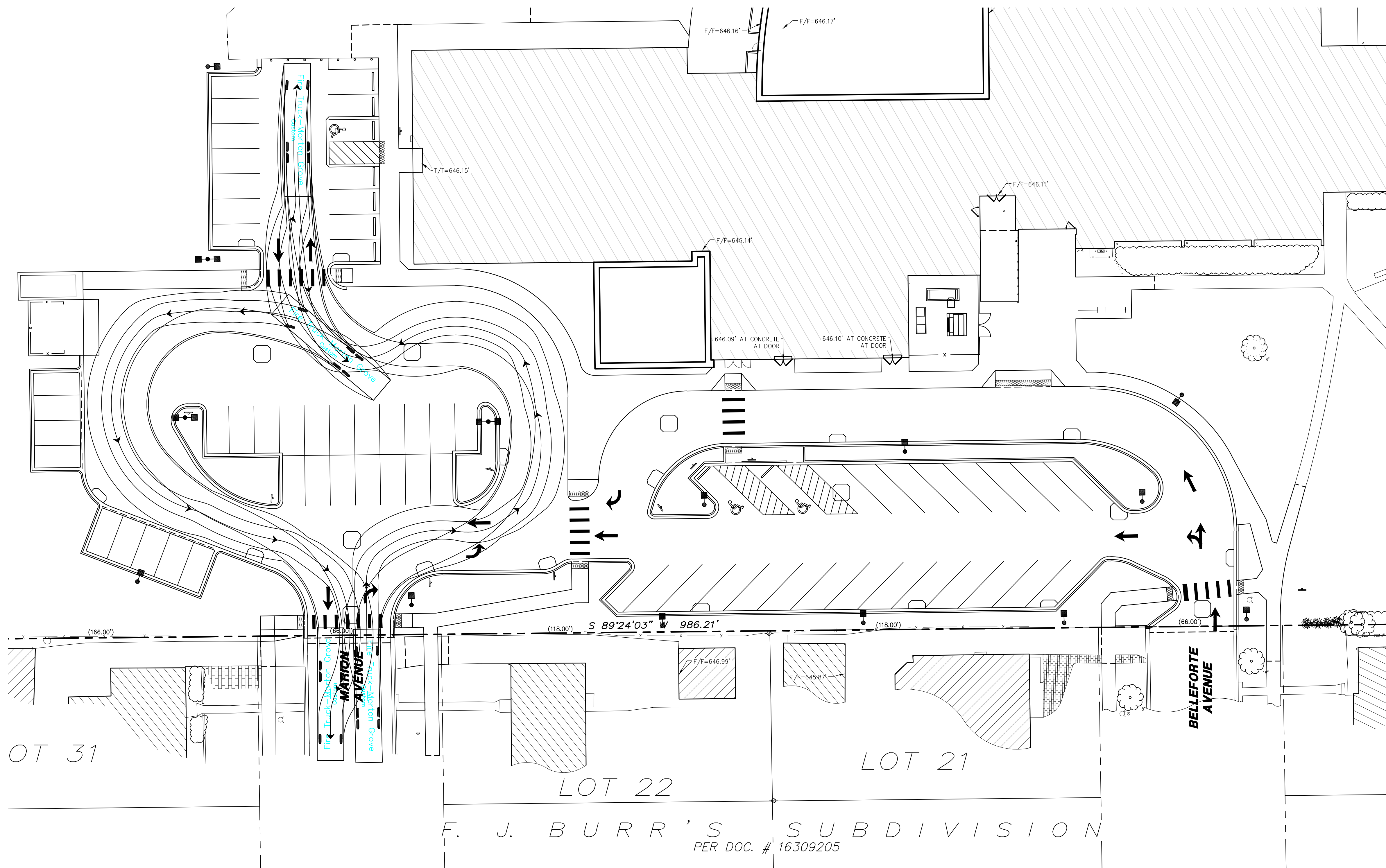
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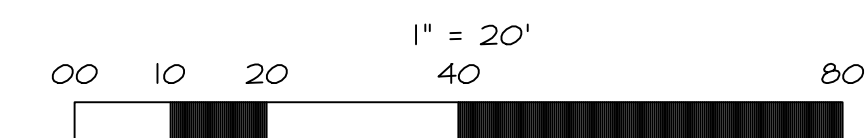
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Fire Truck - Morton Grove  
 feet  
 Width : 9.50  
 Track : 8.36  
 Lock to Lock Time : 6.0  
 Steering Angle : 45.0



W-T JOB NUMBER-C2500035



**WT GROUP**  
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# Stormwater Management Report Cook County, IL



Map Data © 2025 Nearmap

**Hynes Elementary School Building Additions**  
9000 Belleforte Avenue,  
Morton Grove, IL 60053  
WT Group Project #C2500035

October 7, 2025

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Jason E. Green, P.E.  
Illinois P.E. License No. 062-059460  
Expires: 11-30-2025

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# **MWRD Stormwater Management Submittal**

## **Table of Contents**

- Watershed Management Permit Submittal
- Soil Erosion and Sediment Control Submittal
- Stormwater Management Submittal
- Floodplain Submittal
- Maps, Exhibit, and Plan Sheets Submittal
- Maintenance and Monitoring Plan Submittal
- Appendix

## Project Narrative

### **Project Scope of Work:**

The Golf School District 67 is seeking to build new additions to the existing Hynes Elementary School located at 9000 Belleforte Avenue, Morton Grove, IL. The proposed renovations include new building additions, parking lot reconfigurations, and new sidewalks. Stormwater management improvements such as storm sewers and underground gravel trench will also be constructed. New sanitary sewers associated with the new additions will be installed. No new water services are proposed.

The total area that will be disturbed is approximately 1.344-acres.

### **Existing Conditions:**

Total contiguous property area is approximately 9.239-acres. The site is an existing school lot with an asphalt parking lot, sidewalks, playground with a synthetic rubber surface, open field, and an existing stormwater detention basin. The site is located in a separate sewer area. Per the U.S. Fish and Wildlife Service National Wetlands Inventory map, there are no known wetlands on site. Per FEMA FIRMette map, there are no floodplains within 100-feet of the site. Per NRCS soil survey data, the site classified as hydrologic soil group D. The site is bounded by Sherman Avenue to the west, residential building to the south, National Avenue to the east, and a 175-ft wide ComEd property to the north.

The site was permitted for a new gym addition, sidewalks, parking lot configuration, new sanitary and water services, and a stormwater detention pond under the Sewer Permit Ordinance (SPO) Permit 13-063. The site was further revised to reconfigure the proposed stormwater detention pond to save two large trees under revision RL 13-026. The site area was 2.11 acres and approximately 0.27 acre-feet (ac-ft) of detention storage was required. Approximately 0.30 ac-ft of storage was provided in the detention pond at high-water level (HWL) 642.25', with a 3.15"-diameter orifice plate restrictor. The net allowable release rate was 0.53 cubic feet per second (cfs) and the actual release rate was 0.50 cfs. Approximately 0.53-acres of disturbed area was proposed to flow unrestricted. Approximately 1.58-acres of undisturbed upstream tributary area was used to trade off the unrestricted area.

The site was permitted for a mobile classroom, new sidewalks and new sanitary and water services under Watershed Management Ordinance (WMO) Permit 19-133. The site area was approximately 0.15-acres, with approximately 0.06-acres of impervious areas. No volume control facilities were required since the impervious areas were less than 0.10-acres. Stormwater detention was required for the property since the total contiguous property is greater than 3.0-acres, but since the development area was less than 0.50-acres, the required detention was deferred until the aggregate development is greater than 0.50-acres. The aggregate development from this permit is included in the new proposed development. Further discussion of the proposed aggregate development area is included under section *Proposed Conditions* below.

Thirteen (13) soil borings, 7.5 to 15-ft deep, were taken during a geotechnical investigation performed in August 2025 by Geocon Professional Services, LLC. Per the geotechnical report dated September 2nd, 2025, provided as part of the MWRD submittal, the estimated seasonal high groundwater elevation is estimated to be between 632.5' to 635.0'. As a conservative measure, the seasonal high groundwater elevation for the project will be assumed to be 635.00'.

Under existing conditions Area-1A consists of the unrestricted parking lot area from SPO Permit RL 13-026. Area-1B consist of the remaining parking lot areas that will be disturbed as part of the proposed development. Area-2 consists of a courtyard and grass area that will be disturbed for a new building addition and pavement. Area-3 is the aggregate development from WMO Permit 19-133, which is included as part of the proposed development. Area-4A consists of the unrestricted development area from SPO RL Permit 13-026 that will be disturbed as part of the proposed improvements. Area-4B is the remaining unrestricted areas from SPO Permit RL 13-026 that will not be disturbed as part of the proposed development. Area-5 is the existing trade off area that was used to trade off the unrestricted areas under SPO Permit RL 13-026. A summary of the areas is provided in the table below.

<u>Area</u>	<u>Impervious (acres)</u>	<u>Pervious (acres)</u>	<u>Maintenance (acres)</u>	<u>Gravel (acres)</u>	<u>Playground (acres)</u>	<u>Total (acres)</u>
1A	0.261	0.003	0.602	0.000	0.000	0.866
1B	0.095	0.265	0.000	0.009	0.000	0.369
2	0.000	0.114	0.011	0.000	0.000	0.125
3	0.065	0.074	0.000	0.015	0.000	0.154
4A	0.001	0.002	0.005	0.000	0.000	0.008
4B	0.210	0.195	0.000	0.000	0.000	0.405
5	0.307	1.404	0.000	0.000	0.125	1.836
Total	0.939	2.057	0.618	0.024	0.125	3.763

In addition, there is approximately 0.174-acres (Area-6) of offsite tributary area to the detention basin. This area consists of only pervious area.

Under existing conditions, the NRCS Curve Number (CN) for the original unrestricted areas (Area-1A, 4A, and 4B), is 95.19. The CN for the tradeoff area (Area-5) is 83.76. The corresponding runoff volume for the unrestricted areas is 0.85 ac-ft and 1.01 ac-ft for the tradeoff area.

**Proposed Conditions:**

Under proposed conditions, Area-1A will be considered redevelopment area for the parking lot configuration. Area-1B will be considered new development for the parking lot configuration. Area-2 will be the area for the new building addition and pavement area. Area-3 is the aggregate area that is included as part of the proposed development. Note that the existing mobile classroom and gravel areas will be demolished and restored to the pervious predevelopment condition. Therefore, the aggregate development area only consist of the new impervious areas. Area-4 is the remaining unrestricted areas from SPO Permit RL 13-026 that will not be disturbed as part of the proposed development. Area-5 is the existing trade off area. A summary of the areas is provided in the table below.

<u>Area</u>	<u>Impervious (acres)</u>	<u>Pervious (acres)</u>	<u>Maintenance (acres)</u>	<u>Playground (acres)</u>	<u>Total (acres)</u>
1A	0.170	0.094	0.602	0.000	0.866
1B	0.307	0.062	0.000	0.000	0.369
2	0.114	0.000	0.011	0.000	0.125
3	0.031	0.000	0.000	0.000	0.031
4A	0.002	0.001	0.005	0.000	0.008
4B	0.210	0.195	0.000	0.000	0.405
5	0.154	1.404	0.000	0.125	1.836
Total	1.141	1.756	0.618	0.125	3.640

Per the proposed improvements, approximately 0.801-acres of Area-1A will be restricted and 0.065-acres will be unrestricted. Area 4A and 4B will also be unrestricted. The total unrestricted redevelopment area is 0.478-acres and the corresponding CN is 89.19. The corresponding runoff volume for the unrestricted redevelopment areas is 0.29 ac-ft. Area-2 from the new development will also flow unrestricted. The total unrestricted new development is 0.125-acres and the corresponding CN is 98.00. The corresponding runoff volume for the unrestricted new development is 0.09 ac-ft. The CN for the tradeoff area (Area-5) is 83.76. The corresponding runoff volume for the tradeoff area is 1.01 ac-ft. The total runoff volume for the unrestricted areas is 0.38 ac-ft, therefore the tradeoff area will account for the existing and new unrestricted areas, and will not affect the allowable release rates.

**Stormwater Volume Control Requirements (MWRD):**

Per section 503 of the Watershed Management Ordinance (WMO), stormwater volume control will be required since the impervious area is greater than 0.10-acres and the property holdings are greater than 0.50-acres. Per section 5.1.2 of the Technical Guidance Manual (TGM) stormwater management activities do not apply to maintenance activities. Therefore, the impervious area for the proposed development is approximately 0.624-acres, or 27,191 s.f. Storage is required for the impervious area over a 1-inch rainfall. The corresponding required volume control storage for the proposed impervious area is 2,266 cubic feet (c.f.) or 0.052 ac-ft.

The volume control storage will be provided in a 30'x80'x4.5' gravel infiltration trench. The total volume control storage provided is approximately 0.055 ac-ft.

**Stormwater Detention Requirements (MWRD)**

Per Article 5, section 5.5.3.1 of the TGM, since the site was originally permitted and approved under an SPO permit, the Modified Rational Method will be used to calculate the required detention volume for the redevelopment area (Area-1A and 4A). The allowable release rate for the redevelopment is calculated using the lesser of the watershed specific release rate or the existing gross allowable release rate. The proposed development is located in the North Branch watershed area, with a corresponding release rate of 0.30 cfs/acre. The gross allowable release rate from SPO Permit RL 13-026 is 0.50 cfs (actual release rate) over 2.11 acres (area of site), which corresponds to a release rate of 0.237 cfs/acre. Therefore, the allowable release rate for the redevelopment will use a rate of 0.237 cfs/acre.

In order to determine the new required detention storage for the redevelopment, first the existing required detention storage for the redevelopment area will need to be determined using TP-40 rainfall data. For the 0.874-acre area, the 0.607-acre maintenance area is not included in the stormwater management calculations per section 5.1.2 of the TGM. The resulting redevelopment area not including maintenance area is 0.267-acres. For the 0.267-acre redevelopment area, the allowable release rate is 0.063 cfs and the existing runoff coefficient is 0.89. Per WMO calculators, the existing required detention is 0.058 ac-ft. Next, the proposed required detention will be determined using the Modified Rational Method and Bulletin 75 rainfall data. For the 0.267-acre redevelopment area, the allowable release rate is 0.063 cfs and the proposed runoff coefficient is 0.78. Per WMO calculators, the proposed required detention is 0.081 ac-ft. The incremental detention volume for the redevelopment is found by subtracting the existing required detention storage from the proposed required detention storage. The incremental detention for the redevelopment is 0.023 ac-ft. This incremental storage is added to the previously required detention volume of 0.270 ac-ft, resulting in a new required detention storage volume of 0.293 ac-ft.

For the 0.514-acre of new development (Areas 1B, 2 and 3), the Nomograph method using Bulletin 75 rainfall data and the watershed specific release rate is used to determine the required detention storage for the new development. For the 0.514-acre area, the gross allowable release rate is 0.154 cfs and the CN is 95.83. Per WMO calculators, the required detention storage for the new development at a release rate of 0.154 is 0.232 ac-ft.

The total required detention storage for the redevelopment and new development areas is 0.525 ac-ft. The existing detention system was initially established under SPO Permit RL 13-026. Under existing conditions, the provided detention at the permitted 642.25' HWL was found to be 0.288 ac-ft and will not provide sufficient storage. The existing detention pond will be expanded and the HWL will be raised to 642.90', resulting in approximately 0.773 ac-ft of detention storage.

The net allowable release rate for the redevelopment and new development is 0.606 cfs. The existing restrictor structure will be modified to provide the net allowable release rate at the HWL of 642.90. A 2.90-inch plate restrictor at existing invert 637.93 results in a release rate of 0.494 cfs at the proposed HWL. Since the restrictor is less than 4-inches, a removable hood will be provided to prevent clogging. On-site stormwater runoff will drain into detention basin before overflowing to the east towards National Ave.

### **Emergency Overflow Weir**

Per section 502.9 and 504.14.D of the WMO, the proposed detention facility shall provide an overflow structure designed to convey the total runoff to the detention system, including offsite tributary flows, using a critical duration analysis. A TR20 was prepared to determine the overflow weir capacity discharge rate. Per the TR20 model, the required discharge rate to be conveyed by the overflow weir is 7.84 cfs. In order to meet the required discharge rate, the existing overflow weir will be removed and replaced with a 32-ft wide, 0.30-ft deep overflow at elevation 643.95'. The required discharge will be conveyed at a depth of 0.19-ft at elevation 644.14'. A summary of the overflow weir elevations is provided in the table below.

<u>Storm Event</u>	<u>Discharge Rate (cfs)</u>	<u>Depth (ft)</u>	<u>Elevation</u>
100-yr, 1-hr	7.84	0.19	644.14'

### **Storm Sewer Calculations**

All new storm sewers tributary to the infiltration basin and detention pond are designed to pass the 100-year storm event.

### **Temporary Best Management Practices:**

During construction, several erosion control devices and features will be used to minimize sediment from leaving the site. These include a gravel construction entrance, silt fence, flexstorm catch-it inlet protection devices, and seeding and erosion control blankets

### **Conclusion:**

The proposed improvements will meet both MWRD and Village of Morton Grove stormwater management and floodplain requirements.

## **Statement of Opinion**

There is no presence of flood protection areas on the project site or within 100-feet beyond the area of development.

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**Jason E. Green, P.E.**  
**Illinois Registered Professional Engineer**  
**No. 062-059460 - Expires 11-30-25**

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# Soil Erosion and Sediment Control Submittal

## Soil Erosion Control Narrative

- a. The following is a description of the construction activity which is the subject of this plan:
  1. WT Group (on behalf of Golf School District 67) proposes the design of a new building additions, parking lot reconfigurations, and new sidewalks at the Hynes Elementary located at 9000 Belleforte Ave. in Morton Grove, IL.
  
- b. The following is a description of the intended construction sequence for the project:
  1. Installation of the inlet protection devices – prior to any earth moving operations. The temporary perimeter controls and inlet protection devices will not be removed until all construction activities at the site are complete and soils have been permanently stabilized.
  2. Water pumped or otherwise discharged from the site during construction dewatering shall be filtered.
  3. Removal of the existing pavement and all other items to be removed as shown in the construction plans.
  4. Stripping and stockpiling of topsoil and rough grading. Temporary stabilization shall be applied immediately once grading operations have temporarily or permanently stopped.
  5. Rough grading
  6. Installation of new underground infiltration basin.
  7. Installation of proposed underground utilities. Install new inlet protection devices on new storm inlets. Areas around rims should be excavated to raise rim above ground surface.
  8. Construction of site improvements.
  9. Remove soil stockpile and dispose excess soil off-site.
  10. Final grading and landscaping installation.
    - a. Permanent landscape installation or temporary stabilization shall be provided immediately following final grading.
  11. Remove sediment from detention basin.
  12. Erosion and sedimentation control measures shall be the responsibility of the general contractor, and shall be continually maintained as follows:
    - a. The entrance shall be maintained in a condition, which will prevent tracking or flowing of sediment onto public Rights-of-Way. This may require repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public Rights-of-Way shall be cleaned immediately.
    - b. Temporary cover shall be continuously maintained until permanent cover is established. (Landscaping/grass seed is considered temporary until it is capable of surviving severe weather conditions.)
    - c. Inlets and drainage ways shall be inspected and cleaned periodically and before maintenance responsibility expires.

## 2. CONTROLS

This section of the plan addresses the various controls that will be implemented during the construction process (see section b. above for reference). It is the responsibility of the General Contractor for the implementation of all control measures.

### a. Erosion and Sediment Controls

- i) Stabilization Practices – includes temporary seeding and permanent seeding. A description of each is provided below. Except where provided in paragraph (A) below, stabilization measures shall be initiated immediately in portions of the site where construction activities have temporarily or permanently ceased as follows:
  - Temporary Seeding – General grass seed will be applied to the topsoil stockpile or the rest of the site immediately in areas where grading activities have temporarily ceased.
  - Permanent Seeding – Class 1 seeding and erosion control blanket will be applied to all disturbed green spaces after immediately completion of final grading.
- (A) A record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated must be kept on the form in SWPPP.
- ii) Structural Practices. Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices include – temporary perimeter erosion fence, temporary inlet protection, temporary erosion control blanket, permanent turf reinforcement mat and stone riprap. The installation of these devices may be subject to section 404 of the Clean Water Act.
  - Temporary Inlet Protection – Catch all and silt fence inlet protection devices will be utilized in order to reduce the amount of silt entering the storm sewer and will be used on all existing and proposed flared end sections and storm sewer inlets where runoff from disturbed areas is collected

### b. Storm Water Management

Provided below is a description of measures that will be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been complete. The installation of these devices may be subject to Section 404 of the Clean Water Act.

- i) Such practices include: flow attenuation by use of open vegetated swales, catch basins and natural depressions; infiltration of runoff on the site. The practices selected for implementation were determined on the basis of the technical guidance in Section 10-300 (Design Considerations) in Chapter 10 (Erosion and Sedimentation Control) of the “Illinois Department of Transportation Drainage Manual” and the Illinois Environmental Protection Agency’s “Illinois Urban Manual”, 2002.

c. Other Controls

- i. **Waste Disposal** - No Solid materials, including building materials, shall be discharged into waters of the state, except as authorized by a Section 404 permit.
- ii. The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.
- iii. **Storage of Hazardous or Toxic Materials** - Toxic or hazardous materials must be stored in a controlled area using best management practices to minimize potential for soil or storm water contamination. All materials shall be stored in an area that is not accessible to the public such as locked boxes, locked vehicles, inside buildings under construction or in fenced area. No toxic or hazardous materials shall be stored up gradient of any storm drainage structure unless spill containment controls such as sandbags are in place. The contractor shall report any spillage or leak to appropriate agencies and site remediation shall be performed to remove all contamination from the site.
- iv. **Portable Toilets** - The contractor shall provide and maintain temporary bathroom facilities during construction to accommodate all workers. These facilities shall be self-contained with no discharge. Waste removed from these facilities shall be disposed of properly offsite.
- v. **Vehicle maintenance and Storage** - If maintenance must occur onsite, the contractor will use designated areas located away from drainage courses to prevent the run on of storm water and the runoff of spills. The contractor shall use secondary containment, such as drip pans or drop cloths to catch spills or leaks. Onsite vehicles and equipment will be inspected regularly and repaired immediately.
- vi. **Vehicle and Equipment Cleaning (Concrete washout area)** - Use off-site commercial washing businesses as much as possible. If washing of vehicles and equipment must occur onsite, use designated bermed wash areas to prevent wash water contact with receiving waters. Area to be clearly marked as “Concrete wash out area”. The wash area can be sloped for wash water collection and subsequent infiltration into the ground. The contractor shall use phosphate-free biodegradable soaps. The contractor shall educate employees and subcontractors on pollution prevention measures. Steam cleaning will not be permitted onsite. Use siphon system to pump out water.
- vii. **Vehicle and Equipment Fueling** - Use off-site fuelling station as much as possible. If fueling of vehicles and equipment must occur onsite, use designated areas, located away from drainage course, to prevent the run-on of storm water and the runoff of spills. “Topping off” fuel tanks will be discouraged. The contractor shall use secondary containment. (Double lined tanks are considered secondary containment.)
- viii. **Topsoil Stockpiling** - Stockpiling is the salvaging, storing, protecting, and use of topsoil to enhance final site stabilization and support selected vegetation. Location for a stabilized stockpile that will not erode, block drainage, or interfere with work on the site. Topsoil stockpiles should be located on flat ground if possible, and protected by a silt fence or other sediment barrier on the down gradient sides. Topsoil that will not be used for more than 3 days should be seeded as noted in section 2.a.i above.

ix. **Subcontractor Equipment** - All subcontractors shall be notified regarding the SWPPP and shall be advised as to how it pertains to their activities on the site. Specifically, all vehicles shall be required to utilize the stabilized site entrance and parking and to use the controlled wash down area. All supplies that pose a threat to storm water quality shall be kept in vehicles or inside structures under construction. All waste material is to be disposed of properly.

d. Approved State or local Plans

(i) The management practices, controls and other provisions contained in the storm water pollution prevention plan must be at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual, 2002. Facilities which discharge storm water associated with construction site activities must include in the storm water pollution prevention plan procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials. Requirements specified in sediment and erosion site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI to be authorized to discharge under this permit, incorporated by reference and are enforceable under this permit. The plans shall include all requirements of this permit and include more stringent standards required by any local approval. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued to the construction site.

(ii) Dischargers seeking alternative permit requirements are not authorized by this permit and shall submit an individual permit application in accordance with 40 CFR 122.26 at the address below, along with a description of why requirements in approved local plans or permits should not be applicable as a condition of an NPDES permit.

Illinois Environmental Protection Agency  
Division of Water Pollution Control, Mail Code #15  
Attention: Permit Section  
1021 North Grand Avenue East  
Post Office Box 19276  
Springfield, Illinois 62794-9276

### 3. MAINTENANCE

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan.

During construction the contractor shall:

- Clean up and grade the work area to eliminate concentration of runoff.
- Cover the open ends of pipes in trenches at the close of each working day.
- Inspect, maintain or replace (at inspector's discretion) erosion and sediment control items.

Prior to any landscaping/restoration work, the contractor shall:

- All maintenance of erosion control systems will be the responsibility of the contractor. All locations where vehicles enter and exit the construction site and all other areas subject to erosion should also be inspected periodically. Inspection of these areas shall be conducted at least once every seven days and within 24 hours of the end of each 0.50 inches or greater or rainfall, or equivalent snowfall.
- The contractor shall follow inspection procedures as outlined in 4.a-d below.

Following construction

- Regular inspections and routine maintenance of general areas shall be performed on a monthly or as-needed basis. Specific items of concern included:
  - Litter and debris shall be controlled.
  - Landscaped areas shall be maintained with regular mowing and restored with appropriate seeding/vegetation as necessary.
  - Accumulated sediment shall be disposed of properly, along with any wastes generated during maintenance operations.
  - Rip-rap areas shall be repaired with the addition of new rip-rap, as necessary, of similar size and shape.
  - Roads shall be swept, vacuumed and/or washed on a regular basis.
- All erosion control measures shall be inspected and maintained after each 0.50 inches of rainfall and/or once a week and all impervious road surfaces shall be cleaned prior to the end of each working day.
- Cut the grass on slopes in open space: weekly during growing season.

- Stormwater Detention Basin:
  - a. Cut the turf grass areas outside of the native planting areas: weekly during growing season.
  - b. Inspect stormwater detention facility to ensure that the constructed volume for detention is maintained. Specific locations in the stormwater management system, designed to accumulate sediment, shall be dredged as necessary to prevent sediment from reaching the invert of any gravity outlet pipe: monthly.
  - c. Debris removal. Trash, brush, grass clippings, sediment, and other debris should be removed from the detention facility to maintain the designed storage volume. To prevent clogging, the outlet control structure should also be inspected and all debris should be removed: monthly.
  - d. Restoration of eroded areas. For areas where there is evidence of erosion, or in areas where future erosion is likely, protection should be provided to prevent further damage. All bare areas should be seeded and restored. Areas located along the side slopes of the detention facility will require seeding in conjunction with an erosion control blanket: monthly.
  - e. Restore rip-rap as necessary.
  
- Minor Stormwater System:
  - a. Debris removal. Trash, wood chips, grass clippings, sediment, and other debris should be removed from the catch basins, inlets, outfalls, and storm sewers to prevent clogging. Cleaning should be done in such a way that the debris is not discharged back into the stormwater system: every two weeks.
  - b. Reset covers/lids on as-needed basis.
  - c. Remove accumulated sediment from manhole bottom when 50% of sump is filled.
  - d. Visually inspect pipes by removing manhole lids, make repairs as necessary.
  - e. Storm sewers shall be checked for siltation deposits at inlets, outlets, and within the conduit, clean out as necessary.
  - f. Replant and reseed any eroded areas.
  - g. Removal of obstructions. Inspections should be performed to ensure that all overland flow routes are free from obstructions. If an obstruction has been placed in an overland flow route, it should be removed immediately: every two weeks.
  
- Overflow weir:
  - a. Removal of obstructions. Inspections should be performed to ensure that the overflow weir is free from obstructions. If an obstruction has been placed in the overflow weir, it should be removed immediately: every two weeks.
  - b. Regrade to provide positive drainage as necessary.
  - c. Regular mowing to control vegetation.

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## 4. INSPECTIONS

Qualified personnel (provided by the contractor) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and location where vehicles enter or exit the site at least once every seven (7) calendar days and within 24 hours of the end of a storm that is 0.50 inches or greater or equivalent snowfall. Qualified personnel means a person knowledgeable in the principles and practices of erosion and sediment control measures, such as a licensed Professional Engineer (P.E.) and a Certified Professional in Erosion and Sediment Control (CPESC), a Certified Erosion Sediment and Storm Water Inspector (CESSWI) or other knowledgeable person who possesses the skills to assess conditions at the construction site that should impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activities.

- a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ensure that they are operating correctly. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking. All sediment spilled, dropped, washed or tracked onto public rights-of-way must be removed immediately.
- b. Based on the results of the inspection, the description of potential pollutant sources identified in section 1 above and pollution measures identified in section 2 above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within 7 calendar days following the inspection.
- c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with section 4.b. shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part 4.d of this permit.
- d. Signatory Requirements. All Notices of Intent, storm water pollution prevention plans, reports, certifications or information either submitted to the Agency or the operator of a large or medium municipal separate storm sewer system, or that this permit requires be maintained by the permittee, shall be signed.  
All Notices on Intent shall be signed as follows:
  - For a corporation: by a responsible corporate officer. For the purpose of this section, a responsible corporate officer means: (1) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy decision-making functions for the corporation; or (2) any person authorized to sign documents that has been assigned or delegated said authority in accordance with corporate procedures;

- For a partnership or sole proprietorship: by a general partner or the proprietor, respectively; or
- For a municipality, State, Federal, or other public agency: by either a principal executive officer or ranking elected official. For purposes of this section, a principal executive officer of a Federal agency includes (1) the chief executive officer of the agency, or (2) a senior executive officer having responsibility for the overall operations or a principal geographic unit of the agency.

All reports required by the permit and other information requested by the Agency shall be signed by a person described above or by a duly authorized representative of that person. A person is a duly authorized representative only if:

- The authorization is made in writing by a person described above and submitted to the Agency.
- The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility of activity, such as the position of manager, operator, superintendent, or position of equivalent responsibility or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position).
- Changes to Authorization. If an authorization under Part I.C (Authorization) is no longer accurate because a different individual or position has responsibility for the overall operation of the construction site, a new authorization satisfying the requirements of Part I.C must be submitted to the Agency prior to or together with any reports, information, or applications to be signed by authorized representative.
- Certification. Any person signing documents under this Part shall make the following certification:

“I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.”

- e. The contractor shall notify the appropriate Agency Field Operation Section office by email at: [epa.swnoncomp@illinois.gov](mailto:epa.swnoncomp@illinois.gov), telephone or fax within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted or for violations of any condition of this permit. The permittee shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit. Submission shall be on forms provided by the Agency and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. A copy shall also be mailed to the following address:

W-T GROUP, LLC, CIVIL ENGINEERING DIVISION  
ATTN: JASON E. GREEN, PE, CPESC, PRINCIPAL & PARTNER  
2000 CENTER DRIVE, SUITE B411  
HOFFMAN ESTATES, ILLINOIS 60192

- f. All reports of noncompliance shall be signed by a responsible authority as defined in Part VI.G (Signatory Requirements) of this permit.

## 5. NON-STORM WATER DISCHARGES

*Except for flows from firefighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in this plan are described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge.*

Landscape Watering – Water used for new seed and landscape installation will be applied at a rate that will be absorbed into the soil, and not create surface runoff. If runoff occurs, the silt fences and inlet protection fabric will remove sedimentation.

Dust Control Watering - Water used for the purpose of controlling airborne dust as necessary shall be pumped and filtered before it is allowed to leave the site.

Vehicle and Equipment Cleaning - Use off-site commercial washing businesses as much as possible. If washing of vehicles and equipment must occur onsite, use designated bermed wash areas to prevent wash water contact with receiving waters, with the area to be clearly marked as "Concrete wash out area". The wash area can be sloped for wash water collection and subsequent infiltration into the ground. The contractor shall use phosphate-free biodegradable soaps. The contractor shall educate employees and subcontractors on pollution prevention measures. Steam cleaning will not be permitted onsite. Use siphon system to pump out water.

## **Stormwater Management Submittal**

- Existing Condition Calculations
- Proposed Condition Calculations
- Storm Sewer Calculations
- Best Management Practice

## Existing Condition Calculations

- Existing Curve Number Calculation
- Existing Trade off Calculation
- Restrictor Discharge Calculation
- Existing Detention Pond Volume Calculation

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-1A

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.32	31.07
PERVIOUS	D	80	0.00	0.08
MAINTENANCE	D	98	0.55	53.51

TOTALS: 0.86 84.65

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{84.65}}{\boxed{0.86}} \rightarrow \text{Composite CN} = \boxed{97.98}$$



## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-2

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
PERVIOUS	D	80	0.11	9.12

TOTALS: 0.11 9.12

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{9.12}}{\boxed{0.11}} \rightarrow \text{Composite CN} = \boxed{80.00}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-3

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.07	6.37
PERVIOUS	D	80	0.07	5.92
GRAVEL	D	91	0.02	1.37

TOTALS: 0.15 13.66

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\text{13.66}}{\text{0.15}} \rightarrow \text{Composite CN} = \text{88.67}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

- DETAINED AREA                       MAJOR STORMWATER SYSTEM  
 UNRESTRICTED AREA                       OTHER: AREA-4  
 UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

- PROPOSED CONDITION                       EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.21	20.68
PERVIOUS	D	80	0.20	15.76
MAINTENANCE	D	98	0.01	0.49

TOTALS: 0.41 36.93

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{36.93}}{\boxed{0.41}} \rightarrow \text{Composite CN} = \boxed{89.41}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

- DETAINED AREA                       MAJOR STORMWATER SYSTEM  
 UNRESTRICTED AREA                       OTHER: AREA-5  
 UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

- PROPOSED CONDITION                       EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.31	30.09
PERVIOUS	D	80	1.40	112.32
PLAYGROUND	D	91	0.13	11.38

TOTALS: 1.84 153.78

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{153.78}}{\boxed{1.84}} \rightarrow \text{Composite CN} = \boxed{83.76}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-1A & 4

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.53	51.74
PERVIOUS	D	80	0.20	15.84
MAITENANCE	D	98	0.55	54.00

TOTALS: 1.28 121.58

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{121.58}}{\boxed{1.28}} \rightarrow \text{Composite CN} = \boxed{95.21}$$

# RUNOFF VOLUME

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

## DEVELOPMENT INFORMATION

1. Area,  $A$  (AREA 1A & 4)

1.277

acres

2. Curve Number,  $CN$

95.21

3. 100-year, 24-hr Rainfall Depth,  $P$

8.57

inches

## RUNOFF DEPTH (NRCS RUNOFF EQUATIONS)

4. Maximum Retention,  $S$

$$S = \frac{1000}{CN} - 10$$

0.50

inches

5. Runoff Depth,  $Q_D$

$$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$$

7.99

inches

## RUNOFF VOLUME

6. Runoff Volume,  $V_R$

$$V_R = Q_D A \left( \frac{1}{12 \frac{\text{in}}{\text{ft}}} \right)$$

0.85

ac-ft

## RUNOFF VOLUME

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 8/29/2025

### DEVELOPMENT INFORMATION

1. Area,  $A$  (AREA-5)

1.836

acres

2. Curve Number,  $CN$

83.76

3. 100-year, 24-hr Rainfall Depth,  $P$

8.57

inches

### RUNOFF DEPTH (NRCS RUNOFF EQUATIONS)

4. Maximum Retention,  $S$

$$S = \frac{1000}{CN} - 10$$

1.94

inches

5. Runoff Depth,  $Q_D$

$$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$$

6.61

inches

### RUNOFF VOLUME

6. Runoff Volume,  $V_R$

$$V_R = Q_D A \left( \frac{1}{12 \frac{\text{in}}{\text{ft}}} \right)$$

1.01

ac-ft



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PROJECT NAME: Hynes Elementary  
PROJECT NUMBER: C2500035  
LOCATION: Morton Grove, IL  
DATE: 8/29/2025  
BY: OC

**RESTRICTOR RELEASE RATE (EXISTING):**

$$Q = (DIA/2)^2 \times C \times 3.14 \times \sqrt{2 \times G \times H}$$

G = 32.2 FT/S

DIA. = 3.15 IN

C = 0.82 (SHORT PIPE)

OUTLET ELEVATION= 637.93 FEET

OVERFLOW ELEVATION= 642.25 FEET

HEAD= 4.19 FEET

**Q<sub>(OVERFLOW ELEVATION)</sub> = 0.729 CFS**

**3"  
RESTRICTOR  
DISCHARGE  
(CFS)**

WATER ELEVATION	HEAD	3" RESTRICTOR DISCHARGE (CFS)
643.00	4.94	<b>0.791</b>
642.90	4.84	<b>0.783</b>
<b>HWL</b> 642.25	4.19	<b>0.729</b>
642.00	3.94	<b>0.707</b>
641.00	2.94	<b>0.611</b>
640.00	1.94	<b>0.496</b>
639.00	0.94	<b>0.345</b>
638.00	0.00	<b>0.000</b>
<b>RESTRICTOR INVERT</b> 637.93	0.00	<b>0.000</b>

**EXISTING POND STORAGE VOLUME**

ELEVATION	AREA	INCR. STORAGE VOLUME	CUMULATIVE STORAGE VOLUME	DISCHARGE
643.00	8,048 SQ. FT. OR 0.1848 AC.	789 CU. FT.	17,970 CU. FT. OR 0.413 AC-FT	0.791 CFS
642.90	7,741 SQ. FT. OR 0.1777 AC.	4,644 CU. FT.	17,180 CU. FT. OR 0.394 AC-FT	0.783 CFS
642.25	6,549 SQ. FT. OR 0.1504 AC.	1,587 CU. FT.	12,536 CU. FT. OR 0.288 AC-FT	0.729 CFS
642.00	6,150 SQ. FT. OR 0.1412 AC.	5,390 CU. FT.	10,948 CU. FT. OR 0.251 AC-FT	0.707 CFS
641.00	4,629 SQ. FT. OR 0.1063 AC.	3,662 CU. FT.	5,559 CU. FT. OR 0.128 AC-FT	0.611 CFS
640.00	2,696 SQ. FT. OR 0.0619 AC.	1,649 CU. FT.	1,896 CU. FT. OR 0.044 AC-FT	0.496 CFS
639.00	602 SQ. FT. OR 0.0138 AC.	248 CU. FT.	248 CU. FT. OR 0.006 AC-FT	0.345 CFS
638.18	2 SQ. FT. OR 0.0000 AC.			0.123 CFS

**TOTAL POND V<sub>643.00</sub> PROVIDED = 0.413 AC-FT**

## Proposed Condition Calculations

- Proposed Curve Number Calculation
- Proposed Runoff Coefficient Calculation
- Proposed Trade off Calculation
- Proposed Volume Control Calculation
- Allowable Release Rate Calculation
- Modified Rational Method: TP-40 Rainfall
- Modified Rational Method: Bulletin 75 Rainfall
- Nomograph Method: Bulletin 75 Rainfall
- Required Detention Volume Summary
- Proposed Restrictor Release Rate
- Proposed Detention Pond Volume Calculation
- Overflow Weir Calculation

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-1A

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.17	16.66
PERVIOUS	D	80	0.09	7.52
MAINTENANCE	D	98	0.60	59.00

TOTALS: 0.87 83.18

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\text{83.18}}{\text{0.87}} \rightarrow \text{Composite CN} = \text{96.05}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-1B

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.31	30.09
PERVIOUS	D	80	0.06	4.96

TOTALS: 0.37 35.05

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\text{35.05}}{\text{0.37}} \rightarrow \text{Composite CN} = \text{94.98}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-2

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.11	11.17
MAINTENANCE	D	98	0.01	1.08

TOTALS: 0.13 12.25

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\text{12.25}}{\text{0.13}} \rightarrow \text{Composite CN} = \text{98.00}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-3

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.03	3.04

TOTALS:

0.03	3.04
------	------

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{3.04}{0.03} \rightarrow \text{Composite CN} = 98.00$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-4A

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.00	0.20
PERVIOUS	D	80	0.00	0.08
MAINTENANCE	D	98	0.01	0.49

TOTALS: 0.01 0.77

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\boxed{0.77}}{\boxed{0.01}} \rightarrow \text{Composite CN} = \boxed{95.75}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA-4B

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.21	20.58
PERVIOUS	D	80	0.20	15.60

TOTALS: 0.41 36.18

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{\text{36.18}}{\text{0.41}} \rightarrow \text{Composite CN} = \text{89.33}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: UNRESTRICTED REDEVELOPMENT

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.24	23.42
PERVIOUS	D	80	0.23	18.72
MAITENANCE	D	98	0.01	0.49

TOTALS:

0.48	42.63
------	-------

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{42.63}{0.48} \rightarrow \text{Composite CN} = \mathbf{89.19}$$

## COMPOSITE RUNOFF CURVE NUMBER (CN)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: UNRESTRICTED NEW DEVELOPEMEN

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
IMPERVIOUS	D	98	0.11	11.17

TOTALS:

0.11

11.17

### COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{11.17}{0.11} \rightarrow \text{Composite CN} = 98.00$$

## COMPOSITE RUNOFF COEFFICIENT (C)

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### TYPE OF AREA (SELECT WITH DROP-DOWN)

DETAINED AREA

MAJOR STORMWATER SYSTEM

UNRESTRICTED AREA

OTHER: AREA 1A & 4A (REDEVELOPMENT)

UPSTREAM AREA

### CONDITION (SELECT WITH DROP-DOWN)

PROPOSED CONDITION

EXISTING CONDITION

### RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
IMPERVIOUS	0.90	0.17	0.15
PERVIOUS	0.45	0.10	0.04

TOTALS:	0.27	0.20
---------	------	------

### COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{0.20}{0.27} \rightarrow \text{Composite C} = \boxed{0.74}$$

# RUNOFF VOLUME

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 9/4/2025

## DEVELOPMENT INFORMTION

- |  |       |        |
|--|-------|--------|
| 1. Area, $A$                           | 1.836 | acres  |
| 2. Curve Number, $CN$                  | 83.76 |        |
| 3. 100-year, 24-hr Rainfall Depth, $P$ | 8.57  | inches |

## RUNOFF DEPTH (NRCS RUNOFF EQUATIONS)

- |                           |   |      |        |
|---------------------------|---|------|--------|
| 4. Maximum Retention, $S$ | $S = \frac{1000}{CN} - 10$              | 1.94 | inches |
| 5. Runoff Depth, $Q_D$    | $Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$ | 6.61 | inches |

## RUNOFF VOLUME

- |                         |   |      |       |
|-------------------------|---|------|-------|
| 6. Runoff Volume, $V_R$ | $V_R = Q_D A \left( \frac{1}{12 \frac{in}{ft}} \right)$ | 1.01 | ac-ft |
|-------------------------|---|------|-------|

# RUNOFF VOLUME

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

## DEVELOPMENT INFORMATION

1. Area,  $A$

0.478

acres

2. Curve Number,  $CN$

89.19

3. 100-year, 24-hr Rainfall Depth,  $P$

8.57

inches

## RUNOFF DEPTH (NRCS RUNOFF EQUATIONS)

4. Maximum Retention,  $S$

$$S = \frac{1000}{CN} - 10$$

1.21

inches

5. Runoff Depth,  $Q_D$

$$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$$

7.27

inches

## RUNOFF VOLUME

6. Runoff Volume,  $V_R$

$$V_R = Q_D A \left( \frac{1}{12 \frac{\text{in}}{\text{ft}}} \right)$$

0.29

ac-ft

## RUNOFF VOLUME

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### DEVELOPMENT INFORMTION

1. Area,  $A$

0.125

acres

2. Curve Number,  $CN$

98.00

3. 100-year, 24-hr Rainfall Depth,  $P$

8.57

inches

### RUNOFF DEPTH (NRCS RUNOFF EQUATIONS)

4. Maximum Retention,  $S$

$$S = \frac{1000}{CN} - 10$$

0.20

inches

5. Runoff Depth,  $Q_D$

$$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$$

8.33

inches

### RUNOFF VOLUME

6. Runoff Volume,  $V_R$

$$V_R = Q_D A \left( \frac{1}{12 \frac{\text{in}}{\text{ft}}} \right)$$

0.09

ac-ft

**Required Volume Control Storage Calculation**

$V_c = Std_c \times \text{Unit Conversion} \times A_{IMPV}$

Where:  $V_c$  = Volume Control Storage (Cubic Feet)  
 $Std_c$  = Control Standard = 1.00 in.

Unit Conversion = 1 ft / 12 in.

$A_{IMPV}$  = Proposed Impervious Area Increase (ft<sup>2</sup>) = 27191 ft<sup>2</sup>  
0.624 ac

Storage = 1.25in x 1ft / 12in x 27191.19 ft<sup>2</sup> = Required VC Storage = **2266** ft<sup>3</sup>  
**0.052** ac-ft

**Provided VC Storage**

**Coarse Agg Above Inv.**

ELEVATION	AREA	INCR. STORAGE	VOLUME
643.00	2,400.00 SQ. FT.	8,400 CU. FT.	8,400 CU. FT. OR 0.193 AC-FT
639.50	2,400.00 SQ. FT.		

TOTAL STONE VOLUME ABOVE INV. (V<sub>C</sub>) = **8,400** ft<sup>3</sup>  
OR **0.193** ac-ft

**Coarse Agg Below Inv.**

ELEVATION	AREA	INCR. STORAGE	VOLUME
639.50	2,400.00 SQ. FT.	2,400 CU. FT.	2,400 CU. FT. OR 0.055 AC-FT
638.50	2,400.00 SQ. FT.		

TOTAL STONE VOLUME ABOVE INV. (V<sub>D</sub>) = **2,400** ft<sup>3</sup>  
OR **0.055** ac-ft

**SUMMARY:**

3.50' Stone layer above  
1.00' Stone layer below

**VOLUME (CF)**

V<sub>C</sub> = 8400 x 0.50 x 0.36 =  
V<sub>D</sub> = 2400 x 0.36 =

**STORAGE**

1512 ft<sup>3</sup>  
864 ft<sup>3</sup>

**TOTAL PROVIDED: 2376** ft<sup>3</sup>  
**TOTAL PROVIDED: 0.055** ac-ft

**RELEASE RATE CALCULATIONS (REDEVELOPED AREA)**

100-Year Allowable Release Rate = 0.30 CFS / Acre Disturbed (MWRD)  
Actual Release Rate = 0.50 CFS (SPO Permit RL 13-026)  
Detention Service Area = 2.11 Acres  
Gross Allowable Release Rate = 0.237 CFS/Acre  
  
Redevelopment Area = 0.267 Acres  
Gross Allowable Release Rate = 0.063 CFS(MWRD)

**RELEASE RATE CALCULATIONS (REMAINING AREA)**

100-Year Allowable Release Rate = 0.237 CFS/Acre  
Remaining Detention Service Area = 1.843 Acres  
Gross Allowable Release Rate = 0.437 CFS(MWRD)

**RELEASE RATE CALCULATIONS (NEW DEVELOPED AREA)**

100-Year Allowable Release Rate = 0.300 CFS / Acre Disturbed (MWRD)  
New Development Area = 0.514 Acres  
Gross Allowable Release Rate = 0.154 CFS(MWRD)

---

**New Gross Allowable Release Rate = 0.654 CFS**

**New Net Allowable Release Rate = 0.654 CFS**

## MODIFIED RATIONAL METHOD: TP-40 RAINFALL DATA

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 9/29/2025

### DEVELOPMENT INFORMTION

1. Detained Area	0.267	acres
2. Runoff Coefficient	0.890	
3. Actual Release Rate	0.063	cfs

### REQUIRED DETENTION VOLUME

4. Required Detention Volume	0.058	ac-ft
------------------------------	-------	-------

### CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)
10 min	7.60	1.81	1.74	0.024
20 min	5.50	1.31	1.24	0.034
30 min	4.40	1.05	0.98	0.041
40 min	3.70	0.88	0.82	0.045
50 min	3.20	0.76	0.70	0.048
1 hr	2.80	0.67	0.60	0.050
1.5 hr	2.10	0.50	0.44	0.054
2 hr	1.70	0.40	0.34	0.056
3 hr	1.20	0.29	0.22	0.055
4 hr	1.00	0.24	0.17	0.058 ←
5 hr	0.84	0.20	0.14	0.056
6 hr	0.73	0.17	0.11	0.055
7 hr	0.65	0.15	0.09	0.053
8 hr	0.58	0.14	0.07	0.049
9 hr	0.53	0.13	0.06	0.047
10 hr	0.49	0.12	0.05	0.044
11 hr	0.46	0.11	0.05	0.042
12 hr	0.43	0.10	0.04	0.039
13 hr	0.40	0.10	0.03	0.034
14 hr	0.38	0.09	0.03	0.031
15 hr	0.36	0.09	0.02	0.028
16 hr	0.34	0.08	0.02	0.023
17 hr	0.33	0.08	0.02	0.021
18 hr	0.31	0.07	0.01	0.015
19 hr	0.30	0.07	0.01	0.013
20 hr	0.29	0.07	0.01	0.009
21 hr	0.28	0.07	0.00	0.006
22 hr	0.27	0.06	0.00	0.002
23 hr	0.26	0.06	0.00	-0.003
24 hr	0.25	0.06	0.00	-0.008

## MODIFIED RATIONAL METHOD: BULLETIN 75 RAINFALL DATA

PROJECT: Hynes Elementary

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove, IL

DATE: 10/7/2025

### DEVELOPMENT INFORMTION

1. Detained Area

0.267

acres

2. Composite Runoff Coefficient

0.780

3. Actual Release Rate

0.063

cfs

### REQUIRED DETENTION VOLUME

4. Required Detention Volume

**0.081**

ac-ft

### CALCULATION TABLE

Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)
5 min	12.36	2.57	2.51	0.017
10 min	10.80	2.25	2.19	0.030
15 min	9.28	1.93	1.87	0.039
20 min	8.04	1.67	1.61	0.044
30 min	6.34	1.32	1.26	0.052
40 min	5.28	1.10	1.04	0.057
50 min	4.55	0.95	0.88	0.061
1 hr	4.03	0.84	0.78	0.064
1.5 hr	3.03	0.63	0.57	0.070
2 hr	2.49	0.52	0.46	0.075
3 hr	1.83	0.38	0.32	0.079
4 hr	1.48	0.31	0.24	0.081
5 hr	1.25	0.26	0.20	0.081
6 hr	1.07	0.22	0.16	0.079
7 hr	0.96	0.20	0.14	0.079
8 hr	0.86	0.18	0.12	0.077
9 hr	0.79	0.16	0.10	0.075
10 hr	0.72	0.15	0.09	0.072
11 hr	0.67	0.14	0.08	0.069
12 hr	0.62	0.13	0.07	0.066
18 hr	0.45	0.09	0.03	0.045
24 hr	0.36	0.07	0.01	0.022

←

## NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: Hynes

PERMIT NUMBER: \_\_\_\_\_

LOCATION: Morton Grove

DATE: 10/7/2025

### DEVELOPMENT INFORMATION

1. Detained Area

0.514

acres

2. Curve Number

95.83

3. Actual Release Rate

0.154

cfs

### REQUIRED DETENTION VOLUME

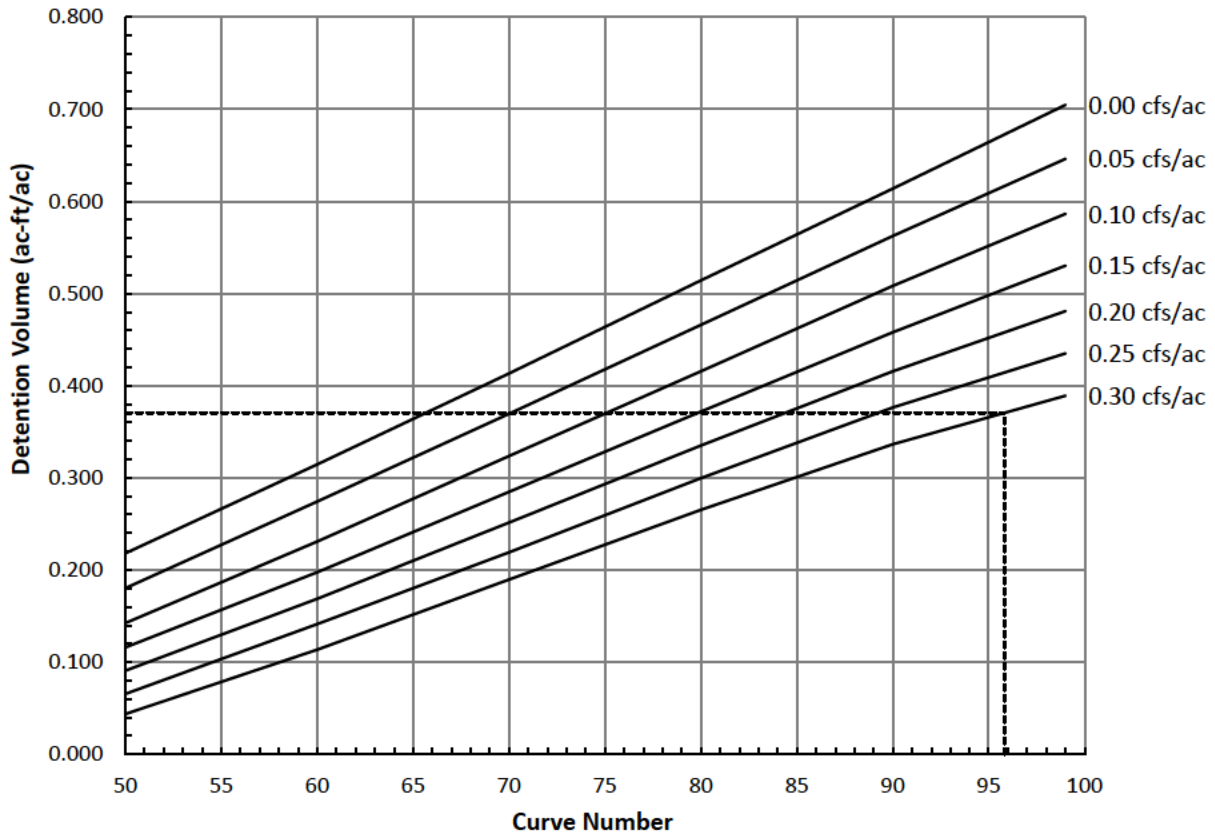
4. Required Detention Volume

0.190

ac-ft

### NOMOGRAPH

## NOMOGRAPH: BULLETIN 75



**TOTAL REQUIRED DETENTION CALCULATION**

Previously Required Detention Storage =	0.270 ac-ft	(SPO Permit RL 13-026)
Redevelopment Area =	0.267 Acres	
Existing Required Detention =	0.058 ac-ft	(Modified Ration Method, TP40)
Proposed Required Detention =	0.081 ac-ft	(Modified Ration Method, B-75)
Incremental Required Detention =	0.023 ac-ft	
New Development Area =	0.514 acres	
Proposed Required Detention	0.190 ac-ft	(Nomograph Method, B-75)
<b>Total Required Detention Storage =</b>	<b>0.483 ac-ft</b>	(Previously Required + Incremental Required (Redevelopment) + Proposed Required (New Development))



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PROJECT NAME: Hynes Elementary  
PROJECT NUMBER: C2500035  
LOCATION: Morton Grove, IL  
DATE: 10/6/2025  
BY: OC

**RESTRICTOR RELEASE RATE (PROPOSED):**

$$Q = (DIA/2)^2 \times C \times 3.14 \times \sqrt{2 \times G \times H}$$

G = 32.2 FT/S

DIA. = 2.90 IN

C = 0.61 (ORIFICE PLATE)

OUTLET ELEVATION= 637.93 FEET

OVERFLOW ELEVATION= 642.90 FEET

HEAD= 4.85 FEET

**Q<sub>(OVERFLOW ELEVATION)</sub> = 0.494 CFS**

**2.9"  
RESTRICTOR  
DISCHARGE  
(CFS)**

WATER ELEVATION	HEAD
643.00	4.95
<b>HWL</b> 642.90	4.85
642.25	4.20
642.00	3.95
641.00	2.95
640.00	1.95
639.00	0.95
638.00	0.00
<b>RESTRICTOR INVERT</b> 637.93	0.00

**0.500**  
**0.494**  
**0.460**  
**0.446**  
**0.386**  
**0.313**  
**0.219**  
**0.000**  
**0.000**

**PROPOSED DETENTION POND-1 STORAGE VOLUME**

ELEVATION	AREA	INCR. STORAGE VOLUME	CUMULATIVE STORAGE VOLUME	DISCHARGE
642.90	12,405 SQ. FT. OR 0.2848 AC.	7,562 CU. FT.	33,692 CU. FT. OR 0.773 AC-FT	0.494 CFS
642.25	10,862 SQ. FT. OR 0.2494 AC.	2,643 CU. FT.	26,130 CU. FT. OR 0.600 AC-FT	0.460 CFS
642.00	10,282 SQ. FT. OR 0.2360 AC.	9,085 CU. FT.	23,487 CU. FT. OR 0.539 AC-FT	0.446 CFS
641.00	7,888 SQ. FT. OR 0.1811 AC.	6,805 CU. FT.	14,402 CU. FT. OR 0.331 AC-FT	0.386 CFS
640.00	5,722 SQ. FT. OR 0.1314 AC.	4,731 CU. FT.	7,597 CU. FT. OR 0.175 AC-FT	0.313 CFS
639.00	3,739 SQ. FT. OR 0.0858 AC.	2,866 CU. FT.	2,866 CU. FT. OR 0.066 AC-FT	0.219 CFS
638.00	1,993 SQ. FT. OR 0.0458 AC.			0.000 CFS

**TOTAL POND V<sub>642.90</sub> PROVIDED = 0.773 AC-FT**

WinTR-20 Printed Page File Beginning of Input Data List  
 C:\Users\OCruz\Desktop\TR-20 Files\Overflow.inp

WinTR-20: Version 1.11 0 0 .01 0  
 Hynes Elementary School Building Additions - Overflow Discharge  
 Morton Grove, IL

SUB-AREA:  
 AREA-5 OUTLET 0.002869 83.76 0.317 YN NN  
 OFFSITE OUTLET 0.000272 80. 0.10 YN NN

STORM ANALYSIS:  
 100Y48H 9.28 48 Hour 2  
 100Y24H 8.57 24 Hour 2  
 100Y12H 7.46 12 Hour 2  
 100Y6H 6.43 6 Hour 2  
 100Y3H 5.49 3 Hour 2  
 100Y2H 4.97 2 Hours 2  
 100Y1H 4.03 1 Hour 2

RAINFALL DISTRIBUTION:  
 48 Hour 2.  
 0. .0231 .0479 .0712 .0978  
 .1253 .1523 .1791 .2033 .2283  
 .2541 .2835 .3125 .3390 .3633  
 .3861 .4124 .4508 .5129 .5931  
 .6919 .8005 .8971 .9604 1.00  
 24 Hour 1.  
 0. .0205 .0431 .0667 .0912  
 .1171 .1436 .1691 .1964 .2278  
 .2633 .3093 .3635 .4392 .5211  
 .6102 .6989 .7819 .8492 .8974  
 .9311 .9534 .9706 .9856 1.00  
 12 Hour 0.5  
 0. .0229 .0482 .0778 .1133  
 .1579 .2139 .2841 .3644 .4529  
 .5435 .6238 .6976 .7548 .8038  
 .8470 .8781 .9022 .9217 .9381  
 .9529 .9657 .9774 .9884 1.00  
 6 Hour 0.25  
 0. .0836 .1773 .2811 .3833  
 .4745 .5550 .6225 .6722 .7082  
 .7417 .7697 .7981 .8255 .8518  
 .8740 .8947 .9117 .9270 .9403  
 .9536 .9656 .9774 .9885 1.00  
 3 Hour 0.125  
 0. .0836 .1773 .2811 .3833  
 .4745 .5550 .6225 .6722 .7082  
 .7417 .7697 .7981 .8255 .8518  
 .8740 .8947 .9117 .9270 .9403  
 .9536 .9656 .9774 .9885 1.00  
 2 Hours 0.083  
 0. .0836 .1773 .2811 .3833  
 .4745 .5550 .6225 .6722 .7082  
 .7417 .7697 .7981 .8255 .8518  
 .8740 .8947 .9117 .9270 .9403  
 .9536 .9656 .9774 .9885 1.00  
 1 Hour 0.0417  
 0. .0836 .1773 .2811 .3833  
 .4745 .5550 .6225 .6722 .7082  
 .7417 .7697 .7981 .8255 .8518  
 .8740 .8947 .9117 .9270 .9403  
 .9536 .9656 .9774 .9885 1.00

GLOBAL OUTPUT:  
 2 .01 0.1 YNNNN YNNNNN

VERIFICATION:



Hynes Elementary School Building Additions - Overflow Discharge  
Morton Grove, IL

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Elevation (ft)	Peak Time (hr)	Flow Rate (cfs)	Flow Rate (csm)
AREA-5	0.003		3.219		0.62	6.40	2232.42
OFFSITE	0.272E-03		2.865		0.46	0.60	2214.12
OUTLET	0.003		3.189		0.62	6.93	2205.07

STORM 100Y1H

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Elevation (ft)	Peak Time (hr)	Flow Rate (cfs)	Flow Rate (csm)
AREA-5	0.003		2.377		0.43	7.34	2560.01
OFFSITE	0.272E-03		2.064		0.29	0.81	2987.18
OUTLET	0.003		2.349		0.43	7.84	2495.21

Hynes Elementary School Building Additions - Overflow Discharge  
Morton Grove, IL

Area or Reach Identifier	Drainage Area (sq mi)	Alternate	----- Peak Flow by Storm -----				
			100Y48H (cfs)	100Y24H (cfs)	100Y12H (cfs)	100Y6H (cfs)	100Y3H (cfs)
AREA-5	0.003		0.89	1.31	2.17	3.46	5.26
OFFSITE	0.272E-03		0.08	0.12	0.20	0.31	0.47
OUTLET	0.003		0.97	1.43	2.36	3.76	5.71

Area or Reach Identifier	Drainage Area (sq mi)	Alternate	----- Peak Flow by Storm -----		
			100Y2H (cfs)	100Y1H (cfs)	(cfs)
AREA-5	0.003		6.40	7.34	
OFFSITE	0.272E-03		0.60	0.81	
OUTLET	0.003		6.93	7.84	

# Weir Report

## Proposed Overflow Weir

### Trapezoidal Weir

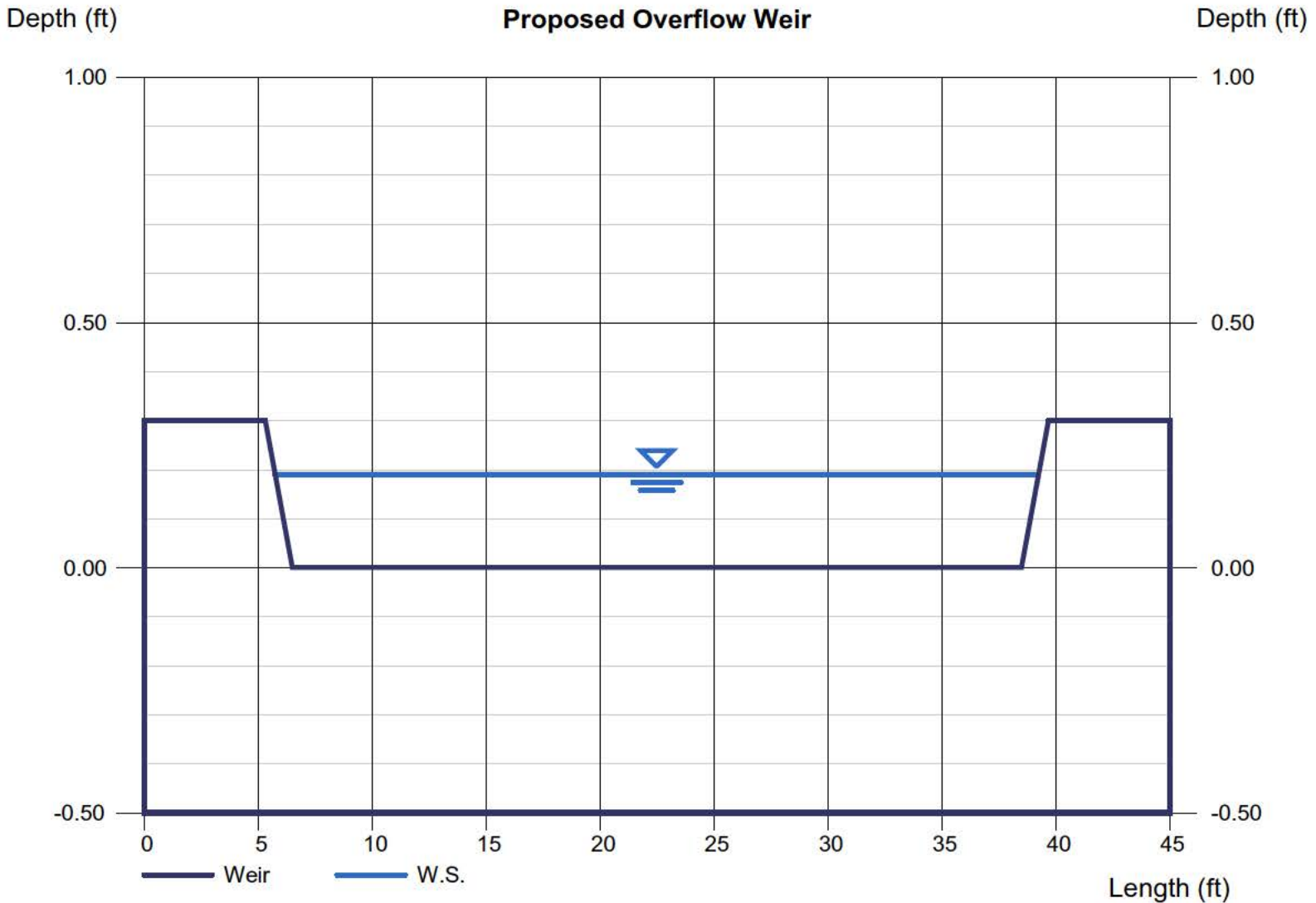
Crest = Sharp  
Bottom Length (ft) = 32.00  
Total Depth (ft) = 0.30  
Side Slope (z:1) = 4.00

### Highlighted

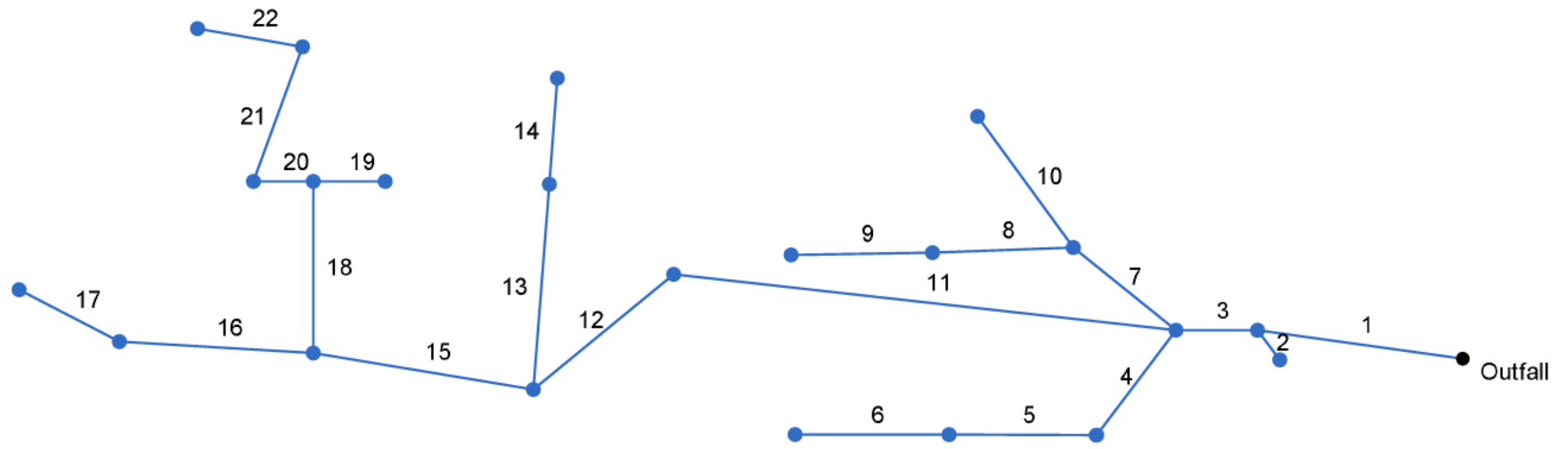
Depth (ft) = 0.19  
Q (cfs) = 7.840  
Area (sqft) = 6.22  
Velocity (ft/s) = 1.26  
Top Width (ft) = 33.52

### Calculations

Weir Coeff. Cw = 3.10  
Compute by: Known Q  
Known Q (cfs) = 7.84



# Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Line No.	Line ID	Line Length (ft)	Drng Area (ac)	Runoff Coeff (C)	Incr CxA	Tc (min)	Pipe Travel (min)	i Inlet (in/hr)	Flow Rate (cfs)	Line Rise (in)	Line Span (in)	n-val Pipe	Capac Full (cfs)	i Sys (in/hr)	DnStm Ln No	Gnd/Rim El Up (ft)	Gnd/Rim El Dn (ft)	HGL Up (ft)	HGL Dn (ft)	Known Q (cfs)
1	Pipe - 25	66.000	0.00	0.00	0.00	16.8	0.33	0.00	10.78	24	24	0.013	10.78	8.64	Outfall	644.45	644.40	641.65	641.18	0.00
2	Pipe - 27	11.878	0.19	0.78	0.15	5.0	0.08	12.36	1.83	12	12	0.013	2.31	12.36	1	645.15	644.45	641.96	641.93	0.00
3	Pipe - 29	26.000	0.00	0.00	0.00	16.7	0.08	0.00	9.52	18	18	0.013	11.28	8.66	1	645.25	644.45	642.15	641.93	0.00
4	Pipe - 31	42.000	0.00	0.90	0.00	5.8	0.34	0.00	1.61	12	12	0.013	2.46	12.03	3	644.45	645.25	642.61	642.52	0.00
5	Pipe - 33	47.000	0.00	0.00	0.00	5.4	0.38	0.00	1.63	12	12	0.013	2.60	12.19	4	644.80	644.45	642.76	642.66	0.00
6	Pipe - 36	49.000	0.15	0.89	0.13	5.0	0.39	12.36	1.65	12	12	0.013	2.79	12.36	5	644.35	644.80	642.87	642.77	0.00
7	Pipe - 38	42.000	0.08	0.86	0.07	8.3	0.32	12.36	1.58	12	12	0.013	2.46	11.05	3	644.80	645.25	642.60	642.52	0.00
8	Pipe - 42	45.000	0.03	0.82	0.02	6.4	0.83	12.36	0.68	12	12	0.013	2.37	11.76	7	644.80	644.80	642.66	642.65	0.00
9	Pipe - 44	45.000	0.04	0.83	0.03	5.0	1.44	12.36	0.41	12	12	0.013	2.37	12.36	8	644.80	644.80	642.67	642.67	0.00
10	Pipe - 40	52.000	0.03	0.55	0.02	5.0	3.34	12.36	0.20	12	12	0.013	2.47	12.36	7	645.00	644.80	642.65	642.65	0.00
11	Pipe - 46	161.000	0.06	0.85	0.05	16.0	0.66	12.36	7.26	18	18	0.013	8.07	8.81	3	644.75	645.25	643.29	642.52	0.00
12	Pipe - 48	58.000	0.04	0.90	0.04	15.8	0.25	12.36	6.85	18	18	0.013	6.17	8.87	11	644.70	644.75	643.74	643.49	0.00
13	Pipe - 50	66.000	0.06	0.86	0.05	5.9	0.78	12.36	1.08	12	12	0.013	2.40	11.96	12	644.40	644.70	644.03	643.97	0.00
14	Pipe - 52	34.000	0.05	0.77	0.04	5.0	0.94	12.36	0.48	12	12	0.013	2.37	12.36	13	645.20	644.40	644.04	644.03	0.00
15	Pipe - 56	71.000	0.06	0.83	0.05	15.4	0.36	12.36	5.79	18	18	0.013	5.57	8.96	12	644.50	644.70	644.19	643.97	0.00
16	Pipe - 58	62.000	0.09	0.76	0.07	15.2	0.24	12.36	3.40	12	12	0.013	2.48	9.02	15	644.50	644.50	644.92	644.35	0.00
17	Pipe - 60	36.000	0.55	0.56	0.31	15.0	0.17	9.06	2.79	12	12	0.013	2.65	9.06	16	644.50	644.50	645.27	645.05	0.00
18	Pipe - 62	55.000	0.00	0.00	0.00	8.0	0.27	0.00	2.45	12	12	0.013	2.40	11.16	15	644.65	644.50	644.61	644.35	0.00
19	Pipe - 64	23.000	0.07	0.88	0.06	5.0	0.40	12.36	0.76	12	12	0.013	2.35	12.36	18	644.50	644.65	644.77	644.76	0.00
20	Pipe - 67	19.000	0.10	0.90	0.09	7.9	0.13	12.36	1.77	12	12	0.013	2.58	11.21	18	644.35	644.65	644.81	644.76	0.00
21	Pipe - 69	46.000	0.06	0.86	0.05	7.2	0.72	12.36	0.78	12	12	0.013	2.35	11.48	20	644.00	644.35	644.91	644.89	0.00
22	Pipe - 71	34.000	0.02	0.83	0.02	5.0	2.17	12.36	0.21	12	12	0.013	1.37	12.36	21	644.75	644.00	644.93	644.93	0.00

Project File: Hynes.stm

Number of lines: 22

Date: 10/7/2025

NOTES: Intensity = 1167.83 / (Inlet time + 31.10) ^ 1.27 -- Return period = 100 Yrs. ; \*\* Critical depth

# Hydraulic Grade Line Computations

Line	Size	Q	Downstream								Len	Upstream								Check		JL coeff	Minor loss
			Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)		Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	Ave Sf (%)	Enrgy loss (ft)		
(1)	(in) (2)	(cfs) (3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(ft) (12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(K) (23)	(ft) (24)
1	24	10.78	640.00	641.18	1.18	1.93	5.59	0.49	641.67	0.530	66.000	640.15	641.65	1.50	2.53	4.27	0.28	641.93	0.274	0.402	0.265	1.00	0.28
2	12	1.83	640.15	641.93	1.00	0.79	2.33	0.08	642.02	0.265	11.878	640.20	641.96	1.00	0.79	2.33	0.08	642.05	0.264	0.265	0.031	1.00	0.08
3	18	9.52	640.15	641.93	1.50	1.77	5.39	0.45	642.38	0.823	26.000	640.45	642.15	1.50	1.77	5.39	0.45	642.60	0.823	0.823	0.214	0.83	0.37
4	12	1.61	640.45	642.52	1.00	0.79	2.05	0.07	642.59	0.204	42.000	640.65	642.61	1.00	0.79	2.05	0.07	642.67	0.203	0.204	0.085	0.83	0.05
5	12	1.63	640.65	642.66	1.00	0.79	2.07	0.07	642.73	0.209	47.000	640.90	642.76	1.00	0.79	2.07	0.07	642.83	0.209	0.209	0.098	0.15	0.01
6	12	1.65	640.90	642.77	1.00	0.79	2.10	0.07	642.84	0.215	49.000	641.20	642.87	1.00	0.79	2.10	0.07	642.94	0.215	0.215	0.105	1.00	0.07
7	12	1.58	640.45	642.52	1.00	0.79	2.01	0.06	642.58	0.197	42.000	640.65	642.60	1.00	0.79	2.01	0.06	642.67	0.197	0.197	0.083	0.70	0.04
8	12	0.68	640.65	642.65	1.00	0.79	0.87	0.01	642.66	0.036	45.000	640.85	642.66	1.00	0.79	0.87	0.01	642.68	0.036	0.036	0.016	0.15	0.00
9	12	0.41	640.85	642.67	1.00	0.79	0.52	0.00	642.67	0.013	45.000	641.05	642.67	1.00	0.79	0.52	0.00	642.68	0.013	0.013	0.006	1.00	0.00
10	12	0.20	640.65	642.65	1.00	0.79	0.26	0.00	642.65	0.003	52.000	640.90	642.65	1.00	0.79	0.26	0.00	642.65	0.003	0.003	0.002	1.00	0.00
11	18	7.26	640.45	642.52	1.50	1.77	4.11	0.26	642.78	0.478	161.000	641.40	643.29	1.50	1.77	4.11	0.26	643.55	0.477	0.477	0.769	0.76	0.20
12	18	6.85	641.40	643.49	1.50	1.77	3.88	0.23	643.72	0.426	58.000	641.60	643.74	1.50	1.77	3.88	0.23	643.97	0.426	0.426	0.247	1.00	0.23
13	12	1.08	641.60	643.97	1.00	0.79	1.37	0.03	644.00	0.092	66.000	641.90	644.03	1.00	0.79	1.37	0.03	644.06	0.092	0.092	0.060	0.15	0.00
14	12	0.48	641.90	644.03	1.00	0.79	0.61	0.01	644.04	0.018	34.000	642.05	644.04	1.00	0.79	0.61	0.01	644.05	0.018	0.018	0.006	1.00	0.01
15	18	5.79	641.60	643.97	1.50	1.77	3.28	0.17	644.14	0.304	71.000	641.80	644.19	1.50	1.77	3.28	0.17	644.35	0.304	0.304	0.216	0.99	0.17
16	12	3.40	641.80	644.35	1.00	0.79	4.32	0.29	644.64	0.909	62.000	642.10	644.92	1.00	0.79	4.32	0.29	645.21	0.909	0.909	0.564	0.46	0.13
17	12	2.79	642.10	645.05	1.00	0.79	3.55	0.20	645.25	0.615	36.000	642.30	645.27	1.00	0.79	3.55	0.20	645.47	0.614	0.614	0.221	1.00	0.20
18	12	2.45	642.10	644.35	1.00	0.79	3.12	0.15	644.50	0.475	55.000	642.35	644.61	1.00	0.79	3.12	0.15	644.76	0.475	0.475	0.261	1.00	0.15
19	12	0.76	642.35	644.76	1.00	0.79	0.97	0.01	644.78	0.046	23.000	642.45	644.77	1.00	0.79	0.97	0.01	644.79	0.046	0.046	0.011	1.00	0.01
20	12	1.77	642.35	644.76	1.00	0.79	2.26	0.08	644.84	0.248	19.000	642.45	644.81	1.00	0.79	2.26	0.08	644.89	0.248	0.248	0.047	1.00	0.08
21	12	0.78	642.45	644.89	1.00	0.79	1.00	0.02	644.91	0.048	46.000	642.65	644.91	1.00	0.79	1.00	0.02	644.93	0.048	0.048	0.022	1.00	0.02

Project File: Hynes.stm

Number of lines: 22

Run Date: 10/7/2025

; c = cir e = ellip b = box

# Hydraulic Grade Line Computations

Line (1)	Size (in) (2)	Q (cfs) (3)	Downstream								Len (ft) (12)	Upstream								Check		JL coeff (K) (23)	Minor loss (ft) (24)
			Invert elev (ft) (4)	HGL elev (ft) (5)	Depth (ft) (6)	Area (sqft) (7)	Vel (ft/s) (8)	Vel head (ft) (9)	EGL elev (ft) (10)	Sf (%) (11)		Invert elev (ft) (13)	HGL elev (ft) (14)	Depth (ft) (15)	Area (sqft) (16)	Vel (ft/s) (17)	Vel head (ft) (18)	EGL elev (ft) (19)	Sf (%) (20)	Ave Sf (%) (21)	Enrgy loss (ft) (22)		
22	12	0.21	642.65	644.93	1.00	0.79	0.26	0.00	644.93	0.003	34.000	642.70	644.93	1.00	0.79	0.26	0.00	644.93	0.003	0.003	0.001	1.00	0.00

Project File: Hynes.stm

Number of lines: 22

Run Date: 10/7/2025

; c = cir e = ellip b = box

## General Procedure:

Hydraflow computes the HGL using the Bernoulli energy equation. Manning's equation is used to determine energy losses due to pipe friction. In a standard step, iterative procedure, Hydraflow assumes upstream HGLs until the energy equation balances. If the energy equation cannot balance, supercritical flow exists and critical depth is temporarily assumed at the upstream end. A supercritical flow Profile is then computed using the same procedure in a downstream direction using momentum principles.

Col. 1 The line number being computed. Calculations begin at Line 1 and proceed upstream.

Col. 2 The line size. In the case of non-circular pipes, the line rise is printed above the span.

Col. 3 Total flow rate in the line.

Col. 4 The elevation of the downstream invert.

Col. 5 Elevation of the hydraulic grade line at the downstream end. This is computed as the upstream HGL + Minor loss of this line's downstream line.

Col. 6 The downstream depth of flow inside the pipe (HGL - Invert elevation) but not greater than the line size.

Col. 7 Cross-sectional area of the flow at the downstream end.

Col. 8 The velocity of the flow at the downstream end, (Col. 3 / Col. 7).

Col. 9 Velocity head (Velocity squared / 2g).

Col. 10 The elevation of the energy grade line at the downstream end, HGL + Velocity head, (Col. 5 + Col. 9).

Col. 11 The friction slope at the downstream end (the S or Slope term in Manning's equation).

Col. 12 The line length.

Col. 13 The elevation of the upstream invert.

Col. 14 Elevation of the hydraulic grade line at the upstream end.

Col. 15 The upstream depth of flow inside the pipe (HGL - Invert elevation) but not greater than the line size.

Col. 16 Cross-sectional area of the flow at the upstream end.

Col. 17 The velocity of the flow at the upstream end, (Col. 3 / Col. 16).

Col. 18 Velocity head (Velocity squared / 2g).

Col. 19 The elevation of the energy grade line at the upstream end, HGL + Velocity head, (Col. 14 + Col. 18) .

Col. 20 The friction slope at the upstream end (the S or Slope term in Manning's equation).

Col. 21 The average of the downstream and upstream friction slopes.

Col. 22 Energy loss. Average  $Sf/100 \times \text{Line Length}$  (Col. 21/100 x Col. 12). Equals (EGL upstream - EGL downstream) +/- tolerance.

Col. 23 The junction loss coefficient (K).

Col. 24 Minor loss. (Col. 23 x Col. 18). Is added to upstream HGL and used as the starting HGL for the next upstream line(s).

## **Best Management Practices**

During construction operations for the proposed Cook County site improvements, temporary Best Management Practices (BMPs) are to be provided as shown on the Storm Water Pollution Prevention Plan. The temporary BMP practices for the site include a construction entrance, silt fence, inlet protection and use of fertilizer, seed and erosion blanket on all disturbed green spaces. The permanent BMP practices for the site include structures and one underground infiltration basin.

Golf School District 67 shall be responsible for maintaining the proposed BMPs.

## **Floodplain Submittal**

As shown on the Flood Map included under the Watershed Management Permit Submittal, the project is not located within 100-ft of a FEMA floodplain.

## **Wetland-Buffer-Riparian Environmental Submittal**

As shown on the National Wetlands Inventory Map included under the Watershed Management Permit Submittal, there are no known wetlands on site.

## **Maps, Exhibits and Plan Sheets Submittal**

Refer to the provided latest set of engineering plans prepared by WT Group for the additional requirements of the Maps submittal.

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## Maintenance and Monitoring Plan Submittal

The following Maintenance tasks shall be performed by Golf School District 67 at the required frequency as described below:

- Regular inspections and routine maintenance of general areas shall be performed on a monthly or as-needed basis. Specific items of concern included:
  - Litter and debris shall be controlled.
  - Landscaped areas shall be maintained with regular mowing and restored with appropriate seeding/vegetation as necessary.
  - Accumulated sediment shall be disposed of properly, along with any wastes generated during maintenance operations.
  - Rip-rap areas shall be repaired with the addition of new rip-rap, as necessary, of similar size and shape.
  - Roads shall be swept, vacuumed and/or washed on a regular basis.
- All erosion control measures shall be inspected and maintained after each 0.50 inches of rainfall and/or once a week and all impervious road surfaces shall be cleaned prior to the end of each working day.
- Cut the grass on slopes in open space: weekly during growing season.
- Minor Stormwater System:
  - h. Debris removal. Trash, wood chips, grass clippings, sediment, and other debris should be removed from the catch basins, inlets, outfalls, and storm sewers to prevent clogging. Cleaning should be done in such a way that the debris is not discharged back into the stormwater system: every two weeks.
  - i. Reset covers/lids on as-needed basis.
  - j. Remove accumulated sediment from manhole bottom when 50% of sump is filled.
  - k. Visually inspect pipes by removing manhole lids, make repairs as necessary.
  - l. Storm sewers shall be checked for siltation deposits at inlets, outlets, and within the conduit, clean out as necessary.
  - m. Replant and reseed any eroded areas.
  - n. Removal of obstructions. Inspections should be performed to ensure that all overland flow routes are free from obstructions. If an obstruction has been placed in an overland flow route, it should be removed immediately: every two weeks.
- Overflow weir:
  - d. Removal of obstructions. Inspections should be performed to ensure that the overflow weir is free from obstructions. If an obstruction has been placed in the overflow weir, it should be removed immediately: every two weeks.
  - e. Regrade to provide positive drainage as necessary.
  - f. Regular mowing to control vegetation.

## Appendix

- Geotechnical Investigation Report by Geocon Professional Services  
(Dated September 2nd, 2025)



September 2<sup>nd</sup>, 2025

Mr. Jae Yoo, AIA  
Architect  
DLA Architects, Ltd.  
Two Pierce Place – Suite 1300  
Itasca, IL 60143

Subject: Geotechnical Engineering Report  
Hynes Elementary School – Golf School District 67  
Additions & Renovations  
9000 Belleforte Avenue  
GEOCON Project No. 25-G1033

Dear Mr. Yoo:

Pursuant to our proposal for geotechnical engineering services, we have completed a subsurface exploration and geotechnical analyses for the above referenced project. w

GEOCON Professional Services, Inc. (GEOCON) appreciates the opportunity to be of service during this phase of the project. If there are any questions or comments you may have regarding the contents of this report, or if we may be of any further service, please contact us at your convenience.

Sincerely,

GEOCON Professional Services, LLC.

A handwritten signature in blue ink, appearing to read "BS", is written over a light blue geometric background.

Benjamin Skolek, EIT  
Geotechnical Engineer

A handwritten signature in black ink, appearing to read "KR", is written over a light green geometric background.

Kenneth K. Rippey, PE  
Senior Geotechnical Engineer





**GEOTECHNICAL ENGINEERING REPORT**

**Hynes Elementary School – Golf School District 67  
Additions & Renovations  
9000 Belleforte Avenue  
Morton Grove, IL 60053**

**Mr. Jae Yoo, AIA  
Architect  
DLA Architects, Ltd.  
Two Pierce Place – Suite 1300  
Itasca, IL 60143**

**Prepared by:  
GEOCON Professional Services, LLC.  
22774 Citation Road, Unit A  
Frankfort, Illinois 60423**

**September 2<sup>nd</sup>, 2025**

**GEOCON Project No. 25-G1033**

## TABLE OF CONTENTS

	PAGE
<b>INTRODUCTION</b>	<b>1</b>
<b>SITE AND PROJECT DESCRIPTION</b>	<b>1</b>
<b>SUBSURFACE EXPLORATION</b>	<b>1</b>
Drilling and Sampling Procedures	2
Laboratory Tests	2
<b>SOIL CONDITIONS</b>	<b>3</b>
Pavement Cores	3
Soil Borings	3
<b>GROUNDWATER CONDITIONS</b>	<b>4</b>
Estimated Seasonal High Water Table	4
<b>ENGINEERING RECOMMENDATIONS</b>	<b>4</b>
Site Preparation and Mass Grading	4
Controlled Compacted Fill	5
Foundations	6
Foundation Settlement	6
Seismic Considerations	7
Slab-on-grade	7
Pavement Recommendations	7
<b>CONSTRUCTION CONSIDERATIONS</b>	<b>8</b>
Groundwater Control	8
Excavations	8
<b>GENERAL COMMENTS</b>	<b>9</b>
<b>APPENDIX</b>	
Site Plan	
Boring Location Diagram	
Soil Boring Logs	
General Notes	
Pavement Core Photologs	

## GEOTECHNICAL ENGINEERING REPORT

Hynes Elementary School – Golf School District 67  
Additions & Renovations  
9000 Belleforte Avenue  
Morton Grove, IL 60053

### INTRODUCTION

This report presents the results of a subsurface exploration for the proposed additions and site renovations located at the above referenced address in Morton Grove, Illinois. The purpose of this report was to determine and evaluate the subsurface conditions existing at the subject site, and to establish related geotechnical parameters to be utilized for the economical design and construction of the foundations, parking lot, and stormwater detention areas for this project.

Authorization to perform this subsurface exploration and analysis was provided in the form of an acceptance of GEOCON Proposal No 25-P763, dated July 31<sup>st</sup>, 2025. The above referenced document described the project scope and contained general conditions for performance of the work.

### SITE AND PROJECT DESCRIPTION

The project is located at the above address and is developed with the existing school. The school has an open-air courtyard and associated asphalt and concrete pavement throughout the property.

It is understood that the proposed project will consist of constructing two (2) building additions with the first addition located within the open-air courtyard, and the second addition located on the southern face of the school. It is anticipated that the new additions will be supported by spread footings. The finished floor elevations (FFE) of the additions will match the existing building at El. 646.14 feet.

Sitework will consist of reconfiguring the existing parking lot to the south of the school, expanding the stormwater detention area to the east of the school and an underground stormwater detention system to the west of the school. Existing surface elevations across the site range from El. 638 feet at the bottom of the existing stormwater detention pond, to El. 648 feet. Additionally, existing grades within the building addition areas are at approximately El. 645 feet, indicating minimal cuts and fills are to be anticipated within the building footprint areas.

### SUBSURFACE EXPLORATION

Thirteen (13) borings were performed for the project as described below:

No. of Borings	Boring Labels	Depth of Borings (ft.)	Development
2	B-1 & B-6	15	Stormwater Detention Areas
1	B-2	6 (Hand Auger)	Courtyard Building Addition
1	B-7	20	Southern Building Addition
10	B-3 thru B-6, B-8 thru B-13	7.5	Pavement Reconfiguration

The boring locations were marked in the field by Geocon prior to drilling, and surface elevations noted on the logs were estimated from a topographical map provided by the client. After completion of the borings, the holes were backfilled with soil cuttings and patched with like materials as encountered at the boring.

For safety reasons, the boreholes were not allowed to remain open and precluded the collection of delayed water readings.

### Drilling and Sampling Procedures

The soil borings were performed with an ATV-drill rig equipped with a rotary head. Conventional, continuous flight, hollow-stem augers were used to advance the borings with representative samples obtained in each boring employing split-barrel sampling techniques in accordance with ASTM Procedure D-1586. Soil samples were secured at 2.5-foot intervals to a depth of 15 feet, followed by a 5-foot interval to the termination depth of 20 feet where applicable.

The Standard Penetration Test (SPT) is defined as the number of blows required to advance a 2-inch O.D., split-barrel sampler a distance of one foot by a 140-pound hammer falling 30 inches, commonly described as the N-value. These sampler resistances provide a useful indication of the consistency or relative density of most soil deposits and are reported on the boring logs presented in the Appendix. Samples of cohesive soils obtained from the borings were tested with a calibrated hand penetrometer to aid in evaluating the soil strength characteristics. The results from this testing are tabulated on the boring logs.

Five (5) pavement cores were collected from within the asphalt pavement areas. The cores were advanced using conventional hot mixed asphalt (HMA) rotary coring equipment. During the coring operations, the thicknesses of the HMA and aggregate base were recorded. Field DCP testing was performed on the subgrade below the aggregate base. Results of the DCP tests were converted to Immediate Bearing Values (IBVs).

Boring B-2, located within the central, open-air courtyard, was inaccessible for SPT sample collection. Therefore, hand auger equipment was employed and extended to a maximum depth of 6 feet below grade.

Water level observations were made during drilling operations and upon completion and of the borings. This data is noted on the boring logs and within the *Groundwater Conditions* section.

It should be noted that it is difficult to determine the stratigraphy of the upper 2 to 3 feet of the profile from soil borings due to the size of the bore hole, about 6 inches in diameter, and intermittent sample intervals. Further, the split spoon sampler tends to push through softer soils such as fill or topsoil, resulting in little or no sample recovery from these soils. It is recommended that shallow test pits be excavated to better define the exact depth of topsoil or fill if such information is required prior to construction.

### Laboratory Tests

Additional characteristics of the foundation materials were determined in the laboratory to provide data on which to classify and estimate the engineering properties of the subsurface soil deposits encountered in the borings. All samples were visually classified by the geotechnical engineer according to the Unified Soil Classification System (ASTM D-2488). An explanation of the symbols used in this system is included in the Appendix.

Representative samples were tested in the laboratory to determine the natural moisture content of the soils. All moisture contents are expressed as a percentage of the dry weight of soil. Representative samples of the cohesive soils encountered in the borings were tested in the laboratory with a calibrated RIMAC spring tester to determine the approximate unconfined compressive strength of the soil samples.

The laboratory testing program selected for this project is intended to assist with determination of soil classification as well as strength and deformation characteristics of the subsurface soil deposits that will provide foundation support for the proposed structures. All laboratory testing was performed in general

accordance with the respective ASTM Methods, as applicable, and the results are included on the boring logs included in the Appendix. Unless notified to the contrary, all samples will be disposed of after one month.

## SOIL CONDITIONS

### Pavement Cores

Five (5) pavement cores were collected at the boring locations shown on the attached Boring Location Diagram. The data from the pavement profile and the near-surface subgrade are tabulated below:

**Table 1: Pavement Core and Near-Surface Subgrade Data**

Boring Label	HMA Pavement Thickness (in.)	Aggregate Thickness (in.)	Immediate Bearing Value	Subgrade Type	Subgrade Moisture (%)
B-5 <sup>a</sup>	4.25	4	13.2	CF	18.6
B-7	4.0	30	13.2	GF	4.4
B-8	6.25	4	13.2	CF	16.3
B-10	5.0	4	13.2	CF	13.9
B-12	5.0	3	13.2	GF	16.2

CF= Clay Fill, GF = Gravel Fill

Notes: <sup>a</sup> – Mat or fabric encountered within pavement core

The near-surface subgrade below the asphalt and concrete pavement consisted of very stiff to hard lean clay or loose gravel fill with moisture contents ranging from 4.4 to 18.6 percent and IBVs of 13.2.

### Soil Borings

The types of materials encountered at the test boring locations are described on the Soil Boring Logs. The lines delineating the changes in strata on the logs represent an approximate boundary between the various soil classifications. It must be recognized that the soil descriptions are considered representative for the specific test hole location, but the variations may occur between the sampling intervals and boring locations. A summary of the major soil profile components is described in the following paragraphs. A more detailed description and supporting data for each boring location can be found on the individual boring logs.

The surface conditions at the boring locations performed in the grass areas consisted of 6 to 8 inches of topsoil. Additionally, the borings performed in the asphalt pavement consisted of 2 to 6 inches of asphalt underlain by 1 to 4 inches of aggregate base, with exception to B-7 which encountered approximately 30 inches of gravel fill.

Black, brown, and gray clay fill was encountered in all borings extending to depths ranging from 3.5 to 7.5 feet below grade. The clay fill was described as stiff to hard with unconfined compressive strengths ranging from 1.0 to 4.5+ tsf and moisture contents ranging from 13.0 to 30.9 percent. Additionally, brown sand and gravel fill was encountered at boring B-12 extending to a depth of approximately 3.5 feet below grade. The granular fill was described as loose with an SPT N-value of 9 blows per foot (bpf) and a moisture content of 16.2 percent. Based on the strength and moisture content it appears the fill was placed under density control, although no documentation was available to confirm this.

Beneath the clay and granular fill, native black, brown, and gray lean clay was encountered in borings B-1 through B-8 and B-10 through B-12, extending to depths ranging from 6 to 13.5 feet below grade. The

lean clay was described as stiff to hard with unconfined compressive strengths ranging from 1.5 to 8.8 tsf and moisture contents ranging from 15.6 to 32.4 percent.

Beneath the black, brown, and gray lean clay, gray lean clay was encountered in borings B-1, B-6, and B-7 at depths of approximately 11 to 13.5 feet and extended to the termination depths of the three (3) borings. The clay was described as stiff to hard with unconfined compressive strengths ranging from 1.8 to 9.9 tsf and moisture contents ranging from 16.3 to 24.0 percent.

Further information regarding the soil conditions can be found on the boring logs included in the Appendix.

## **GROUNDWATER CONDITIONS**

Borehole groundwater was not encountered during drilling operations. However, it should be noted that due to the relatively limited stabilization times under which the water levels measurements were made, these observed groundwater level readings may not indicate the long-term groundwater level for the site, or whether groundwater will be encountered at the time of construction. In addition, groundwater levels fluctuate over time and are influenced by seasonal precipitation and varying permeability characteristics of the subsurface soils.

### Estimated Seasonal High Water Table

The estimated seasonal high-water table (ESHWT) is the subsurface drainage, or the highest level at which the soil is saturated with water. Saturated soils often have decreased strength and are not suitable for infiltration practices. Borings B-1 and B-6, intended for the proposed detention area developments, were evaluated for this determination. The seasonal high groundwater level was estimated to be at an elevation of **El. 632.5 and 635 feet**, respectively.

## **ENGINEERING RECOMMENDATIONS**

### Site Preparation and Mass Grading

All thirteen (13) borings encountered clay fill soils at the surface. It is possible that areas of unsuitable subgrade soil will be encountered during mass grading. Close inspection of the subgrade to remove unsuitable soil prior to placing new fill is recommended and will reduce the extent of the undercuts during foundation construction.

All existing structures or other below ground objects encountered during demolition should be completely removed from within the new building addition footprint. If trenches are created after removal of existing structures, they must be backfilled as described under Controlled Compacted Fill. All demolition trenches must be cleared of debris and loose unsuitable soils that are not adequate for foundation, floor slab, or pavement support.

In order to evaluate the subgrade within the building addition and pavement area footprints, it is recommended that any unsuitable surficial topsoil or other materials be stripped. The subgrade soils should then be proof rolled to identify any weak or unsuitable areas at or just below the subgrade elevation. Proofrolling may be accomplished with a fully loaded single axle dump truck or other pneumatic tire equipment which provides a similar subgrade loading. Due to the variable nature of undocumented fill, some surficial remediation should be anticipated. However, based on the compressive strengths and moisture contents determined from laboratory testing, it is our opinion that the fill was placed in a controlled, compacted manner. Areas that experience rutting or pumping under the proof roll load should be improved by subgrade improvement methods such as disking and drying,

chemical modification, or removal and replacement. Disking, drying, and recompaction must be carried out during suitable weather conditions which allows for drying of the subgrade prior to recompaction.

Although not as economical as moisture conditioning mentioned above, chemical modification such as lime stabilization has the advantage of allowing work to proceed under adverse weather conditions. The removal and replacement method involves undercutting the excessively wet or soft soils and replacing with IDOT CA-1 crushed limestone aggregate or equivalent. The CA-1 aggregate can be supplemented with geogrid, placed, and compacted in minimum lifts of 1 foot and capped off with a minimum of 6 inches of CA-6 aggregate or equivalent to reduce surface water to infiltrate the subgrade. After the subgrade soils are stabilized and determined to be suitable for the support of new site grading fill or the floor slab, low areas may then be raised to the planned grades with properly compacted fill as described in the following section.

The existing subgrade soils will be susceptible to disturbance from precipitation, construction traffic, and vibrations. Care should be taken to avoid disturbance of the subgrade soil and construction traffic over prepared subgrades should be avoided. If the subgrade soils become disturbed during construction, they should be scarified and recompacted or removed and replaced prior to placing new site grading fill or granular subbase material.

Mass grading and earthwork operations should be observed and evaluated by a representative of the geotechnical engineer.

#### Controlled Compacted Fill

It is recommended that fill materials used for structural support in the building areas consist of well-graded granular soils or lean clay, free of organic matter or other deleterious material. All structural fill should be placed on firm subgrades, and the fill should be placed in lifts and properly compacted. All newly placed fill should be placed in 9-inch or less loose lifts and compacted to at least 95 percent of the maximum dry density as determined by ASTM D-1557 (Modified Proctor) method of test. The fill should be placed within +/- 2 percent of the optimum moisture content value determined by laboratory Proctor testing.

Backfill placed in utility excavations or against foundation walls should consist of a granular material such IDOT CA-6 or CA-7 crushed limestone aggregate. Proper placement and compaction of backfill in these areas is considered essential in order to reduce the potential for distress of overlying pavements, floor slabs, and footings. The placement of backfill against unsupported walls may induce movement, particularly where the backfill is placed on one side of the wall to a higher elevation than the backfill on the other side. Small, hand-operated compactors should be used in confined areas.

The site should be graded to promote runoff of surface water in order to minimize ponding of precipitation on the prepared subgrades, or in excavations. If the subgrade becomes saturated, or becomes deteriorated from repeated construction traffic, the affected material should be removed, and these materials should be disked and recompacted or undercut and replaced with suitable fill prior to further construction in those areas.

GEOCON recommends that the evaluation of the subgrade and selection of fill materials for various applications should be done in consultation with the geotechnical engineer, and placement of fill for structural applications be monitored and tested by a representative of the geotechnical engineer.

### Foundations

Based on the soil conditions encountered during the subsurface investigation and laboratory test results, spread footings may be used to support the planned building additions and underground stormwater detention system. Spread footings bearing on suitable clay fill or underlying native lean clay can be designed for a net allowable bearing pressure of 3,000 psf. The net allowable soil bearing pressure is the pressure in excess of the minimum surrounding overburden pressure at the footing base elevation.

For the purposes of resisting lateral loads, the coefficient of friction can be taken as 0.35 where spread footings are supported on the clayey subgrade. Also note that passive resistance in the frost zone is typically neglected due to potential strength loss during freeze thaw cycles. The capacities provided above are ultimate values, and it is recommended that an appropriate factor of safety be used to arrive at allowable values of lateral resistances.

Inspection and testing of the foundation subgrade soil should be performed by a representative of the geotechnical engineer to verify the type of material type and confirm that any soft or otherwise disturbed soil has been removed from the excavation. At a minimum, the foundation observation and testing program should include visual inspection of the foundation excavations prior to concrete placement, to verify suitable footing subgrade soils and confirm that any loose or otherwise disturbed soil has been removed from the excavation. The soil present below foundation grade should be probed with the Dynamic Cone Penetrometer (DCP) to verify the granular bearing soils are suitable for foundation support.

Unsuitable or lower strength bearing soils present within the influence zone of the foundation systems should be removed and replaced with select granular material, consisting of IDOT CA-1 crushed limestone aggregate capped off with a minimum of 6 inches of CA-6 or equivalent. Fill materials placed below the foundations should extend a minimum of 6 inches beyond the edge of the footings for each foot of fill placed.

It is recommended that footings be placed at a minimum depth of 48 inches below the finished grade for frost protection purposes. All footings should be protected from the effects of frost if construction is carried out during winter months unless surface is covered. If the proposed construction will extend into the influence zone of the existing foundations, a shoring or underpinning system may be required to protect or support the adjacent structures.

To avoid disproportionately small footing sizes, it is recommended that continuous footings have a minimum dimension of 18 inches and isolated footings have a minimum dimension of 24 inches. A one-third increase in allowable design bearing pressure could be used in designing footings for added temporary live loads such as those due to wind gusts or seismic activity.

### Foundation Settlement

The results of the field and laboratory testing were used to estimate settlement of the proposed foundations. Correlations between physical soil index properties such as moisture content, Standard Penetration N-values, and compressibility parameters, were used in the analyses. It is our opinion that foundation settlement will be within tolerable limits (less than 1 inch) provided the recommended design and construction criteria are followed. It is recommended that the construction of foundations be monitored and tested by a representative of the geotechnical engineer.

### Seismic Considerations

Based on seismic testing performed previously as well as data obtained from the borings, a Seismic Site Classification of “D” is applicable for this site in accordance with the 2021 Edition of the IBC. The following tables contain Site Coefficients and Seismic Design Parameters for the project:

**Table 2. Values for Short Time Periods**

Site Class	$S_s$	$F_a$	$S_{MS}$	$S_{DS}$
D	0.11g	1.6	0.176g	0.117g

- $S_s$ : The maximum considered earthquake ground motion for a short time period at the project area is 11% (0.11g) based on Figure 1613.2.1(2) from the IBC code.  
 $F_a$ : The site coefficient for short time periods from Table 1613.2.3(1) from the IBC code.  
 $S_{MS}$ : Maximum considered earthquake spectral response accelerations for short time periods.  
 $S_{DS}$ : Five percent damped design spectral response accelerations for short time periods.

**Table 3. Values for 1-Second Periods**

Site Class	$S_1$	$F_v$	$S_{M1}$	$S_{D1}$
D	0.06g	2.4	0.144g	0.096g

- $S_1$ : The maximum considered earthquake ground motion for a 1-second time period at the project area is 6% (0.06g) based on Figure 1613.2.1(4) from the IBC code.  
 $F_v$ : The site coefficient for 1-second time periods from Table 1613.2.3(2) from the IBC code.  
 $S_{M1}$ : Maximum considered earthquake spectral response accelerations for 1-second time periods.  
 $S_{D1}$ : Five percent damped design spectral response accelerations for 1-second time periods.

### Slabs-on-Grade

Floor slab subgrades should be prepared during mass grading in accordance with the recommendations presented in previous sections of this report. It is anticipated that some amount of time will pass between mass grading and final preparation of the floor slab subgrade, any areas that experience deterioration from weather or repeated construction traffic should be repaired by disk and recompaction, or by undercutting and replacement with CA-1 capped off with CA-6.

Beneath slab-on-grade areas, a minimum of 6 inches of aggregate is recommended to facilitate fine grading and provide a capillary cut-off. The floor slab subgrade and aggregate base materials should be placed and compacted to a minimum of 95 percent of the Modified Proctor test (ASTM D-1557) maximum dry density. Floor slabs can be designed using a vertical modulus of subgrade reaction of 100 pounds per cubic inch (pci).

Floor slabs should be isolated from walls and foundations to minimize the risk of cracking due to differential movements between the walls and the floor slab. Slabs should be at least nominally reinforced with steel welded wire mesh to help reduce cracking and maintain the structural integrity of the slab. Slab reinforcement, joint layout and concrete slab thickness design should be performed by a qualified structural engineer with consideration given to the expected loading and environment, drainage, and subgrade conditions.

### Pavement Recommendations

Similar to the slab-on-grades, it is anticipated that pavement subgrades will be prepared during mass grading in accordance with the recommendations presented in previous sections of this report. Any

areas that experience deterioration over time from weather or repeated construction traffic should be repaired by disk and recompaction, or by undercutting and replacement with CA-1 crushed limestone aggregate.

Aggregate base may be placed after the subgrade has been properly compacted, fine graded and proof rolled. The proofrolling and backfilling operations should be inspected by a representative of GEOCON to assure sufficient remediation of unsuitable materials and proper placement of backfill in accordance with the recommendations in the previous, applicable sections of this report. For the design of the paved areas, it is recommended that an IBR/CBR value of 3 be employed.

It is recommended that the aggregate base be compacted to a minimum of 95 percent of the Modified Proctor test (ASTM D-1557) maximum dry density. The hot mix asphalt should be compacted to a minimum of 93 percent of the maximum theoretical density value.

Pavements should be sloped to promptly remove surface water. Ponding of water on pavement sections and saturation of subgrades is a common cause of premature asphalt pavement deterioration. Routine maintenance consisting of repairing damaged areas is helpful in maintaining pavement life and serviceability. Asphalt pavement specifications should reference the Illinois Department of Transportation (IDOT) Standard Specifications.

## **CONSTRUCTION CONSIDERATIONS**

### Groundwater Control

Groundwater was not encountered in the open boreholes during drilling operations. However, short term groundwater measurements obtained from bore holes at the time of drilling may not be indicative of long-term groundwater levels that may be encountered during construction.

If excavations encounter groundwater present at the time of construction, the contractor should be prepared to provide adequate means of dewatering so the excavation operations can be performed under dry conditions. The dewatering system design is the responsibility of the excavation contractor or an experienced dewater subcontractor. All sumps should be properly filtered to avoid pumping soil fines.

When designing site drainage patterns, site runoff should be diverted away from the foundations and directed towards on-site detention areas, or storm sewer systems. Such measures reduce the potential for softening and possible erosion of the foundation and pavement subgrade soils. It is especially important that water not be allowed to collect next to the building foundations.

### Excavations

All excavations should comply with the requirements of OSHA 29CFR, Part 1926, Subpart P, "Excavations," regarding excavation and trench safety, as well as other applicable codes. This document states that excavation safety is the sole responsibility of the contractor and accordingly reference to this OSHA requirement should be included in the project specifications. Excavation slopes shall in no case be steeper than those specified by OSHA, and all excavations should be monitored by a competent person, as defined by the OSHA standard. Appropriate shoring or sloping techniques should be used to prevent cave-ins.

Excavations near existing foundations, pavements or utilities should be made with caution as disturbance within foundation influence zones that support adjacent structures could result in excessive

settlement. If the proposed construction will extend into the influence zone of the existing foundations, a shoring or underpinning system may be required to protect or support the adjacent structures.

### **GENERAL COMMENTS**

This geotechnical exploration and foundation analysis has been conducted to aid in the evaluation of the foundation conditions on the subject site. The recommendations presented herein are based on the available soil information obtained and the design information provided. Any changes in the soil conditions encountered during construction, design, or building locations should be brought to the attention of the soils engineer to determine if modifications in the recommendations are required. The final design plans and specifications should also be reviewed by the soils engineer to determine that the recommendations presented herein have been interpreted and implemented as intended. It is recommended that the earthwork and foundation operations be monitored by the Geotechnical Engineer, to test and evaluate the bearing capacities, and the selection, placement, and compaction of controlled fills.

This geotechnical study has been conducted in a manner consistent with that level of care ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. The findings, recommendations, and opinions contained herein have been promulgated in accordance with generally accepted practice in the fields of foundation engineering, soils mechanics, and engineering geology. No other representations expressed or implied, and no warranty or guarantee is included or intended in this report.

**APPENDIX**

**Boring Location Diagram  
Soil Boring Logs  
General Notes  
Pavement Core Photologs**





Google Earth

200 ft



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P. 815.806.9986 F. 815.464.8691

**BORING LOCATION DIAGRAM**  
Hynes Elementary School – Golf School District 67  
Additions & Renovations  
9000 Belleforte Avenue  
Morton Grove, IL 60053

**PROJECT NO. 25-G1033**

**DATE:** September 2025



CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0			8" TOPSOIL														
	642.8																
			brown & gray CLAY (FILL) hard	SS 1	44	6-6-5 (11)		4.5+		18.2							
	640.0																
5			brown & gray LEAN CLAY hard	SS 2	56	6-7-8 (15)		4.5+		18.5							
				SS 3	78	7-8-8 (16)		4.5+		18.3							
				SS 4	100	10-8-12 (20)		4.5+	8.7	17.9							
10																	
	632.5																
			gray LEAN CLAY hard	SS 5	100	6-8-10 (18)		4.5+	9.9	16.3							
				SS 6	100	4-7-8 (15)		4.5+	6.7	16.9							
15	628.5																

Bottom of borehole at 15.0 feet.

COMPLETION DEPTH 15 ft GROUND ELEVATION 643.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**  
 Groundwater levels were recorded at the time of drilling and may not represent the groundwater conditions at the time of construction.

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

GPS PAVEMENT LOG - OZ STD DATA TEMPLATE GDT - 8/28/25 17:10 - K12 GEOTECHNICAL 2025/25-G1033 GEO HYNES ELEMENTARY SCHOOL - GOLF SCHOOL DISTRICT 67 - ADDITIONS AND RENOVATIONS, MORTON GROVE, ILLAB & DRILLING 25-G1033 HY



CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/7/25 LOGGED BY \_\_\_\_\_ DRILLING METHOD Hand Auger

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			6" TOPSOIL													
	644.5															
			black, brown, and gray CLAY (FILL) trace gravel stiff to hard	HA 1	100			2.0		15.2						
				HA 2	92			1.0		17.2						
2.5				HA 3	100			3.75		16.9						
				HA 4	100			4.25		18.2						
	641.0		dark brown & brown LEAN CLAY very stiff to hard	HA 5	83			3.25		21.1						
5.0				HA 6	100			4.5		22.0						
	639.0															

Bottom of borehole at 6.0 feet.

COMPLETION DEPTH 6 ft GROUND ELEVATION 645 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			7" TOPSOIL													
	644.9															
			black, brown, and gray CLAY (FILL) trace gravel hard	SS 1	28	5-5-6 (11)		4.5+		15.4						
2.5																
	642.0		black, brown, and gray LEAN CLAY very stiff	SS 2	33	2-3-3 (6)		3.25		22.3						
5.0																
7.5	638.0			SS 3	44	2-3-3 (6)		3.5		20.2						

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 645.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

Groundwater levels were recorded at the time of drilling and may not represent the groundwater conditions at the time of construction.

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GPS PAVEMENT LOG - OZ STD DATA TEMPLATE.GDT - 8/28/25 17:10 - K12 GEOTECHNICAL\2025\25-G1033 GEO HYNES ELEMENTARY SCHOOL - GOLF SCHOOL DISTRICT 67 - ADDITIONS AND RENOVATIONS, MORTON GROVE, ILLAB & DRILLING\25-G1033 HY



CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0.0	644.8		2" ASPHALT														
	644.8		1" STONE														
			black & brown CLAY (FILL) stiff	SS 1	33	2-2-2 (4)		1.75		20.6							
2.5																	
	641.5		brown & gray LEAN CLAY very stiff	SS 2	28	2-2-3 (5)		2.5	2.5	28.6							
5.0																	
				SS 3	33	1-2-2 (4)		2.0		28.9							
7.5	637.5																

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 645 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0.0																	
	645.2		4.25" ASPHALT														
	644.8		4" STONE														
			black, dark brown, and gray LEAN CLAY (FILL) trace gravel hard	SS 1	56	2-3-3 (6)	13.2	4.5		18.6							
2.5																	
	642.0		brown & gray LEAN CLAY trace gravel hard	SS 2	89	3-3-6 (9)		4.0	3.9	18.5							
5.0																	
7.5	638.0			SS 3	78	2-3-5 (8)		4.5+	4.8	19.7							

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 645.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0																	
	645.5		6" TOPSOIL														
			brown & gray CLAY (FILL) hard	SS 1	56	5-7-7 (14)		4.5+		13.0							
	642.5		black, brown, and gray LEAN CLAY very stiff	SS 2	56	3-4-4 (8)		3.0	2.9	21.4							
5			brown & gray LEAN CLAY hard	SS 3	89	3-4-7 (11)		4.0	4.0	17.3							
	640.0																
			gray LEAN CLAY very stiff to hard	SS 4	100	4-6-8 (14)		4.5+	6.4	20.9							
	635.0																
				SS 5	100	5-5-7 (12)		4.25	4.2	19.2							
				SS 6	100	2-5-7 (12)		2.75	2.8	20.5							
15	631.0																

Bottom of borehole at 15.0 feet.

COMPLETION DEPTH 15 ft GROUND ELEVATION 646 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**  
 Groundwater levels were recorded at the time of drilling and may not represent the groundwater conditions at the time of construction.

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0																	
	645.2		4" ASPHALT														
			30" STONE dense	SS 1	100	20-22-12 (34)	13.2			4.4							
	642.7		black CLAY (FILL) stiff	SS 2	78	2-2-2 (4)		1.75	1.8	30.9							
	639.5		brown & gray LEAN CLAY trace gravel trace roots in SS3 stiff to hard	SS 3	89	2-2-2 (4)		1.5	1.5	25.5							
				SS 4	100	3-3-5 (8)		4.5+	8.8	19.6							
				SS 5	100	5-8-11 (19)		4.5+	8.0	17.1							
	632.0		gray LEAN CLAY stiff to very stiff	SS 6	100	4-4-7 (11)		2.25	2.3	24.0							
				SS 7	100	2-3-5 (8)		1.75	1.8	23.1							

Bottom of borehole at 20.0 feet.

COMPLETION DEPTH 20 ft GROUND ELEVATION 645.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

Groundwater levels were recorded at the time of drilling and may not represent the groundwater conditions at the time of construction.

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0.0			6.25" ASPHALT														
	644.5		4" STONE														
	644.2		brown & gray CLAY (FILL) hard														
2.5				SS 1	67	5-5-6 (11)	13.2	4.5+		16.3							
	641.5		brown & gray LEAN CLAY hard														
5.0				SS 2	78	9-9-9 (18)		4.5+	8.8	15.6							
			trace gravel at 6'														
7.5	637.5			SS 3	67	2-4-10 (14)		4.5+	7.4	16.3							

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 645 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

Groundwater levels were recorded at the time of drilling and may not represent the groundwater conditions at the time of construction.

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

GPS PAVEMENT LOG - OZ STD DATA TEMPLATE.GDT - 8/28/25 17:10 - K12 GEOTECHNICAL\2025\25-G1033 GEO HYNES ELEMENTARY SCHOOL - GOLF SCHOOL DISTRICT 67 - ADDITIONS AND RENOVATIONS, MORTON GROVE, ILLAB & DRILLING\25-G1033 HY



CLIENT DLA Architects, Ltd. PROJECT NAME Hynes Elementary School – Golf School District 67  
 PROJECT NUMBER 25-G1033 PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053  
 DATE COMPLETED 8/6/25 LOGGED BY RB/DH DRILLING METHOD 3.25 in. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			6" TOPSOIL													
	644.5															
			black & brown CLAY (FILL) hard													
2.5				SS 1	67	6-8-10 (18)		4.5+		15.3						
				SS 2	56	6-5-5 (10)		4.5+		17.6						
5.0																
			trace gravel in SS3													
				SS 3	33	2-4-5 (9)		4.5+		21.5						
7.5	637.5															

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 645 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			5" ASPHALT													
	644.1															
	643.8		4" STONE													
			black, brown, and gray CLAY (FILL) hard	SS 1	78	3-4-5 (9)	13.2	4.5+	4.8	13.9						
2.5																
	641.0		black LEAN CLAY very stiff	SS 2	56	3-2-2 (4)		3.75		27.2						
5.0																
	638.5		brown & gray LEAN CLAY very stiff	SS 3	56	1-2-4 (6)		2.75		26.0						
7.5	637.0															

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 644.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS				
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX		
0.0			6" TOPSOIL														
	644.0		black, brown, and gray CLAY (FILL) very stiff	SS 1	67	2-3-4 (7)		2.75	2.8	20.2							
2.5			brown & gray CLAY (FILL) hard	SS 2	56	2-2-4 (6)		4.0		16.7							
5.0																	
	638.5		black, brown, and gray LEAN CLAY very stiff	SS 3	56	1-2-3 (5)		2.0		32.4							
7.5	637.0																

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 644.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			5" ASPHALT													
	643.6															
	643.3		3" STONE													
			brown SAND & GRAVEL (FILL) with clay loose													
2.5				SS 1	33	6-4-5 (9)	13.2			16.2						
	640.5		black, brown, and gray LEAN CLAY very stiff													
5.0				SS 2	44	2-3-2 (5)		3.0		29.2						
				SS 3	44	1-2-2 (4)		2.5		30.2						
7.5	636.5															

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 644 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS			
													LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0			6" TOPSOIL													
	644.0															
			black, brown, and gray CLAY (FILL) trace gravel hard													
2.5				SS 1	44	7-6-6 (12)		4.5+		16.3						
				SS 2	33	5-5-6 (11)		4.0		19.1						
5.0																
				SS 3	33	5-7-8 (15)		4.5+		18.5						
7.5	637.0															

Bottom of borehole at 7.5 feet.

COMPLETION DEPTH 7.5 ft GROUND ELEVATION 644.5 ft  
 CAVE DEPTH ft BACKFILL Soil Cuttings  
 GROUND WATER LEVELS:  
 AT TIME OF DRILLING --- None  
 AT END OF DRILLING --- Dry upon completion  
 AFTER DRILLING ---

**NOTES**

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CLIENT DLA Architects, Ltd.

PROJECT NAME Hynes Elementary School – Golf School District 67

PROJECT NUMBER 25-G1033

PROJECT LOCATION 9000 Belleforte Avenue, Morton Grove, IL 60053

## SAMPLE IDENTIFICATION

Visual soil classifications are made in general accordance with the United Soil Classification System (USCS) on the basis of textural and particle size categorization, and various soil behavior characteristics. Visual classifications should be substantiated by appropriate laboratory testing when a more exact soil identification is required to satisfy specific project applications criteria.

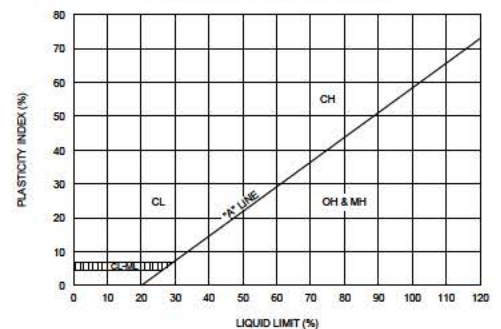
## UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D-2487-98)

MATERIAL TYPES	CRITERIA FOR ASSIGNING SOIL GROUP NAMES			GROUP SYMBOL	SOIL GROUP NAMES & LEGEND
COARSE-GRAINED SOILS >50% RETAINED ON NO. 200 SIEVE	GRAVELS >50% OF COARSE FRACTION RETAINED ON NO 4. SIEVE	CLEAN GRAVELS <5% FINES	$C_u \geq 4$ AND $1 \leq C_c \leq 3$	GW	WELL-GRADED GRAVEL
			$C_u \geq 4$ AND/OR $1 \geq C_c \geq 3$	GP	POORLY-GRADED GRAVEL
		GRAVELS WITH FINES >12% FINES	FINES CLASSIFY AS ML OR CL	GM	SILTY GRAVEL
			FINES CLASSIFY AS CL OR CH	GC	CLAYEY GRAVEL
	SANDS >50% OF COARSE FRACTION PASSES ON NO 4. SIEVE	CLEAN SANDS <5% FINES	$C_u \geq 6$ AND $1 \leq C_c \leq 3$	SW	WELL-GRADED SAND
			$C_u \geq 6$ AND/OR $1 \geq C_c \geq 3$	SP	POORLY-GRADED SAND
		SANDS AND FINES >12% FINES	FINES CLASSIFY AS ML OR MH	SM	SILTY SAND
			FINES CLASSIFY AS CL OR CH	SC	CLAYEY SAND
FINE-GRAINED SOILS >50% PASSES NO. 200 SIEVE	SILTS AND CLAYS LIQUID LIMIT <50	INORGANIC	$P_i > 7$ AND PLOTS > "A" LINE	CL	LEAN CLAY
			$P_i > 4$ AND PLOTS < "A" LINE	ML	SILT
		ORGANIC	LL (oven dried)/LL (not dried) < 0.75	OL	ORGANIC CLAY OR SILT
	SILTS AND CLAYS LIQUID LIMIT >50	INORGANIC	$P_i$ PLOTS > "A" LINE	CH	FAT CLAY
			$P_i$ PLOTS < "A" LINE	MH	ELASTIC SILT
		ORGANIC	LL (oven dried)/LL (not dried) < 0.75	OH	ORGANIC CLAY OR SILT
HIGHLY ORGANIC SOILS	PRIMARILY ORGANIC MATTER, DARK IN COLOR, AND ORGANIC ODOR			PT	PEAT

## PROJECT LITHOLOGIC SYMBOLS (USCS)

ASPHALT: Asphalt	CL: USCS Low Plasticity Clay	FILL: Fill (made ground)
GRAVEL FILL: Gravel Fill	TOPSOIL: Topsoil	

## PLASTICITY CHART



## PROJECT SAMPLE TYPES

- Hand Auger (HA)
- Split Spoon (SS)

## SOIL RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

NON-COHESIVE SOILS		COHESIVE SOILS		
RELATIVE DENSITY	N-VALUE*	CONSISTENCY	N-VALUE*	COMPRESSIVE STRENGTH (TSF)
VERY LOOSE	0 - 4	VERY SOFT	0 - 2	0 - 0.25
LOOSE	4 - 10	SOFT	2 - 5	0.25 - 0.50
MEDIUM DENSE	10 - 30	MEDIUM STIFF	5 - 10	0.50 - 1.0
DENSE	30 - 50	STIFF	10 - 14	1.0 - 2.0
VERY DENSE	OVER 50	VERY STIFF	14 - 32	2.0 - 4.0
		HARD	OVER 32	OVER 4.0

## ABBREVIATIONS

SS - SPLIT-SPOON SAMPLE	LL - LIQUID LIMIT (%)
ST - SHELBY TUBE SAMPLE	PL - PLASTIC LIMIT (%)
AU - AUGER SAMPLE	PI - PLASTIC INDEX (%)
MC - MOISTURE CONTENT (%)	NP - NON PLASTIC
-200 - PERCENT PASSING NO. 200 SIEVE	DD - DRY DENSITY (PCF)
Qp - POCKET PENETROMETER (TSF)	DCP - DYNAMIC CONE PENETROMETER
Qu - UNCONFINED STRENGTH (TSF)	IBV - IMMEDIATE BEARING VALUE

\* N-VALUE: NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE A 2 INCH O.D. (1-3/8 INCH I.D.) SPLIT-BARREL SAMPLER THE LAST 12 INCHES OF AN 18-INCH DRIVE (ASTM-1586 STANDARD PENETRATION TEST).

**PAVEMENT STRUCTURE**

Field Measurement: 4.25"

Recovered Measurement: 4.0"

Petro Mat at 2.5"

AGGREGATE BASE: 4"

**B-5**



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P. 815.806.9986 F. 815.464.8691

**Pavement Core Photo Logs**  
Hynes Elementary School  
Parking Lot  
Morton Grove, Illinois

**PROJECT NUMBER:**  
25-G1033

**DATE:** September 2025

**PAVEMENT STRUCTURE**

Field Measurement: 4.0"

Recovered Measurement: 3.75"

AGGREGATE BASE: 30"

**B-7**



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P.815.806.9986 F. 815.464.8691

**Pavement Core Photo Logs**  
Hynes Elementary School  
Parking Lot  
Morton Grove, Illinois

**PROJECT NUMBER:**  
25-G1033

**DATE:** September 2025

**PAVEMENT STRUCTURE**

Field Measurement: 6.25"

Recovered Measurement: 6.25"

AGGREGATE BASE: 4"

**B-8**



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P.815.806.9986 F. 815.464.8691

**Pavement Core Photo Logs**  
Hynes Elementary School  
Parking Lot  
Morton Grove, Illinois

**PROJECT NUMBER:**  
25-G1033

**DATE:** September 2025

**PAVEMENT STRUCTURE**

Field Measurement: 5.0"

Recovered Measurement: 5.0"

AGGREGATE BASE: 4"

**B-10**



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P. 815.806.9986 F. 815.464.8691

**Pavement Core Photo Logs**  
Hynes Elementary School  
Parking Lot  
Morton Grove, Illinois

**PROJECT NUMBER:**  
25-G1033

**DATE:** September 2025

**PAVEMENT STRUCTURE**

Field Measurement: 5.0"

Recovered Measurement: 5.0"

AGGREGATE BASE: 3"

**B-12**



22774 Citation Road, Unit A  
Frankfort, IL 60423  
P. 815.806.9986 F. 815.464.8691

**Pavement Core Photo Logs**  
Hynes Elementary School  
Parking Lot  
Morton Grove, Illinois

**PROJECT NUMBER:**  
25-G1033

**DATE:** September 2025



Traffic Impact & Parking Study

# Hynes Elementary School

October 7, 2025

DLA Architects, Ltd.

## Table of Contents

01. Introduction.....	3
02. Existing Conditions .....	5
2.1. Area Land Use & Connectivity .....	5
2.2. Existing Street Characteristics .....	5
2.3. Arrival/Dismissal Observations .....	6
2.4. Existing Traffic Volumes .....	10
2.5. Existing Intersection Operations .....	13
2.6. Existing Parking Conditions .....	14
03. Future Conditions.....	15
3.1. Site Development Plan .....	15
3.2. Future Parking Utilization .....	16
3.3. Future Vehicle Staging & Circulation.....	17
3.4. Future Traffic Projections .....	19
3.5. Future Traffic Operations .....	23
04. Recommendations & Conclusions.....	24
Appendix.....	25

## 01.Introduction

TYLin was retained by DLA Architects, Ltd. to conduct a traffic and parking study for planned improvements at Hynes Elementary School in Morton Grove, Illinois. The school is generally located west of National Avenue and one block north of Greenwood Avenue. Access is currently provided via Marion Avenue and Belleforte Avenue, which each extend north of Greenwood Avenue and terminate at the school's surface parking lot. The Marion Avenue and Belleforte Avenue access points are referred to as West Access and East Access, respectively, for the purposes of this study. An aerial view of the study area can be seen on **Figure 1**.

The school is in the process of planning a capital improvement project that would include a suite of renovations and upgrades. According to school officials, the proposed projects are not expected to increase student enrollment or staffing numbers and instead focus on improving the quality of experience for students and staff. The program would include upgrades to classroom and administrative spaces and a new media center.

As a part of the program and recommendations made by TYLin during the site planning process, several modifications are proposed to the on-site surface parking lot that would alter the traffic characteristics of the site, including:

- Lengthening and widening the school's existing pick-up/drop-off lane
- Reconfiguration of the east side of the lot to provide angled parking and one-way westbound travel
- Reconfiguration of bus loading/unloading space, including the relocation of all bus traffic to the Marion Avenue access
- Expansion of the parking lot to provide additional parking spaces
- Tightening of curb radii to encourage slow vehicular speeds and reduce crossing distances for pedestrians
- New sidewalk connections to school property from Marion Avenue

A concept site plan detailing these proposed changes is included in the Appendix. The following report documents TYLin's methodology regarding data collection, traffic forecasting, and analyses performed for this study. Recommended modifications are documented to mitigate anticipated traffic and parking-related impacts and to improve the functionality of school circulation and the local transportation system.



## 02. Existing Conditions

TYLin conducted a field visit to collect relevant information pertaining to the elementary school, the surrounding street network, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, existing intersection and parking capacity was evaluated to establish operational conditions for the study area, as described in the following sections.

### 2.1. AREA LAND USE & CONNECTIVITY

Hynes Elementary School is generally located west of National Avenue one block north of Greenwood Avenue. The school is surrounded by primarily residential land uses, characterized by single family homes and neighborhood streets.

The campus provides two accesses: West Access, which connects to Marion Avenue, and East Access, which connects to Belleforte Avenue. Although the school does not have direct access to major arterials, it is situated approximately one quarter mile north of Dempster Street (US Route 14) and approximately one quarter mile east of Waukegan Road (Illinois Route 58), which offer regional east-west and north-south connectivity, respectively. The school is also located approximately 500 feet east of Harlem Avenue, which serves as District 67's western boundary.

### 2.2. EXISTING STREET CHARACTERISTICS

Field data collection was performed along the primary study roadways, including Marion Avenue, Belleforte Avenue, Greenwood Avenue, and National Avenue. All roadways are designated as Local Streets and are under the jurisdiction of the Village of Morton Grove within the study area. In addition to the posted speed limits listed below, additional signage indicating reduced 20 MPH speed limits on school days when children are present are posted on all these streets throughout the study area.

**Marion Avenue** is a two-lane, north-south street that extends north of Greenwood Avenue and terminates at the school's West Access. At its "T" intersection with Greenwood Avenue, Marion Avenue provides a single shared left/right-turn lane and operates under minor-leg stop control. A high-visibility crosswalk is provided on the north leg of the intersection. Marion Avenue has no posted speed limit apart from the school zone signage and was assumed to have a 25 MPH speed limit outside of school hours based on its residential character. Marion Avenue has an approximate edge-of-pavement to edge-of-pavement width of 30 feet and allows parallel on-street parking on both sides of the street.

**Belleforte Avenue** is a two-lane, north-south street that extends north of Greenwood Avenue and terminates at the school's East Access. At its all-way stop-controlled intersection with Greenwood Avenue, Belleforte Avenue provides a single approach lane in each direction. High-visibility crosswalks are provided on each leg of this intersection. Belleforte Avenue has no posted speed limit apart from the school zone signage and was assumed to have a 25 MPH speed limit outside of school hours based on its residential character. Belleforte Avenue has an approximate edge-of-pavement to edge-of-pavement width of 30 feet and allows parallel on-street parking on both

sides of the street.

**Greenwood Avenue** is a two-lane, east-west street that runs approximately 850 feet south of the school campus. Throughout the study area, Greenwood Avenue provides a single approach lane at each of its intersections with Marion Avenue, Belleforte Avenue, and National Avenue. Within the study area, Greenwood Avenue has a posted speed limit of 25 MPH, has an approximate edge-of-pavement to edge-of-pavement width of 30 feet, and allows parallel on-street parking on both sides of the street.

**National Avenue** is a north-south, two-lane street that runs approximately 330 feet east of Belleforte Avenue. At its all-way stop-controlled intersection with Greenwood Avenue, it provides a single approach lane in each direction. High-visibility crosswalks are provided on each leg of the intersection. National Avenue has a posted speed limit of 25 MPH, has an approximate edge-of-pavement to edge-of-pavement width of 30 feet, and allows parallel on-street parking on both sides of the street.

### **2.3. ARRIVAL/DISMISSAL OBSERVATIONS**

As a part of the field visit, observations were performed on Tuesday, August 26, 2025, during arrival and dismissal periods with a typical bell schedule at the elementary school. Conditions on the observation date were clear and dry. A summary of arrival and dismissal period activity is shown in **Figure 2**.

#### **Arrival Period**

Arrival observations began at approximately 8:00AM, leading up to the school's scheduled start time of 8:30AM. During observations, student drop-offs were seen as early as 8:15AM, when the school's doors were opened. Most drop-offs occurred in the circular drive directly south of the school's main entrance. Cones were placed parallel to and along the circular drive to create a single drive lane immediately adjacent to the curb, therefore preventing vehicles at the back of the line from bypassing vehicles still unloading. The east-west drive aisle south of the circular drive was coned off at the east end during arrival peak, forcing all vehicles to exit to the west on Marion Avenue. A maximum of three to four vehicles were observed in the drop-off area at one time, and the queue was never observed to extend out onto Belleforte Avenue. Drop-offs were completed by 8:30AM.

A portion of drop-offs were observed to occur with parents/guardians parking their vehicles, exiting, and walking their students to the door. Parking locations included empty spaces in the school parking lot, on-street spaces on Marion Avenue to the west, and on-street spaces on National Avenue to the east.



*Student and Parent/Guardian Navigate Parking Lot (Arrival Peak)*

Students traveled on foot to the main entrance either through the parking lot or using the existing sidewalk connection to National Avenue. It should be noted that sidewalk on Marion Avenue does not currently extend into the site, and that the parking lot does not currently provide any marked crosswalks apart from across Belleforte Avenue at the east end of the property.

Bus drop-offs were observed to occur simultaneously with personal vehicle drop-offs in the western portion of the school's parking lot. Inbound buses arrived via Belleforte Avenue and were directed to bypass the circular drive by a traffic attendant who removed cones accordingly. After unloading, buses departed via Marion Avenue. A total of four buses were observed, all arriving between 8:15-8:30AM.

### **Dismissal Period**

Afternoon observations began at approximately 2:15PM. In the afternoon, Hynes Elementary School typically dismisses class at 2:55PM according to the school website. During observations, students were observed leaving the school building as early as 2:50PM. Unlike in the morning peak, no cones were set up in the east-west drive aisle near the East Access, allowing for some outbound traffic to Belleforte Avenue. Cones in the circular drive were maintained, allowing for single-file pick-up without a bypass lane. Several school staff were observed assisting with loading in the circular drive, matching students with vehicles and instructing vehicles to move up in the queue as far as possible.

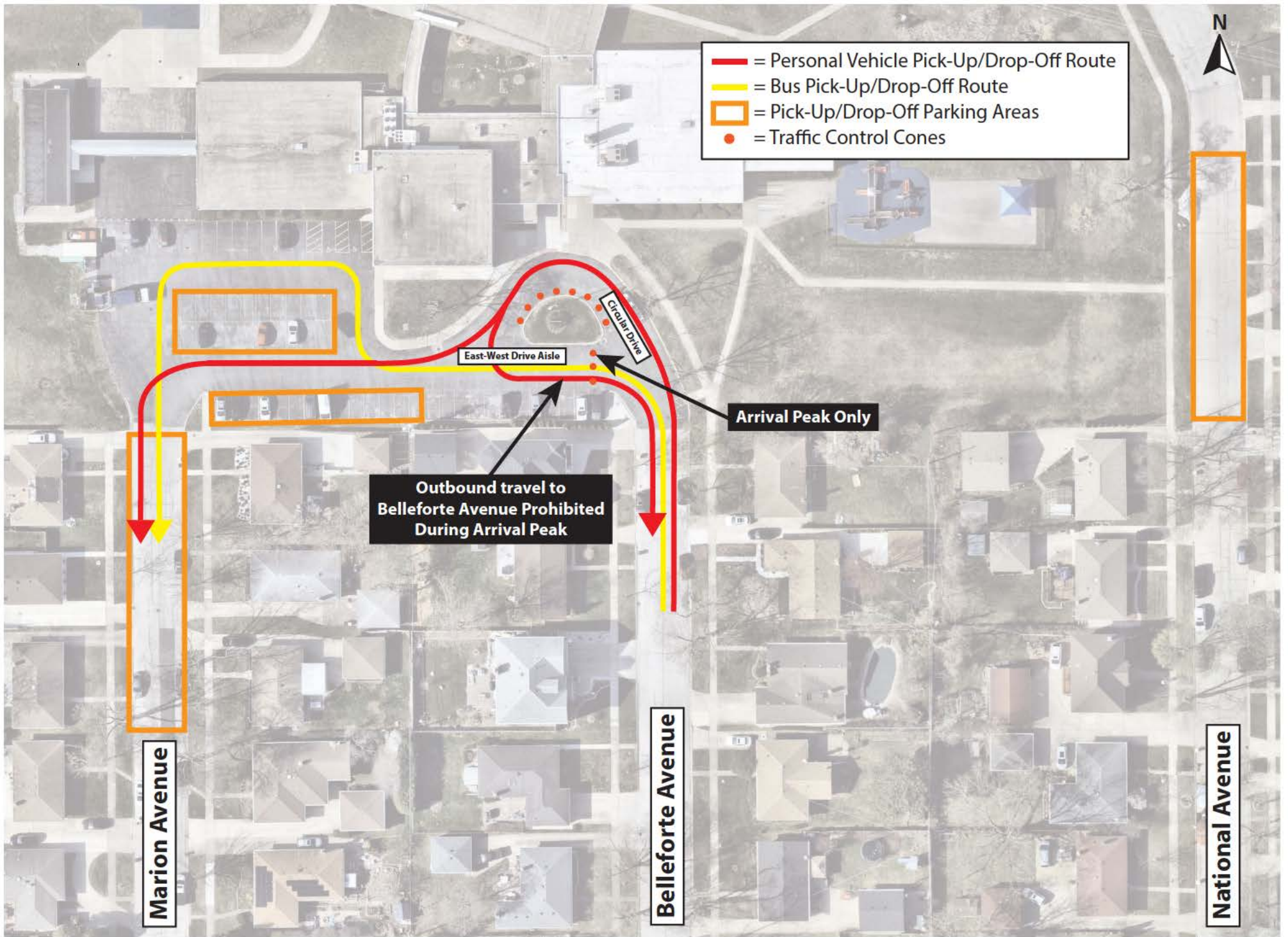
At 2:30PM, four personal vehicles were observed queued in the circular drive waiting for dismissal. The circular drive was observed to have a maximum queuing capacity of roughly six vehicles, with room for an additional two to three vehicles in the parking lot before extending onto Belleforte Avenue. Queued vehicles began in the circular drive and extended to the south on Belleforte Avenue. At its longest, this queue was observed to extend to a point approximately 250 feet north of Greenwood Avenue. As noted previously, Belleforte Avenue provides an approximate width of 30 feet. As such, during times when the queue extended onto Belleforte Avenue (approximately 2:50-3:05PM), two-way navigation of Belleforte Avenue was feasible but difficult where on-street parking was utilized on both sides of the street. The pick-up queue was observed to dissipate at approximately 3:05PM, approximately 15 minutes after dismissal.



*Queuing & Narrow Travel Width on Belleforte Avenue*

As in the arrival peak period, some parents/guardians were observed to park their vehicles and pick up students on foot before returning to their vehicles. Parked vehicles were observed in the school's parking lot, on Marion Avenue, and on National Avenue.

Buses were observed to arrive at the school as early as 2:20PM, but initially queued on-street along the curb lane on Belleforte Avenue. At 2:40PM, all four buses entered the site and queued in the western portion of the parking lot waiting for dismissal. At this time, the circular drive queue had not yet extended to Belleforte Avenue, allowing buses to travel in the northbound lane. Buses were loaded immediately following dismissal and departed the lot between 2:55-3:00PM.



## 2.4. EXISTING TRAFFIC VOLUMES

TYLin conducted intersection turning movement counts (TMCs) in August 2025 at the following locations in order to identify existing volumes:

- Greenwood Avenue & Marion Avenue
- Greenwood Avenue & Belleforte Avenue
- Greenwood Avenue & National Avenue

Bidirectional driveway counts were also performed at the school's West Access and East Access. All counts were performed during Tuesday weekday morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:45-8:45AM during the morning arrival period, from 2:30-3:30PM during the afternoon dismissal period, and from 4:30-5:30PM during the evening peak period, respectively.

The resulting traffic volumes were summarized and balanced where applicable throughout the study area for each of the peak hours, establishing an Existing Year 2025 volume network. The resulting traffic volumes at each intersection during the morning, midday, and evening peak hours are illustrated on **Figure 3**. Bicycle and pedestrian counts at the subject intersections are shown on **Figure 4**. Summaries of the raw counts are contained in the Appendix.

Legend

- XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)
- (XX) = Weekday Dismissal Peak Hour (2:30 - 3:30 PM)
- [XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)
- ⊘ = Existing Stop Sign
- = Less than Five Vehicles

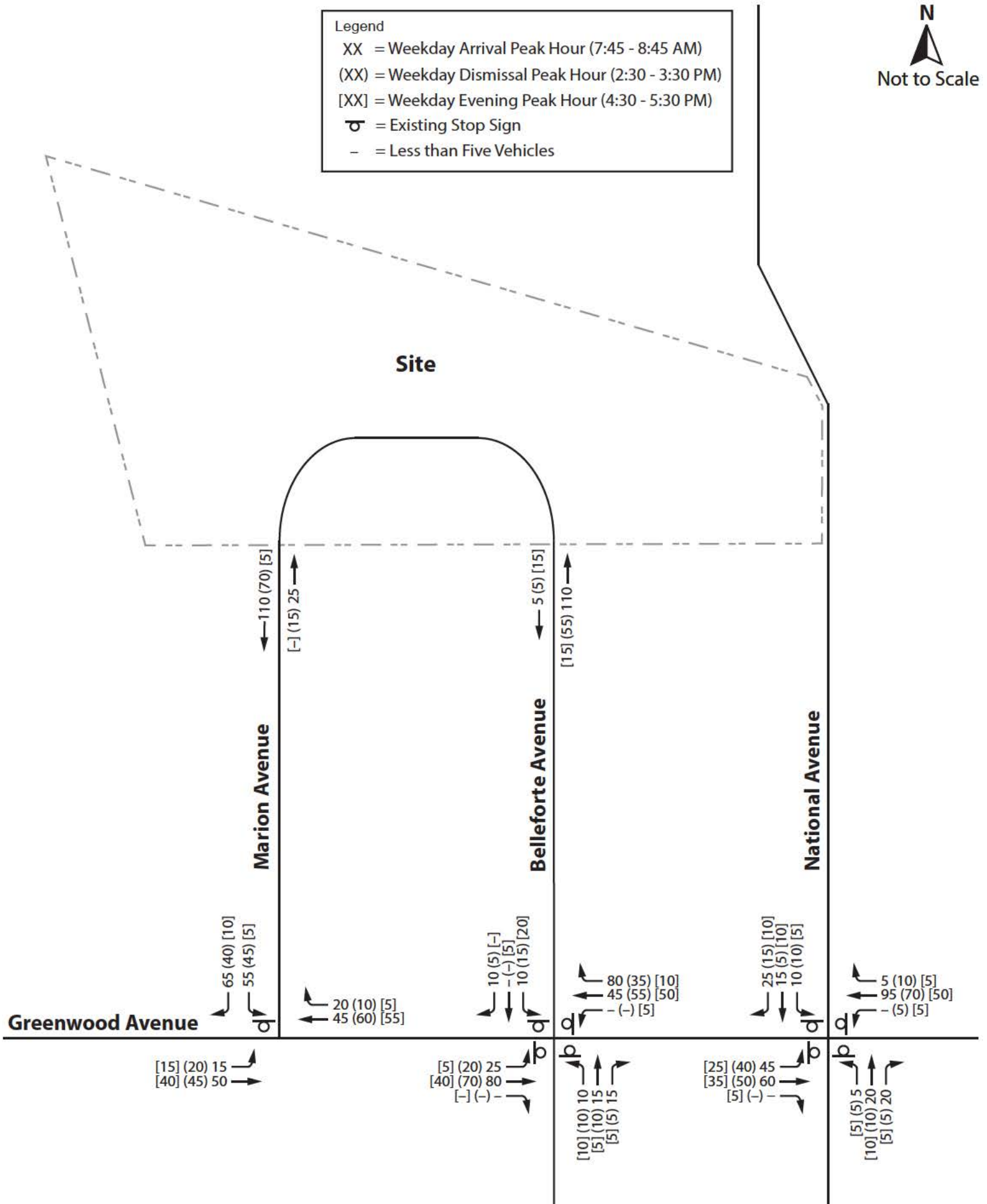
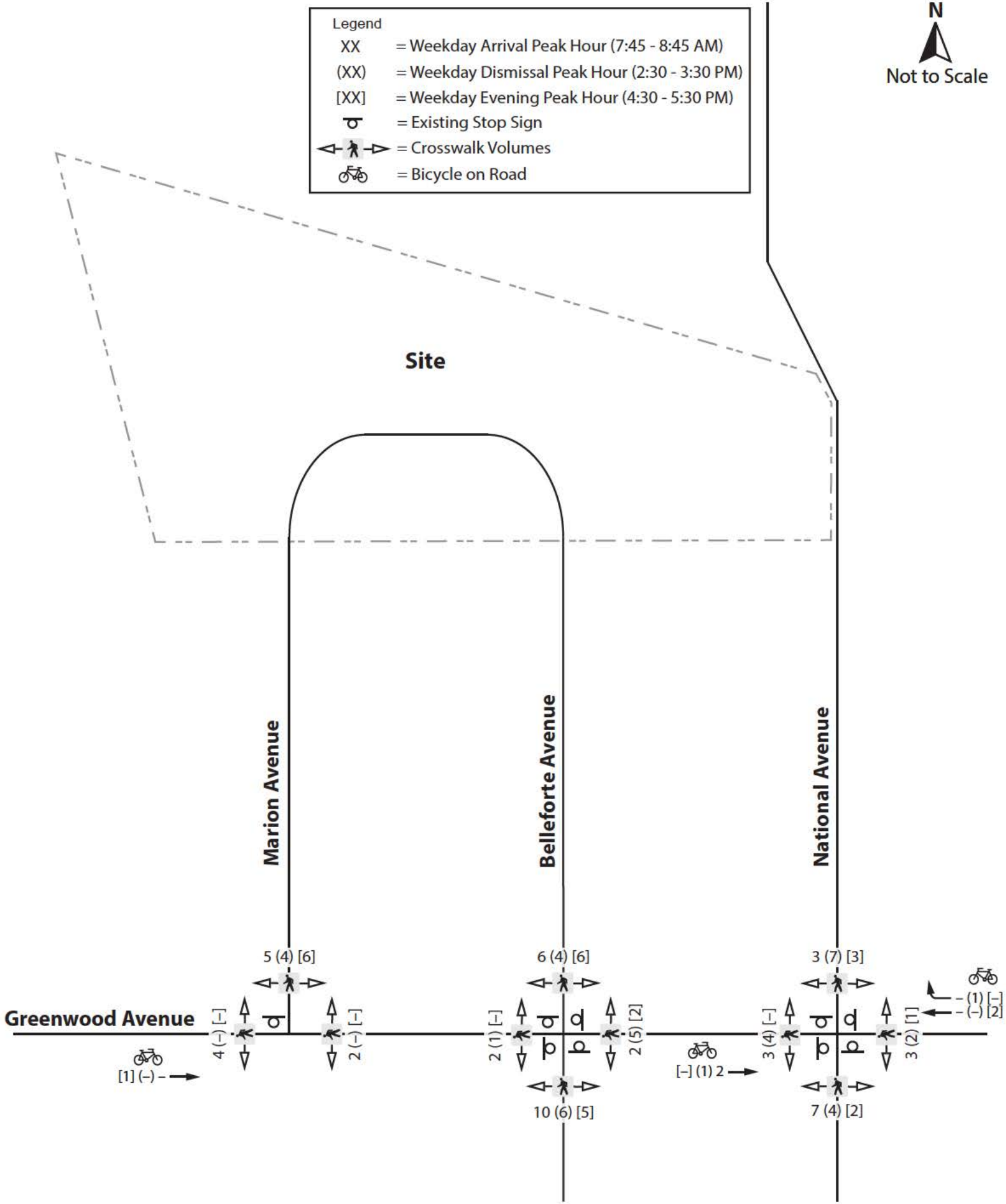


Figure 3  
Existing (Year 2025) Traffic Volumes

**Legend**

- XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)
- (XX) = Weekday Dismissal Peak Hour (2:30 - 3:30 PM)
- [XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)
- ⊘ = Existing Stop Sign
- ↔ [Pedestrian] ↔ = Crosswalk Volumes
- 🚲 = Bicycle on Road



**Figure 4**  
**Existing (Year 2025) Bicycle & Pedestrian Volumes**

## 2.5. EXISTING INTERSECTION OPERATIONS

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions.

For unsignalized intersections, total delay is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 12 capacity analysis software. The Highway Capacity Manual, 7th Edition report was used to evaluate intersection capacity at all study intersections. Based on this analysis, all three study intersections currently operate with low levels of delay, with the vast majority of approaches operating at LOS A, and no approach operating at worse than LOS B. A more detailed summary of LOS criteria, results, and the accompanying Synchro worksheets are included in the Appendix.

## 2.6. EXISTING PARKING CONDITIONS

Hynes Elementary School is served by an on-campus surface parking lot located on the south side of the school building. The Lot has a total of 55 parking spaces provided, including 2 ADA spaces and 53 standard spaces. General spaces were not marked and were observed to be utilized by both staff and visitors. Additional on-street parking supply is provided on the nearby streets of Marion Avenue, Belleforte Avenue, and National Avenue, which allow parallel on-street parking on both sides of the street.

Parking occupancy counts were conducted in the school’s parking lot, on Marion Avenue, and on Belleforte Avenue on the same Tuesday as the observations and data collection described in the preceding sections. Counts were performed at approximately 8:00AM (pre-arrival), 8:45AM (post-arrival), 2:30PM (pre-dismissal), and 3:15PM (post-dismissal). A tabular summary of each area’s parking capacity and demand is shown below in **Table 1**.

**Table 1. Existing Parking Utilization**

Location	Parking		AM Hours		PM Hours	
	Type	Supply	Pre-Arrival	Post-Arrival	Pre-D dismissal	Post-D dismissal
School Lot	General	53	28	34	38	28
	ADA	2	0	0	0	0
	<i>Total</i>	55	28	34	38	28
	<i>Percent Occupancy</i>		51%	62%	69%	51%
Marion Avenue	West	27	7	8	6	6
	East	26	5	7	8	8
	<i>Subtotal*</i>	53	12	15	14	14
Belleforte Avenue	West	21	4	3	5	10
	East	30	8	6	8	7
	<i>Subtotal*</i>	51	12	9	13	17
<i>On-Street Total</i>		104	24	24	27	31
<i>On-Street Percent Occupancy</i>			23%	23%	26%	30%

\*On-street parking supply totals estimated based on available curb space

As shown, the on-site parking lot reached a peak occupancy of 38 cars (69%) during the pre-dismissal period, with 17 empty spaces available. This figure is based on a count performed well in advance of the dismissal bell and is therefore representative of peak staff parking demand excluding additional pick-up demand. As shown, additional parking supply within the surface parking lot and on nearby streets is currently available for parents/guardians who wish to park during pick-up/drop-off activity.

## 03. Future Conditions

In order to evaluate future area traffic operations after the completion of the proposed school improvements, traffic volumes were forecasted for a horizon year after the completion of the proposed project. With the understanding that the proposed school expansion is not expected to include an increase in enrollment, future traffic forecasting was based on the redistribution of existing school trips as a result of parking lot reconfigurations and the resulting changes to circulation. Based on the resulting projections, capacity analyses were prepared to evaluate future operational conditions. The findings and resulting recommendations are discussed in this section of the report.

### 3.1. SITE DEVELOPMENT PLAN

Under the proposed capital improvement plan, Hynes Elementary School would undergo a suite of upgrades focused on building renovations and the reconfiguration of the on-site parking lot. The proposed projects are not expected to increase enrollment or staffing at the school and instead focus on improving the quality of experience for students and staff. As a part of the program and recommendations made by TYLin during the site planning process, several modifications are proposed that would alter the traffic characteristics of the site. A concept site plan showing the proposed reconfigurations is included in the Appendix.

#### Circulation Modifications

As shown previously on Figure 2 in Section 2.3. (Arrival/Dismissal Observations), the existing surface parking lot is generally utilized as one-way westbound, with vehicles entering via Belleforte Avenue and exiting via Marion Avenue. However, the east-west drive aisle through the lot does allow two-way traffic, and therefore allows entry via Marion Avenue and exit via Belleforte Avenue. As noted previously, outbound movements to Belleforte Avenue are prohibited via cones during the morning arrival period.

As a part of the proposed changes, the eastern portion of the east-west drive aisle would be narrowed and converted to one-way westbound travel. The circular drive would be reconfigured to provide additional queuing space (room for approximately eight vehicles within the drive itself) and be widened to allow vehicles to bypass staging vehicles. As such, the East Access connecting to Belleforte Avenue would become one-way inbound only. This conversion would be expected to improve off-site operations on Belleforte Avenue by reducing congestion during school arrival and dismissal periods. The reduction in two-way traffic would be particularly relevant given the narrow width of Belleforte Avenue.

Lastly, the western portion of the site would be reconfigured to allow buses to enter via Marion Avenue, circulate, and exit again via Marion Avenue. This western portion of the parking lot would still allow two-way personal vehicle travel in order to access the site's perpendicular parking.

### **Parking Modifications**

As noted in Section 2.6. (Existing Parking Conditions), the Hynes Elementary School surface parking lot currently provides 55 spaces, including two accessible spaces. These spaces are primarily clustered near the west end of the lot south of the building. A row of perpendicular parking is also currently provided along the lot's southern boundary between the West Access and East Access.

Based on the concept site plan, the existing surface parking lot would be reconfigured to increase the number of spaces to 65 total, including 3 ADA spaces. This total would include 24 angled parking spaces near the east end of the site, 14 spaces in a new parking section immediately west of the school building, and 27 perpendicular spaces in the western portion of the lot.

### **Pedestrian Modifications**

As a part of the proposed modifications, several new marked crosswalks would be installed in the school parking lot. High-visibility crosswalk locations would be installed at the West Access across Marion Avenue, in the middle of the parking lot across the east-west drive aisle, and across the circular drive near the school's main access. At the internal crosswalk across the east-west drive aisle and at the existing crosswalk at the East Access, curb extensions are planned to be implemented to encourage slow driving speeds and reduce pedestrian crossing distances. These crosswalk installations would be expected to increase pedestrian comfort but would likely not alter pedestrian routing decisions.

Additionally, new sidewalk would be constructed extending north of the existing sidewalk on either side of Marion Avenue. The new sidewalk extensions would provide pedestrian access to the site from the west, and would connect to the proposed crosswalks across the West Access and across the east-west drive aisle, creating formal locations for pedestrians to traverse the parking lot.

## **3.2. FUTURE PARKING UTILIZATION**

As noted in the preceding section, the school's on-site parking lot is expected to be expanded to include a total of 65 spaces, including 3 ADA spaces. Based on the assumption that no student body or staff growth is anticipated, this future total would be expected to be sufficient given the existing peak demand of 38 vehicles, which would represent a future peak occupancy of approximately 58 percent. This level of occupancy would be expected to allow for additional student body or staff growth in the future or support additional parking demand during school events.

Approximately 14 of the newly constructed spaces would be located north of the proposed bus loading/unloading area in the western portion of the lot. To minimize the number of parking spaces temporarily blocked by bus staging, , this area should be signed as "Staff Only". As staff were not observed entering/leaving the parking lot at the same time as buses, blocking conflicts would be expected to be minimal.

### 3.3. FUTURE VEHICLE STAGING & CIRCULATION

Based on proposed modifications to the parking lot detailed in Section 3.1. (Site Development Plan), changes to vehicle circulation are detailed below. A map of proposed site circulation is shown on **Figure 5**.

#### Bus Redistribution

Currently, buses enter the site via Belleforte Avenue, load and unload in the western portion of the parking lot, and exit via Marion Avenue. After completion of the proposed project, buses are expected to enter the site via Marion Avenue to minimize interaction with personal vehicles entering via Belleforte Avenue. Buses would continue to load and unload in roughly the same space as today and continue to exit via Marion Avenue.

#### Personal Vehicle Redistribution

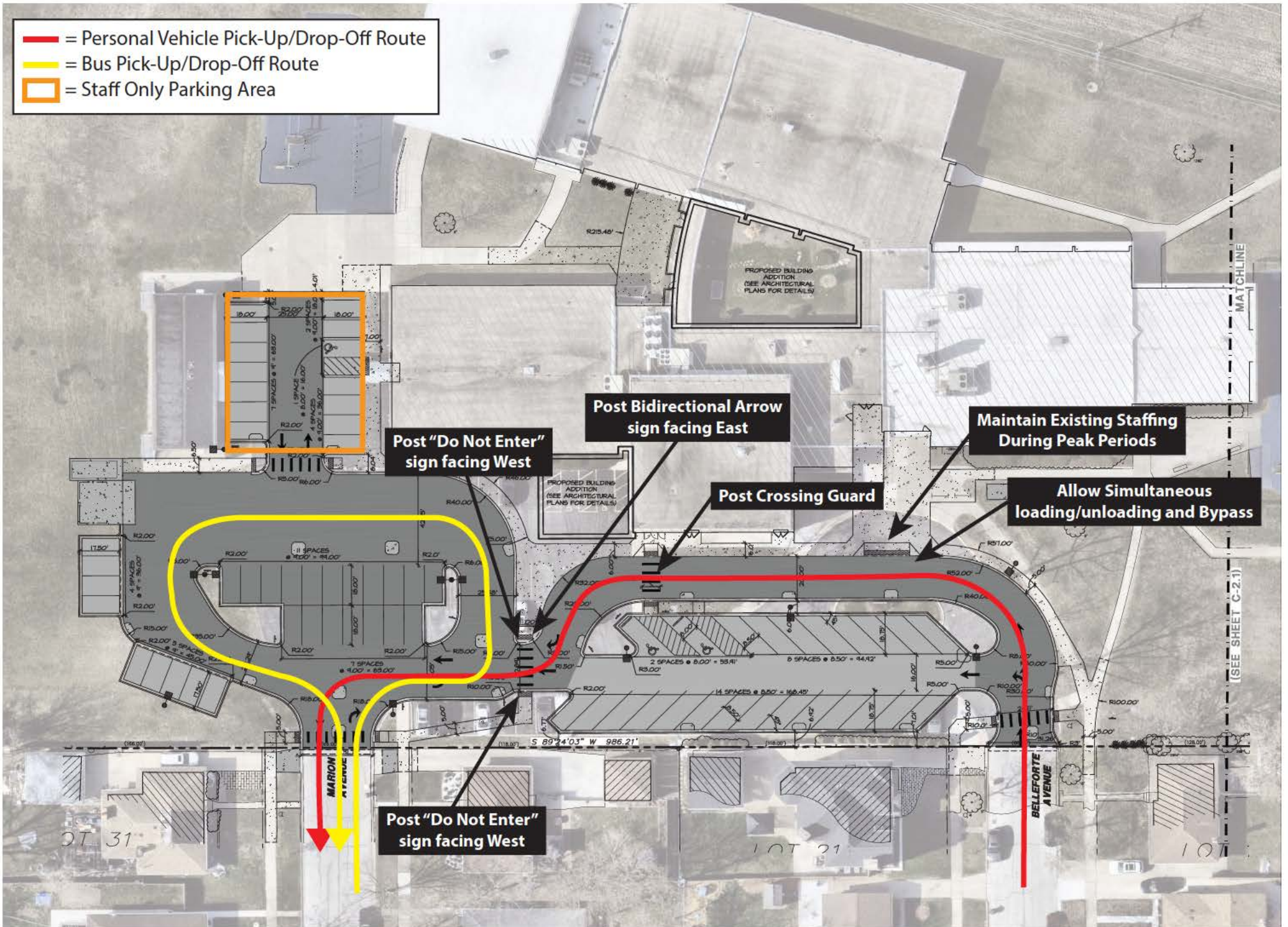
Under future conditions, personal vehicles would be prohibited from exiting to Belleforte Avenue due to the one-way orientation of the drive aisle and circular drive. All exiting traffic is assumed to utilize Marion Avenue in the future. As such, pick-up/drop-off circulation would be expected to remain similar to today, except without vehicles departing via Belleforte Avenue.

It should be noted that today, every parking space within the lot can be accessed regardless of entrance point. Under future conditions, angled parking would only be accessed via Belleforte Avenue. Given the projected availability of parking within the lot, this is not expected to appreciably alter arrival patterns.

To reinforce the one-way drive aisle and alert drivers to changes in directionality, additional signage should be placed within the parking lot. Signage should include two "Do Not Enter" (Manual on Uniform Traffic Control Devices [MUTCD] R5-1) signs facing west at the west end of the one-way drive aisle and a bidirectional arrow sign (MUTCD W6-3) facing east in the same location.



- = Personal Vehicle Pick-Up/Drop-Off Route
- = Bus Pick-Up/Drop-Off Route
- = Staff Only Parking Area



**Figure 5**  
**Proposed Circulation and Recommendations Diagram**

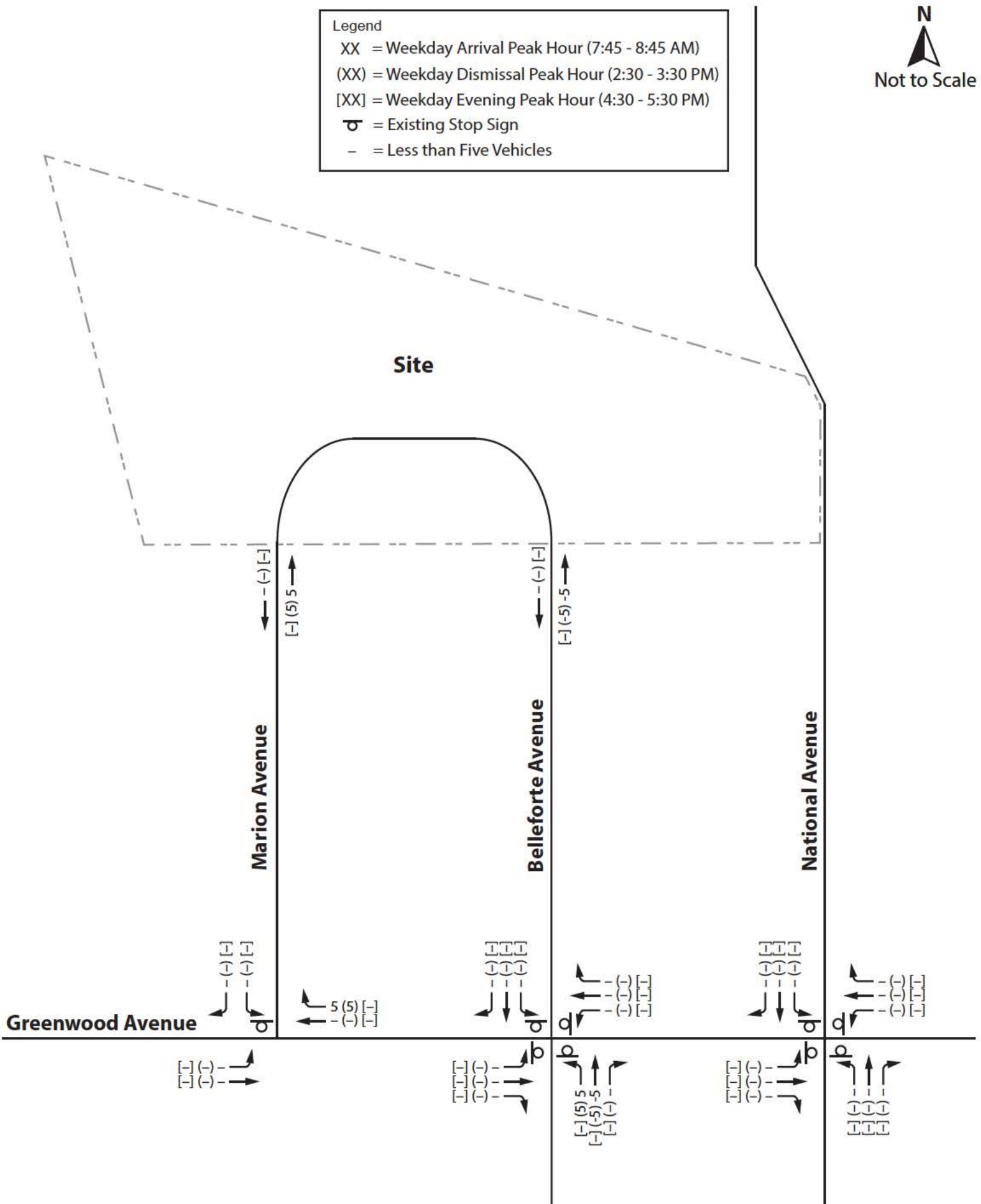
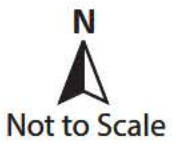
### 3.4. FUTURE TRAFFIC PROJECTIONS

Based on the routing assumptions detailed in the preceding section, TYLin redistributed existing bus and personal vehicle traffic during the three assessed peak hours. Given the expectation that no student or staff growth is expected as a part of the proposed project, traffic volumes were not increased. Bus and personal vehicle redistributions are detailed in **Figure 6** and **Figure 7**, respectively. It should be noted that while only four buses were observed on-site, the redistribution rounded up to five buses, given that all other site traffic figures are rounded to the nearest multiple of five.

Based on the limited connectivity and residential nature of the study area streets, no background traffic growth was added during the studied peak hours. To estimate total future traffic volumes at the study intersections, the redistributions detailed in Figure 6 and Figure 7 were added to existing volumes, yielding the Future volumes summarized on **Figure 8**.

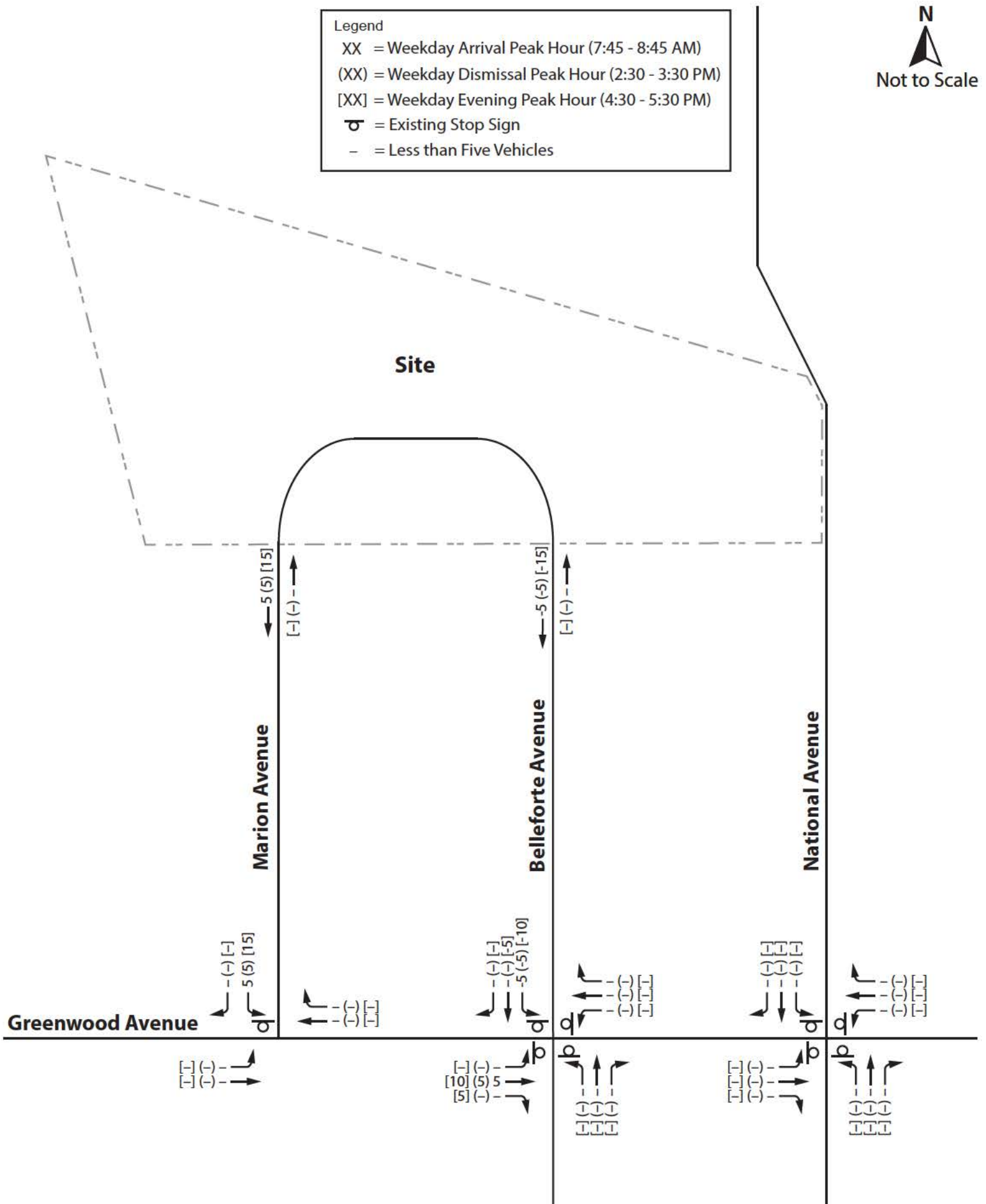
Legend

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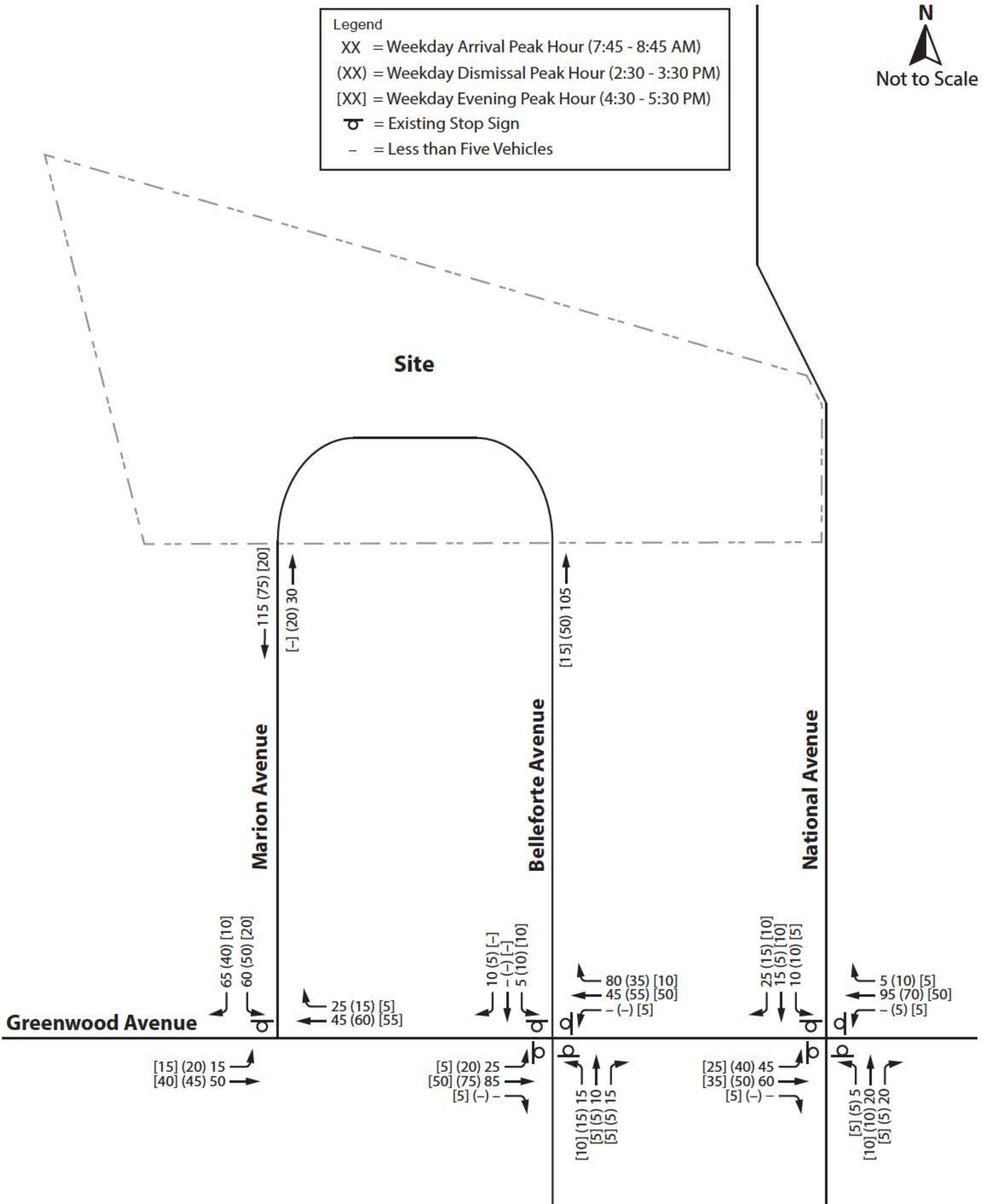
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Legend

- XX = Weekday Arrival Peak Hour (7:45 - 8:45 AM)
- (XX) = Weekday Dismissal Peak Hour (2:30 - 3:30 PM)
- [XX] = Weekday Evening Peak Hour (4:30 - 5:30 PM)
- ⊘ = Existing Stop Sign
- = Less than Five Vehicles



## 3.5. FUTURE TRAFFIC OPERATIONS

### Intersection Operations

To assess the impact of the proposed school modifications on the traffic operations within the study area, capacity analyses were performed for future conditions. No modifications to the study intersections on Greenwood Avenue are anticipated as a result of the proposed project. Based on the above assumptions, intersection operations at the study intersections are expected to remain very similar to existing conditions, with no intersection approach operating at worse than LOS B. A more detailed summary of Level of Service results and the accompanying Synchro worksheets are included in the Appendix.

### Pick-Up/Drop-Off Operations

As noted previously, pick-up/drop-off circulation for personal vehicles would not be expected to differ substantially from existing conditions, with most vehicles entering via Belleforte Avenue and exiting via Marion Avenue. With the conversion of the east-west drive aisle to one-way westbound, no outbound traffic would be permitted to Belleforte Avenue (which is permitted during all times outside of the arrival peak today). The proposed site plan also includes a circular drive aisle wide enough to accommodate bypassing, which would allow upstream vehicles to exit around still loading/unloading vehicles. This differs from the current circular drive, which is coned to allow only single-file travel. This operational change would be expected to decrease the amount of time required for dismissal peak, and therefore decrease the number of queued vehicles extending onto Belleforte Avenue.

However, the introduction of a bypass lane introduces the potential for multi-threat crashes. A multi-threat crash refers to a situation when a crosswalk crosses two lanes of vehicle travel, where a parked vehicle in the near lane can block a driver's view of a pedestrian from the far lane. To mitigate this potential, a crossing guard should be posted at the high-visibility crosswalk during the entirety of the arrival and dismissal periods directing pedestrians to cross at that location and stopping vehicular traffic to facilitate crossings. While it is anticipated that the parking spaces immediately south of this crosswalk would primarily be utilized by staff (as they are today), parents/guardians should also be encouraged to utilize the designated pick-up/drop-off area through advanced communication to minimize the number of crossings during peak periods. The school should also maintain staff assisting with pick-up/drop-off activity as they do today, encouraging efficient use of curb space and matching students with parents/guardians.

## 04. Recommendations & Conclusions

Based on the analyses detailed in this report, the proposed school renovations and upgrades and associated impacts to circulation and parking are expected to have minimal impact on area traffic operations. Additionally, the school's proposed parking supply is expected to accommodate existing demand with room for additional potential growth.

Several modifications already included in the site plan are expected to improve area circulation and pedestrian accessibility. The conversion of the East Access to entrance-only would be expected to decrease congestion on Belleforte Avenue, which can be difficult to navigate in two directions when vehicles are parked on both sides of the street. The addition of connective sidewalk from Marion Avenue, the provision of additional high-visibility crosswalks on site, and the tightening of curb radii would all be expected to contribute towards safer and more comfortable pedestrian experiences near the school.

The following recommendations were identified to facilitate efficient and safe operations within the site and at nearby intersections for vehicles and pedestrians.

- The portion of the parking lot located north of the bus staging area should be signed as "Staff Only" to minimize conflicts with bus loading/unloading.
- Within the parking lot, post signage to warn drivers of changes in travel direction, including:
  - Two "Do Not Enter" signs at the west end of the one-way drive aisle facing west.
  - Bidirectional arrow signage at the west end of the one-way drive aisle facing east.
- During arrival and dismissal periods:
  - Post a crossing guard at the pedestrian crossing across the pick-up/drop-off circular drive. The crossing guard should encourage crossings to occur at that location and stop bypassing vehicles as necessary to support safe passage of pedestrians.
  - Maintain the existing staff support currently used today during arrival/dismissal periods to encourage efficient use of curb space and matching students with queued vehicles.

As with many school sites, some delay and vehicle queuing is expected due to the condensed nature of school-related traffic patterns. However, with these modifications in place, this period is expected to decrease in length relative to existing conditions and reduce vehicular queuing onto Belleforte Avenue.

# Appendix

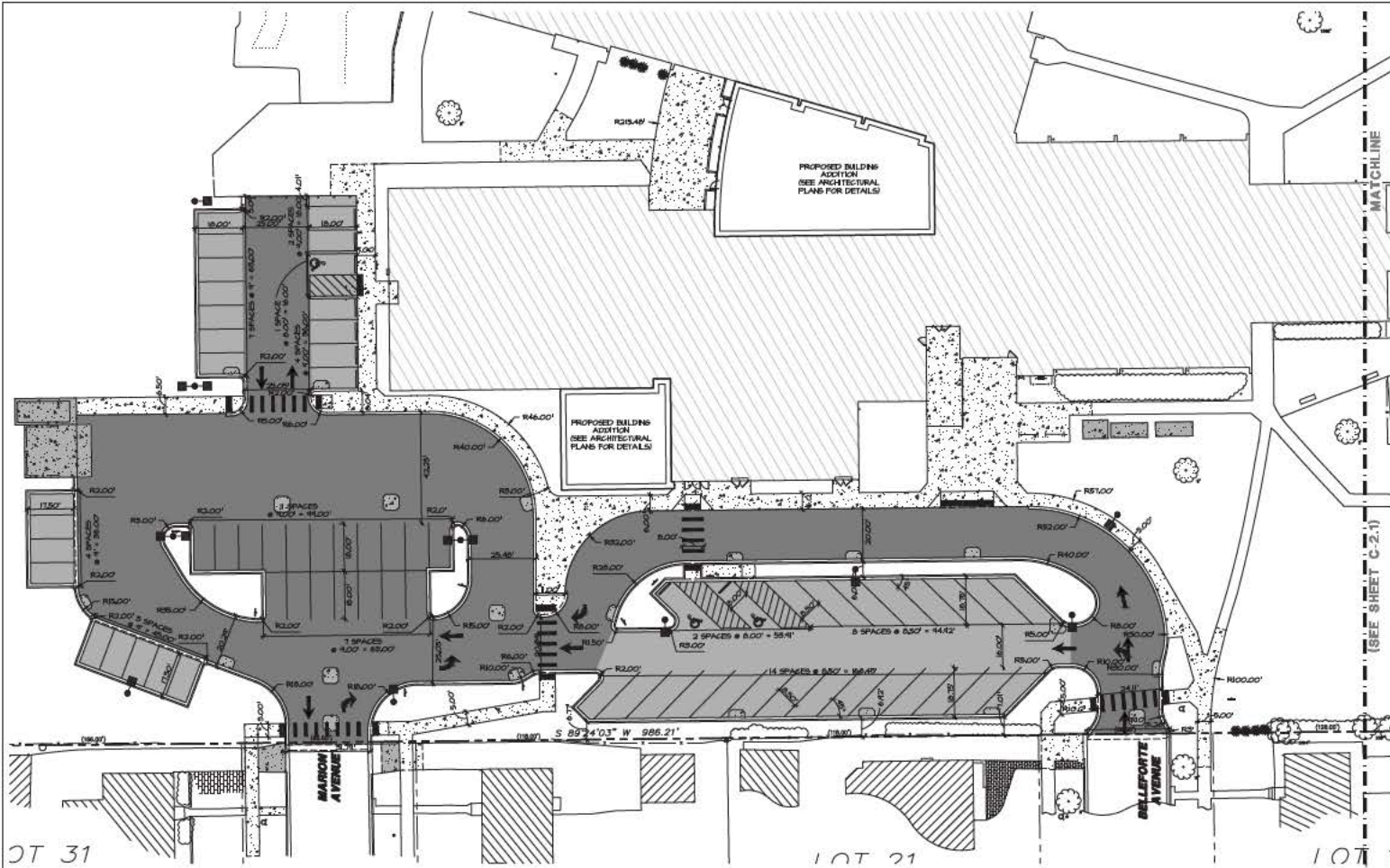
CONCEPT SITE PLAN

LEVEL OF SERVICE TABLES

CAPACITY ANALYSIS RESULTS

RAW TRAFFIC DATA

# CONCEPT SITE PLAN



- SITE GEOMETRIC NOTES:**
- EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 08-25-24, PREPARED BY THE WT GROUP, LLC. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DETECTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
  - ALL DIMENSIONS SHOWN ARE MEASURED FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED.
  - CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE ARCHITECTURAL PLANS.
  - SEE THE ARCHITECTURAL PLANS FOR THE DESIGN OF ALL BUILDING ENTRIES.
  - CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - CONTRACTOR SHALL HIRE A PRIVATE UTILITY LOCATOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION AND SHALL CONTACT THE SITE ENGINEER IF A CONFLICT EXISTS.
  - CONTRACTOR SHALL CONTACT ILL. ILS (91) OR 1-800-642-0125 AND PRIVATE LOCATING SERVICE TO LOCATE ALL IN-BEING-ROUND UTILITY LINES PRIOR TO EXISTING ANY EXCAVATION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE SHOWN.
  - ASPHALT PAVEMENT MARKINGS SHALL BE MADE WITH HIGH QUALITY PAINT CONFORMING TO ARTICLE 105.05 OF THE IDOT STANDARD SPECIFICATIONS.
  - ALL PAINTED CURBS ON SITE TO BE REPAIRED FOLLOWING RESURFACING OF THE PAVING LOT. MATCH EXISTING COLOR, REPAINT WITH HIGH QUALITY PAINT.
  - THIS LAYOUT IS PARALLEL TO THE DIRECTION PROPERTY LINE BEARING.

**HATCH LEGEND**

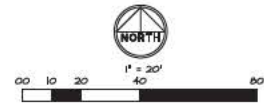
	1IN FULL DEPTH ASPHALT PAVEMENT
	1IN HEAVY DUTY ASPHALT PAVEMENT
	1IN CONCRETE SIDEWALK
	1IN HEAVY DUTY CONCRETE PAVEMENT

**PARKING MATRIX**

	ADA	STANDARD	TOTAL
PROPOSED	3	62	65
EXISTING	2	53	55

**LANDSCAPE AREA (±)**

	IMPERVIOUS AREA	INTERIOR LANDSCAPE
PROPOSED	X	X
REQUIRED	X	X



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## LEVEL OF SERVICE TABLES

The LOS thresholds for unsignalized intersections, as defined in the Highway Capacity Manual, Seventh Edition (HCM), are provided in **Table A1**.

**Table A1. LOS Criteria for Unsignalized Intersections**

Level of Service (LOS) <sup>1</sup>	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Transportation Research Board. Highway Capacity Manual, Seventh Edition.

<sup>1</sup>LOS grades assume volume-to-capacity (v/c) ratio <1; LOS F is triggered when v/c ≥1

**Table A2. Existing (Year 2025) Levels of Service**

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Greenwood Avenue &amp; Marion Avenue<sup>1</sup></b>						
Southbound	11.1	B	9.9	A	9.1	A
Eastbound(Left)	7.5	A	7.5	A	7.6	A
<b>Greenwood Avenue &amp; Belleforte Avenue<sup>2</sup></b>						
Eastbound	8.9	A	7.7	A	7.4	A
Westbound	8.3	A	7.4	A	7.4	A
Northbound	8.2	A	7.5	A	7.3	A
Southbound	8.0	A	7.5	A	7.5	A
<i>Intersection</i>	8.5	A	7.5	A	7.4	A
<b>Greenwood Avenue &amp; National Avenue<sup>2</sup></b>						
Eastbound	8.9	A	8.0	A	7.6	A
Westbound	8.6	A	7.7	A	7.4	A
Northbound	8.0	A	7.5	A	7.2	A
Southbound	8.3	A	7.4	A	7.2	A
<i>Intersection</i>	8.6	A	7.8	A	7.4	A

<sup>1</sup>Minor-Leg Stop Controlled Intersection

<sup>2</sup>All-Way Stop-Controlled Intersection

**Table A3. Future Build Levels of Service**

Intersection	Morning Peak		Midday Peak		Evening Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Greenwood Avenue &amp; Marion Avenue<sup>1</sup></b>						
Southbound	11.3	B	10.0	A	9.3	A
Eastbound (Left)	7.6	A	7.5	A	7.6	A
<b>Greenwood Avenue &amp; Belleforte Avenue<sup>2</sup></b>						
Eastbound	8.8	A	7.8	A	7.4	A
Westbound	8.3	A	7.4	A	7.3	A
Northbound	8.3	A	8.0	A	7.3	A
Southbound	7.8	A	7.4	A	7.4	A
<i>Intersection</i>	8.5	A	7.6	A	7.3	A
<b>Greenwood Avenue &amp; National Avenue<sup>2</sup></b>						
Eastbound	8.9	A	8.0	A	7.6	A
Westbound	8.6	A	7.7	A	7.4	A
Northbound	8.0	A	7.5	A	7.2	A
Southbound	8.3	A	7.4	A	7.2	A
<i>Intersection</i>	8.6	A	7.8	A	7.4	A

<sup>1</sup>Minor-Leg Stop Controlled Intersection

<sup>2</sup>All-Way Stop-Controlled Intersection

# CAPACITY ANALYSIS RESULTS

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	50	45	20	55	65
Future Vol, veh/h	15	50	45	20	55	65
Conflicting Peds, #/hr	5	0	0	5	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	8	7	11	2	5
Mvmt Flow	28	93	83	37	102	120

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	125	0	-	0	257 111
Stage 1	-	-	-	-	107 -
Stage 2	-	-	-	-	150 -
Critical Hdwy	4.1	-	-	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.2	-	-	-	3.518 3.345
Pot Cap-1 Maneuver	1474	-	-	-	732 934
Stage 1	-	-	-	-	918 -
Stage 2	-	-	-	-	878 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1465	-	-	-	709 924
Mov Cap-2 Maneuver	-	-	-	-	709 -
Stage 1	-	-	-	-	894 -
Stage 2	-	-	-	-	872 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.73	0	11.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	415	-	-	-	811
HCM Lane V/C Ratio	0.019	-	-	-	0.274
HCM Ctrl Dly (s/v)	7.5	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

HCM 7th AWSC  
 4: Belleforte Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	80	2	1	45	80	10	15	15	10	1	10
Future Vol, veh/h	25	80	2	1	45	80	10	15	15	10	1	10
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	4	3	0	0	4	1	0	6	15	0	0	0
Mvmt Flow	45	143	4	2	80	143	18	27	27	18	2	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	8.3	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	23%	1%	48%
Vol Thru, %	38%	75%	36%	5%
Vol Right, %	38%	2%	63%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	107	126	21
LT Vol	10	25	1	10
Through Vol	15	80	45	1
RT Vol	15	2	80	10
Lane Flow Rate	71	191	225	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.238	0.249	0.049
Departure Headway (Hd)	4.663	4.482	3.988	4.692
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	803	902	763
Service Time	2.691	2.503	2.008	2.724
HCM Lane V/C Ratio	0.092	0.238	0.249	0.048
HCM Control Delay, s/veh	8.2	8.9	8.3	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.9	1	0.2

HCM 7th AWSC  
 5: National Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	60	1	2	95	5	5	20	20	10	15	25
Future Vol, veh/h	45	60	1	2	95	5	5	20	20	10	15	25
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles, %	4	4	0	0	2	0	0	0	0	10	8	4
Mvmt Flow	74	98	2	3	156	8	8	33	33	16	25	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	8.6	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	42%	2%	20%
Vol Thru, %	44%	57%	93%	30%
Vol Right, %	44%	1%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	106	102	50
LT Vol	5	45	2	10
Through Vol	20	60	95	15
RT Vol	20	1	5	25
Lane Flow Rate	74	174	167	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.222	0.206	0.107
Departure Headway (Hd)	4.542	4.596	4.437	4.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	780	809	765
Service Time	2.575	2.625	2.466	2.715
HCM Lane V/C Ratio	0.094	0.223	0.206	0.107
HCM Control Delay, s/veh	8	8.9	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.8	0.4

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	20	45	60	10	45	40
Future Vol, veh/h	20	45	60	10	45	40
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	4	0	4	12
Mvmt Flow	25	56	75	13	56	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	92	0	-	0	192 85
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	106 -
Critical Hdwy	4.15	-	-	-	6.44 6.32
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.245	-	-	-	3.536 3.408
Pot Cap-1 Maneuver	1485	-	-	-	793 947
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1478	-	-	-	772 942
Mov Cap-2 Maneuver	-	-	-	-	772 -
Stage 1	-	-	-	-	912 -
Stage 2	-	-	-	-	909 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.3	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	554	-	-	-	843
HCM Lane V/C Ratio	0.017	-	-	-	0.126
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 7th AWSC  
 4: Belleforte Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	70	1	2	55	35	10	10	5	15	2	5
Future Vol, veh/h	20	70	1	2	55	35	10	10	5	15	2	5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	0	2	0	0	8	20	0	0	0
Mvmt Flow	23	80	1	2	63	40	11	11	6	17	2	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.4	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	22%	2%	68%
Vol Thru, %	40%	77%	60%	9%
Vol Right, %	20%	1%	38%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	91	92	22
LT Vol	10	20	2	15
Through Vol	10	70	55	2
RT Vol	5	1	35	5
Lane Flow Rate	29	105	106	25
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.119	0.113	0.03
Departure Headway (Hd)	4.241	4.111	3.849	4.284
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	867	924	823
Service Time	2.334	2.159	1.903	2.378
HCM Lane V/C Ratio	0.035	0.121	0.115	0.03
HCM Control Delay, s/veh	7.5	7.7	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.1

HCM 7th AWSC  
 5: National Ave & Greenwood Ave

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	50	1	5	70	10	5	10	5	10	5	15
Future Vol, veh/h	40	50	1	5	70	10	5	10	5	10	5	15
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	3	2	0	0	0	0	0	13	0	0	40	8
Mvmt Flow	51	64	1	6	90	13	6	13	6	13	6	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.7	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	44%	6%	33%
Vol Thru, %	50%	55%	82%	17%
Vol Right, %	25%	1%	12%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	91	85	30
LT Vol	5	40	5	10
Through Vol	10	50	70	5
RT Vol	5	1	10	15
Lane Flow Rate	26	117	109	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.137	0.122	0.045
Departure Headway (Hd)	4.338	4.227	4.041	4.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	841	878	860
Service Time	2.339	2.286	2.108	2.191
HCM Lane V/C Ratio	0.031	0.139	0.124	0.044
HCM Control Delay, s/veh	7.5	8	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4	0.1

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	15	40	55	5	5	10
Future Vol, veh/h	15	40	55	5	5	10
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	23	0	2	25	14	10
Mvmt Flow	16	43	59	5	5	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	71	0	-	0	143 68
Stage 1	-	-	-	-	68 -
Stage 2	-	-	-	-	75 -
Critical Hdwy	4.33	-	-	-	6.54 6.3
Critical Hdwy Stg 1	-	-	-	-	5.54 -
Critical Hdwy Stg 2	-	-	-	-	5.54 -
Follow-up Hdwy	2.407	-	-	-	3.626 3.39
Pot Cap-1 Maneuver	1407	-	-	-	822 974
Stage 1	-	-	-	-	925 -
Stage 2	-	-	-	-	918 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1397	-	-	-	801 967
Mov Cap-2 Maneuver	-	-	-	-	801 -
Stage 1	-	-	-	-	908 -
Stage 2	-	-	-	-	912 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.07	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	491	-	-	-	904
HCM Lane V/C Ratio	0.012	-	-	-	0.018
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th AWSC  
 4: Belleforte Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	40	1	5	50	10	10	5	5	20	5	2
Future Vol, veh/h	5	40	1	5	50	10	10	5	5	20	5	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	20	0
Mvmt Flow	6	47	1	6	58	12	12	6	6	23	6	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.4	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	11%	8%	74%
Vol Thru, %	25%	87%	77%	19%
Vol Right, %	25%	2%	15%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	46	65	27
LT Vol	10	5	5	20
Through Vol	5	40	50	5
RT Vol	5	1	10	2
Lane Flow Rate	23	53	76	31
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.06	0.083	0.037
Departure Headway (Hd)	4.098	4.062	3.96	4.246
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	878	902	837
Service Time	2.16	2.103	1.997	2.304
HCM Lane V/C Ratio	0.027	0.06	0.084	0.037
HCM Control Delay, s/veh	7.3	7.4	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.1

HCM 7th AWSC  
 5: National Ave & Greenwood Ave

Intersection												
Intersection Delay, s/veh	7.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	35	5	5	50	5	5	10	5	5	10	10
Future Vol, veh/h	25	35	5	5	50	5	5	10	5	5	10	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	4	0	0	0	2	0	0	0	0	0	13	0
Mvmt Flow	28	39	6	6	56	6	6	11	6	6	11	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6		7.2	
HCM LOS	A		A	

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	38%	8%	20%
Vol Thru, %	50%	54%	83%	40%
Vol Right, %	25%	8%	8%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	65	60	25
LT Vol	5	25	5	5
Through Vol	10	35	50	10
RT Vol	5	5	5	10
Lane Flow Rate	22	73	67	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.084	0.075	0.031
Departure Headway (Hd)	4.064	4.138	4.01	3.96
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	864	891	894
Service Time	2.135	2.172	2.048	2.029
HCM Lane V/C Ratio	0.025	0.084	0.075	0.031
HCM Control Delay, s/veh	7.2	7.6	7.4	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.1

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

**Intersection**

Int Delay, s/veh 5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	50	45	25	60	65
Future Vol, veh/h	15	50	45	25	60	65
Conflicting Peds, #/hr	5	0	0	5	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	7	6	7	16	2	5
Mvmt Flow	28	93	83	46	111	120

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	135	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.17	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.263	-	-
Pot Cap-1 Maneuver	1420	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1411	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.75	0	11.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	415	-	-	-	801
HCM Lane V/C Ratio	0.02	-	-	-	0.289
HCM Ctrl Dly (s/v)	7.6	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

HCM 7th AWSC  
4: Belleforte Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	85	2	1	45	80	15	10	15	5	1	10
Future Vol, veh/h	25	85	2	1	45	80	15	10	15	5	1	10
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
Heavy Vehicles, %	0	2	0	0	7	0	7	0	13	0	0	0
Mvmt Flow	45	152	4	2	80	143	27	18	27	9	2	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.3	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	22%	1%	31%
Vol Thru, %	25%	76%	36%	6%
Vol Right, %	38%	2%	63%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	112	126	16
LT Vol	15	25	1	5
Through Vol	10	85	45	1
RT Vol	15	2	80	10
Lane Flow Rate	71	200	225	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.244	0.248	0.036
Departure Headway (Hd)	4.805	4.393	3.976	4.582
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	746	820	904	781
Service Time	2.831	2.41	1.991	2.612
HCM Lane V/C Ratio	0.095	0.244	0.249	0.037
HCM Control Delay, s/veh	8.3	8.8	8.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	1	0.1

HCM 7th AWSC  
 5: National Ave & Greenwood Ave

Intersection

Intersection Delay, s/veh 8.6  
 Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	60	1	2	95	5	5	20	20	10	15	25
Future Vol, veh/h	45	60	1	2	95	5	5	20	20	10	15	25
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles, %	4	3	0	0	2	0	0	0	0	10	7	4
Mvmt Flow	74	98	2	3	156	8	8	33	33	16	25	41
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	8.6	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	42%	2%	20%
Vol Thru, %	44%	57%	93%	30%
Vol Right, %	44%	1%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	106	102	50
LT Vol	5	45	2	10
Through Vol	20	60	95	15
RT Vol	20	1	5	25
Lane Flow Rate	74	174	167	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.222	0.206	0.107
Departure Headway (Hd)	4.542	4.596	4.437	4.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	780	809	765
Service Time	2.575	2.625	2.466	2.715
HCM Lane V/C Ratio	0.094	0.223	0.206	0.107
HCM Control Delay, s/veh	8	8.9	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.8	0.4

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

**Intersection**

Int Delay, s/veh 4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	45	60	15	50	40
Future Vol, veh/h	20	45	60	15	50	40
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	5	2	3	27	4	13
Mvmt Flow	25	56	75	19	63	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	98	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.15	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.245	-	-
Pot Cap-1 Maneuver	1477	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1470	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.31	0	9.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	554	-	-	-	835
HCM Lane V/C Ratio	0.017	-	-	-	0.135
HCM Ctrl Dly (s/v)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

HCM 7th AWSC  
 4: Belleforte Ave & Greenwood Ave

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	75	1	2	55	35	15	5	5	10	2	5
Future Vol, veh/h	20	75	1	2	55	35	15	5	5	10	2	5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	0	2	0	27	0	20	0	0	0
Mvmt Flow	23	86	1	2	63	40	17	6	6	11	2	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.4	8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	21%	2%	59%
Vol Thru, %	20%	78%	60%	12%
Vol Right, %	20%	1%	38%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	96	92	17
LT Vol	15	20	2	10
Through Vol	5	75	55	2
RT Vol	5	1	35	5
Lane Flow Rate	29	110	106	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.126	0.113	0.024
Departure Headway (Hd)	4.746	4.099	3.843	4.336
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	868	923	830
Service Time	2.842	2.154	1.905	2.336
HCM Lane V/C Ratio	0.039	0.127	0.115	0.024
HCM Control Delay, s/veh	8	7.8	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.1

HCM 7th AWSC  
5: National Ave & Greenwood Ave

Intersection

Intersection Delay, s/veh 7.8  
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	50	1	5	70	10	5	10	5	10	5	15
Future Vol, veh/h	40	50	1	5	70	10	5	10	5	10	5	15
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	3	2	0	0	0	0	0	10	0	0	40	7
Mvmt Flow	51	64	1	6	90	13	6	13	6	13	6	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.7	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	44%	6%	33%
Vol Thru, %	50%	55%	82%	17%
Vol Right, %	25%	1%	12%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	91	85	30
LT Vol	5	40	5	10
Through Vol	10	50	70	5
RT Vol	5	1	10	15
Lane Flow Rate	26	117	109	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.137	0.122	0.045
Departure Headway (Hd)	4.338	4.227	4.041	4.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	841	878	860
Service Time	2.339	2.286	2.108	2.191
HCM Lane V/C Ratio	0.031	0.139	0.124	0.044
HCM Control Delay, s/veh	7.5	8	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4	0.1

HCM 7th TWSC  
 3: Greenwood Ave & Marion Ave

**Intersection**

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	40	55	5	20	10
Future Vol, veh/h	15	40	55	5	20	10
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	0	1	20	5	10
Mvmt Flow	16	43	59	5	22	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	71	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.3	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.38	-	-
Pot Cap-1 Maneuver	1423	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1413	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.07	0	9.33
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	491	-	-	-	864
HCM Lane V/C Ratio	0.011	-	-	-	0.037
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th AWSC  
 4: Belleforte Ave & Greenwood Ave

**Intersection**

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	50	5	5	50	10	10	5	5	10	1	2
Future Vol, veh/h	5	50	5	5	50	10	10	5	5	10	1	2
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	58	6	6	58	12	12	6	6	12	1	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.3	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	8%	8%	77%
Vol Thru, %	25%	83%	77%	8%
Vol Right, %	25%	8%	15%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	60	65	13
LT Vol	10	5	5	10
Through Vol	5	50	50	1
RT Vol	5	5	10	2
Lane Flow Rate	23	70	76	15
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.077	0.083	0.018
Departure Headway (Hd)	4.111	3.99	3.942	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	895	906	838
Service Time	2.175	2.025	1.976	2.295
HCM Lane V/C Ratio	0.027	0.078	0.084	0.018
HCM Control Delay, s/veh	7.3	7.4	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.1

HCM 7th AWSC  
 5: National Ave & Greenwood Ave

Intersection

Intersection Delay, s/veh 7.4  
 Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	35	5	5	50	5	5	10	5	5	10	10
Future Vol, veh/h	25	35	5	5	50	5	5	10	5	5	10	10
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	4	0	0	0	2	0	0	0	0	0	10	0
Mvmt Flow	28	39	6	6	56	6	6	11	6	6	11	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.4	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	38%	8%	20%
Vol Thru, %	50%	54%	83%	40%
Vol Right, %	25%	8%	8%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	65	60	25
LT Vol	5	25	5	5
Through Vol	10	35	50	10
RT Vol	5	5	5	10
Lane Flow Rate	22	73	67	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.084	0.075	0.031
Departure Headway (Hd)	4.064	4.138	4.01	3.96
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	864	891	894
Service Time	2.135	2.172	2.048	2.029
HCM Lane V/C Ratio	0.025	0.084	0.075	0.031
HCM Control Delay, s/veh	7.2	7.6	7.4	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.1

# RAW TRAFFIC DATA

Study Name Marion Ave.@School Access  
 Start Date 08/26/2025  
 Start Time 7:00 AM  
 Site Code

Channel	Direction	Direction
Direction	Southbound	Northbound
7:00 AM	2	1
7:15 AM	0	0
7:30 AM	0	3
7:45 AM	1	6
8:00 AM	16	12
8:15 AM	72	4
8:30 AM	23	1
8:45 AM	0	0
9:00 AM	0	0
2:00 PM	1	3
2:15 PM	0	2
2:30 PM	4	8
2:45 PM	29	3
3:00 PM	33	3
3:15 PM	5	0
3:30 PM	15	2
3:45 PM	6	1
4:00 PM	3	1
4:15 PM	2	0
4:30 PM	2	1
4:45 PM	0	0
5:00 PM	1	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	2	1
6:00 PM	1	0

Study Name Belleforte Ave.@School Access  
 Start Date 08/26/2025  
 Start Time 7:00 AM  
 Site Code

Channel	Direction	Direction
Direction	Southbound	Northbound
7:00 AM	1	4
7:15 AM	2	4
7:30 AM	0	3
7:45 AM	4	8
8:00 AM	0	16
8:15 AM	0	70
8:30 AM	0	15
8:45 AM	0	0
9:00 AM	0	0
2:00 PM	2	2
2:15 PM	1	6
2:30 PM	0	10
2:45 PM	0	18
3:00 PM	3	25
3:15 PM	3	1
3:30 PM	5	3
3:45 PM	3	5
4:00 PM	2	4
4:15 PM	4	1
4:30 PM	4	5
4:45 PM	7	5
5:00 PM	2	2
5:15 PM	2	2
5:30 PM	3	4
5:45 PM	1	1
6:00 PM	0	0

Study Name Marion Ave & Greenwood St  
 Start Date 08/26/2025  
 Start Time 7:00 AM  
 Site Code  
 Project

Leg	Marion Ave						Greenwood St						Greenwood St					
Direction	Southbound						Westbound						Eastbound					
Start Time	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	Peds CW	Peds CCW
2025-08-26 07:00:00	3	0	1	0	0	0	1	4	0	0	0	0	0	1	0	0	0	0
2025-08-26 07:15:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0
2025-08-26 07:30:00	1	0	2	0	0	0	1	4	0	0	0	0	0	0	5	4	0	0
2025-08-26 07:45:00	2	0	5	0	0	0	5	6	0	0	0	0	0	0	9	4	0	0
2025-08-26 08:00:00	9	0	9	0	0	0	5	9	0	0	0	0	0	0	9	6	0	0
2025-08-26 08:15:00	38	0	27	0	0	0	4	19	0	0	0	0	0	0	18	2	0	0
2025-08-26 08:30:00	13	0	12	0	0	0	3	9	0	0	0	0	0	0	13	1	0	0
2025-08-26 08:45:00	2	0	1	0	0	0	0	5	0	0	0	0	0	0	7	0	0	0
2025-08-26 14:00:00	1	0	1	0	0	0	2	10	0	0	0	0	0	0	4	2	0	0
2025-08-26 14:15:00	1	0	0	0	0	0	7	7	0	0	0	0	0	0	14	1	0	0
2025-08-26 14:30:00	1	0	2	0	0	0	7	15	0	0	0	0	0	0	18	9	0	0
2025-08-26 14:45:00	19	0	14	0	0	0	2	10	0	0	0	0	0	0	13	8	0	0
2025-08-26 15:00:00	16	0	21	0	0	0	1	15	0	0	0	0	0	0	9	2	0	0
2025-08-26 15:15:00	3	0	7	0	0	0	2	15	0	0	0	0	0	0	6	2	0	0
2025-08-26 15:30:00	14	0	1	0	0	0	4	19	0	0	0	0	0	0	8	1	0	0
2025-08-26 15:45:00	6	0	3	0	0	0	0	12	0	0	0	0	0	0	8	1	0	0
2025-08-26 16:00:00	1	0	1	0	0	0	1	13	0	0	0	0	0	0	9	1	0	0
2025-08-26 16:15:00	3	0	2	0	0	0	1	12	0	0	0	0	0	0	6	4	0	0
2025-08-26 16:30:00	3	0	4	0	0	0	0	15	0	0	0	0	0	0	8	3	0	0
2025-08-26 16:45:00	3	0	2	0	0	0	0	17	0	0	0	0	0	0	9	2	0	0
2025-08-26 17:00:00	2	0	1	0	0	0	2	13	0	0	0	0	0	0	13	4	0	0
2025-08-26 17:15:00	2	0	0	0	0	0	2	11	0	0	0	0	0	0	8	4	0	0
2025-08-26 17:30:00	3	0	2	0	0	0	1	17	0	0	0	0	0	0	4	1	0	0
2025-08-26 17:45:00	1	0	0	0	0	0	3	11	0	0	0	0	0	0	7	0	0	0

Study Name Greenwood & Belleforte Ave.  
 Start Date **8/26/2025**  
 Start Time **7:00:00 AM**  
 Site Code

Start Time	GREENWOOD ST. From West				GREENWOOD ST. From East				BELLEFORTE AVE. From South				BELLEFORTE AVE. From North			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00:00 AM	0	2	0	0	0	4	5	2	0	0	1	1	3	0	1	2
7:15:00 AM	0	6	0	2	0	2	3	0	1	2	2	1	3	1	0	2
7:30:00 AM	0	7	0	0	0	4	2	0	1	0	4	2	1	0	1	1
7:45:00 AM	3	10	0	2	0	9	3	0	3	4	4	3	5	0	1	1
8:00:00 AM	3	17	0	0	0	12	25	0	0	2	5	5	3	0	3	2
8:15:00 AM	15	30	1	0	1	16	48	0	3	6	3	1	3	0	4	2
8:30:00 AM	3	22	1	0	0	9	2	2	4	5	1	1	1	0	0	1
8:45:00 AM	1	8	0	0	0	3	0	1	1	0	2	1	3	0	1	2
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	5	1	1	0	9	0	0	2	1	1	0	2	1	0	1
2:15:00 PM	3	10	0	0	0	8	3	0	1	4	0	0	1	0	0	3
2:30:00 PM	10	12	0	1	2	17	9	0	4	5	1	2	0	1	1	0
2:45:00 PM	6	19	0	0	0	10	20	4	1	3	0	1	2	1	2	4
3:00:00 PM	5	27	0	0	0	15	3	1	2	4	2	2	6	0	1	0
3:15:00 PM	1	10	1	0	0	12	1	0	2	0	2	1	6	0	1	0
3:30:00 PM	2	5	2	4	1	18	1	0	4	3	0	1	5	0	1	2
3:45:00 PM	3	8	0	0	0	12	3	3	0	1	1	5	1	3	1	0
4:00:00 PM	2	6	0	0	1	12	2	0	0	1	0	1	3	1	0	1
4:15:00 PM	3	5	0	1	0	9	1	0	2	0	2	1	3	1	2	0
4:30:00 PM	0	11	0	0	1	12	3	0	3	1	1	1	6	1	0	1
4:45:00 PM	1	10	0	0	1	16	4	0	1	2	2	0	7	0	0	2
5:00:00 PM	2	9	0	0	0	13	2	0	4	0	0	0	2	3	2	2
5:15:00 PM	0	10	0	0	1	8	3	2	2	0	2	4	5	1	0	1
5:30:00 PM	2	4	0	0	1	17	5	0	2	1	0	3	3	0	0	1
5:45:00 PM	0	10	0	1	0	12	2	0	2	0	1	1	2	0	2	2



## Legislative Summary

### Ordinance 25-42

#### **APPROVING A PRELIMINARY PLAT OF SUBDIVISION AND SPECIAL USE PERMIT WITH ASSOCIATED WAIVERS FOR A 60-UNIT MIXED-USE DEVELOPMENT ON PROPERTY COMMONLY KNOWN AS 8500-8550 LEHIGH AVENUE AND A 0.531-ACRE PORTION OF THE CHESTNUT STREET RIGHT-OF-WAY PETITIONED FOR VACATION IN MORTON GROVE, ILLINOIS**

<b>Introduction:</b>	December 9, 2025
<b>Purpose:</b>	To approve a Preliminary Plat of Subdivision and Special Use Permit for the subdivision and consolidation of property at 8500-8550 Lehigh Avenue and a 0.531-acre portion of Chestnut Street public right of way and construction of a 60-unit mixed-use development thereon.
<b>Background:</b>	<p>8500 MG LLC (“Applicant”) submitted complete applications (“Application”) requesting approval of a Preliminary Plat of Subdivision and Special Use Permit for Village-owned property at 8500-8550 Lehigh Avenue and a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres petitioned for vacation under Case PC 25-08, which was considered by the Plan Commission on November 18, 2025.</p> <p>The Applicant proposes to acquire approximately 2.049 acres in Village-owned property and Chestnut Street right of way for the construction of a four-story mixed-use development with ground floor commercial uses and 60 residential units. Site improvements will include an outdoor seating area, parking areas, shared access drive, and landscape areas. The developer is proposing 124 parking spaces to the rear of the principal structure to serve the mixed-use development, which exceeds the Code’s reduced transit-oriented development parking requirement of 120 spaces and the demand of 121 spaces established in the submitted traffic and parking impact study. Vehicular access to the development and the Moose Family Center at 6149 Chestnut Street will be provided by a two-lane shared access drive at the site’s southern lot line. Additionally, the Applicant is proposing to construct nine (9) parking spaces on abutting property to be dedicated to the Loyal Order of the Moose No. 376 for use by the Moose Family Center. The developer is requesting waivers for rear yard impermeable coverage, open accessory parking space setback, dwelling units per acre, residential unit location, facade transparency, public parkway trees, and parking lot screening abutting private property. In response to comments made to the Plan Commission and Village Board by residents of the Morton House Condominium Association located adjacent to the subject property, the Developer amended their application to include a privacy fence along the north lot line of the subject property.</p> <p>On September 2, 2025, the Appearance Commission reviewed Case AC 25-12 and unanimously voted to issue an Appearance Certificate and recommend approval of the proposed development with conditions. On September 4, 2025, the Traffic Safety Commission reviewed Case PC 25-08 and unanimously voted to recommend approval of the proposed development with comments. On September 16, 2025, the Applicant appeared before the Plan Commission to present the request for approval of the Application made under Case PC 25-07. Based on the Application, supporting staff report, and testimony presented at the public hearings, the Plan Commission voted unanimously (6-0) to recommend approval of the Preliminary Plat of Subdivision and Special Use Permit, with conditions relating to site design and operation.</p>
<b>Programs, Dept’s, Groups Affected</b>	Department of Community and Economic Development
<b>Fiscal Impact:</b>	N/A
<b>Source of Funds:</b>	N/A
<b>Workload Impact:</b>	The Preliminary Plat of Subdivision and Special Use Permit will be implemented and supervised by staff as part of their normal work activities.
<b>Admin. Rec:</b>	Approval as presented
<b>2<sup>nd</sup> Reading:</b>	January 13, 2026

Submitted by – Charles L Meyer, Village Administrator

Reviewed by - Teresa Hoffman Liston, Corporation Counsel

Prepared by – Brandon Nolin, Community Development Administrator

**Special  
Considerations or  
Requirements:** | None

Submitted by – Charles L Meyer, Village Administrator  
Reviewed by - Teresa Hoffman Liston, Corporation Counsel  
Prepared by – Brandon Nolin, Community Development Administrator

## **ORDINANCE 25-42**

### **APPROVING A PRELIMINARY PLAT OF SUBDIVISION AND SPECIAL USE PERMIT WITH ASSOCIATED WAIVERS FOR A 60-UNIT MIXED-USE DEVELOPMENT ON PROPERTY COMMONLY KNOWN AS 8500-8550 LEHIGH AVENUE AND A 0.531-ACRE PORTION OF THE CHESTNUT STREET RIGHT-OF-WAY PETITIONED FOR VACATION IN MORTON GROVE, ILLINOIS**

WHEREAS, the Village of Morton Grove (“Village”), located in Cook County, Illinois, is a home rule unit of government under the provisions of Article 7 of the 1970 Constitution of the State of Illinois, and can exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and incur debt; and

WHEREAS, 8500-8550 Lehigh Avenue, legally described in “Exhibit A”, attached hereto and made a part of this Ordinance, is a 1.518-acre site located within a C/R Commercial/Residential District and comprises lots separated by a 0.531-acre portion of Chestnut Street public right of way located directly west of Lehigh Avenue that has been petitioned for vacation through a complete application to the Village’s Plan Commission under Case PC 25-08, in accordance with the Plat of Vacation and legal description prepared by Terra Technology Land Surveying, Inc., dated December 28, 2021, a copy of which is attached hereto and made a part hereof and market as “Exhibit B”, and together comprise the subject property (“Subject Property”); and

WHEREAS, the Subject Property is partially unimproved (8500 Lehigh Avenue), partially improved with an asphalt roadway, pedestrian facilities, landscape areas, utilities, and signage (Chestnut Street right of way), and partially improved with a temporary commuter parking lot and stormwater management facilities (8550 Lehigh Avenue); and

WHEREAS, “mixed use development” with variations is listed as Special Use in the C/R Commercial/Residential District pursuant to Section 12-4-3:D of the Unified Development Code; and

WHEREAS, before subdividing or consolidating any tract of land, an owner shall submit a Preliminary Plat to the Plan Commission and Village Board of Trustees for review and approval pursuant to Chapter 12-8 of the Unified Development Code; and

WHEREAS, 8500 MG LLC (“Applicant”) filed complete applications to the Village’s Plan Commission under case PC 25-07 (“Application”) requesting approval of a Preliminary Plat of Subdivision and Special Use Permit for a subdivision and consolidation of the Subject Property into one lot and the development of a mixed-use development with ground-floor commercial uses, 60 residential units, 124 accessory surface parking spaces and a two-lane shared access drive; and

WHEREAS, in order to authorize the development as presented, the Application includes requests for variations to Section 12-2-5:B.3 for rear yard impermeable coverage, Section 12-2-6:G for setback of open accessory parking spaces and balconies, Section 12-5-7:A.3.k for facade transparency, Section 12-5-7:C for dwelling units per acre, Section 12-5-7:D.1 for residential unit location, Section 12-11-2:B.4 for parkway trees, and Section 12-11-3:B.2 for parking lot screening abutting private property; and

WHEREAS, pursuant to the applicable provisions of the Municipal Code, public notice for a public hearing on the Application to be held on September 16, 2025, was published in the Morton Grove Champion, a newspaper of general circulation in the Village of Morton Grove, on August 28, 2025, written notification was sent to property owners within 250 feet of the subject property on August 29, 2025, and a sign was posted on the Subject Property on August 29, 2025, as required by ordinance; and

WHEREAS, pursuant to Section 12-7-3:B, the off-street parking standards identified in the Unified Development Code as “Required Spaces by Use” shall be advisory only for Special Use applications and the final number of required parking spaces for Special Use Permits will be established by the Village Board based on the submitted traffic and parking impact study and any recommendations by the Traffic Safety Commission, Plan Commissions, and staff; and

WHEREAS, in accordance with Section 12-7-3:B of the Village Code, the Applicant submitted a traffic and parking impact study, “Mixed-Use Transit Oriented Development (TOD) 8500-8550 Lehigh Avenue, Morton Grove, Illinois,” prepared by Kimley-Horn and Associates, Inc., dated August 8, 2025, which establishes a peak daily parking demand of 121 spaces and discusses projected traffic impacts associated with the proposed development; and

WHEREAS, on September 2, 2025, the Appearance Commission reviewed the Application, approved an Appearance Certificate for proposed improvements that authorized associated waivers, and recommended approval of the Application with conditions; and

WHEREAS, on September 4, 2025, the Traffic Safety Commission (TSC) reviewed the Application, including the plans and traffic and parking study, and recommended approval with comments; and

WHEREAS, at the September 16, 2025, public hearing, the Village’s Plan Commission heard the Applicant’s presentation and reviewed the Application, at which time all concerned parties were given the opportunity to be present and express their views for the consideration by the Plan Commission; and

WHEREAS, the Village's Plan Commission considered all the evidence and testimony presented to it, discussed the merits of the Application in light of applicable law, including the Standards for Subdivision established in Section 12-16-4:D.3 and the Standards for Special Use established in Section 12-16-4:C.5 of the Unified Development Code, and voted to recommend approval of the Preliminary Plat of Subdivision and Consolidation and Special Use Permit, subject to conditions, restrictions, and requirements contained in the report of the Plan Commission, dated December 2, 2025, which was presented to the Village Board on December 9, 2025, and a copy of that report is contained in "Exhibit C", attached to and made a part of this Ordinance; and

WHEREAS, pursuant to the provisions of the Village's Unified Development Code, the Corporate Authorities have determined that the proposed Preliminary Plat of Subdivision and Consolidation and Special Use Permit should be approved, subject to the provisions, conditions, and restrictions contained in this Ordinance.

**NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, AS FOLLOWS:**

SECTION 1. Incorporation by Reference. The Corporate Authorities do hereby incorporate the foregoing WHEREAS clauses into this Ordinance by this reference, as though fully set forth herein, thereby making the findings as hereinabove set forth.

SECTION 2. Approval of Preliminary Plat of Subdivision and Special Use Permit. The Corporate Authorities hereby approve a Preliminary Plat of Subdivision and Consolidation and grant Special Use Permit to allow the construction of a 60-unit mixed-use development and authorize select variations to requirements of the Unified Development Code, with the following conditions and restrictions, which shall be binding on the owners/lessees, occupants and users of this property, their successors and assigns. The Special Use Permit approval shall include the following waivers:

- A. Waiver to Section 12-2-5 for maximum impermeable rear yard coverage;
- B. Waiver to Section 12-2-6 for setback for open accessory parking spaces;
- C. Waivers to Section 12-5-7 for dwelling units per acre, residential unit location, and facade transparency;
- D. Waiver to Section 12-11-2 for public parkway trees;
- E. Waiver to Section 12-11-3 for parking lot screening abutting private property; and
- F. Waivers to select signage requirements of Chapter 10-10, as approved by the Appearance Commission.

SECTION 3. Conditions. The Preliminary Plat of Subdivision and Special Use Permit shall be subject to the following conditions:

A. The site, improvements, and buildings, including building footprints, shall be improved and operated consistent with the plans and supporting documents and modifications as finalized and specifically approved in writing by the Village Administrator or his designee, including:

1. Subdivision Application, submitted by 8500 MG, LLC, received August 11, 2025
2. Project Narrative, submitted by 8500 MG, LLC, received August 11, 2025
3. Legal Description, submitted by 8500 MG, LLC, received August 11, 2025
4. Plat of Survey, prepared by Terra Technology Land Surveying, dated December 28, 2021
5. Preliminary Plat of Subdivision, prepared by Terra Technology Land Surveying, dated December 28, 2021
6. Special Use Application, submitted by 8500 MG, LLC, received August 11, 2025
7. Legal Description, submitted by Midwest RE Acquisitions, LLC, received May 12, 2025
8. Project Narrative, submitted by 8500 MG, LLC, received August 11, 2025
9. Site Context, prepared by BSB Design, dated August 7, 2025
10. Site Illustrative Plan, prepared by BSB Design, dated August 5, 2025
11. Floor Plates, prepared by BSB Design, dated August 5, 2025
12. Conceptual Unit Plans, prepared by BSB Design, dated August 5, 2025
13. Exterior Elevations, prepared by BSB Design, dated August 11, 2025
14. Site Plan, prepared by BSB Design, revised August 26, 2025
15. Tree Survey, prepared by BSB Design, revised September 9, 2025
16. Conceptual Landscape Plan, prepared by RWG Engineering, revised December 14, 2025
17. Conceptual Landscape Details, prepared by BSB Design, revised December 14, 2025
18. Preliminary Site Geometric and Paving Plan, prepared by RWG Engineering, revised September 16, 2025
19. Preliminary Grading Plan, prepared by RWG Engineering, revised September 16, 2025

20. Preliminary Utility Plan, prepared by RWG Engineering, revised September 16, 2025
21. Fire Truck Maneuvering Plan, prepared by RWG Engineering revised September 16, 2025
22. Garbage Truck Maneuvering Plan, prepared by RWG Engineering, revised September 16, 2025
23. Residential - Wb-40 Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
24. Residential - 40' Box Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
25. The Moose - Fire Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
26. The Moose - Garbage Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
27. The Moose - 40' Box Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
28. The Moose - Wb-40 Truck Maneuvering Plan, prepared by RWG Engineering, dated September 16, 2025
29. Photometric Analysis, prepared by A+M, prepared September 4, 2025
30. "V-Locity Small (VALS) Outdoor LED Area Light" Specification Sheet, submitted by BSB Design, received September 11, 2025
31. Traffic and Parking Impact Study, prepared by Kimley-Horn and Associates, Inc., dated August 8, 2025

Any change to the site or building may subject the Applicant or subsequent owners, lessees, occupants, and users of the Subject Property to additional conditions and may serve as the basis for amendment to the Special Use Permit.

- B. The Subject Property shall be developed and operated consistent with all representations, assertions, and testimony provided by the Applicant and their representatives at the public hearings before the Appearance Commission, Traffic Safety Commission, and Plan Commission. Any inconsistencies in development or operation, as determined by the Village Administrator or his/her designee, may serve as the basis for amendment to or revocation of the Special Use Permit.

- C. All final site development plans must be approved in writing by the Village Administrator or his/her designee and shall be consistent with the site layout and building setbacks shown in the Morton Grove Residential – Site Geometric and Paving Plan, prepared by RWG Engineering, LLC, dated September 16, 2025, and final recommendations from staff, the Appearance Commission, Traffic Safety Commission, Plan Commission, and Village Board of Trustees.
- D. 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.
- E. Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with a final landscape plan, including required Tree Protection and Tree Preservation Plans, for review and approval by the Community Development Administrator and Appearance Commission Chairperson. The final landscape plan shall include a privacy fence along the entire length of the north property line. If the landscape plan is deemed to be inconsistent with the approved plan or has not been modified to remove any invasive or undesirable species, the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.
- F. The Owner/Applicant shall install either fencing or year-round opaque screening a minimum of three feet in height within the proposed perimeter landscape bed along the west property line adjacent the FPDCC property. Any landscape installation along lot lines abutting the forest preserves must be limited to native species.
- G. Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with final outdoor seating area plans for review and approval. Final seating arrangements, screening, and furniture specifications must be deemed consistent with the overall development, 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.
- H. If planter boxes or containers are provided, they must be fully planted with live vegetation when the outdoor seating area is in active use. When the outdoor seating area is not in active use, the planter boxes or containers must be (1) planted with an alternative seasonal decoration, (2) covered, or (3) removed.
  - I. Only frosted glass or a similar type treatment shall be used for window areas permitted to be obscured including a ground floor fitness area facing Lehigh Avenue. The glass shall not be obscured with any mirrored coating, vinyl applique, artwork, or signage.
  - J. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).
  - K. Any portable signage shall be permitted pursuant to Section 10-10-8:E, except that the signage frame and base shall be constructed primarily of metal or wood, or as otherwise authorized by the Appearance Commission Chairperson.
  - L. Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with final sign plan indicating the location of monument signs that adhere to all setbacks and landscaping requirements. Final sign plans must be deemed consistent with Appearance Commission discussion, as determined by the Community Development Administrator. Sign colors shall blend with the building and storefront colors through use of complementary color ranges, or as otherwise approved by the Appearance Commission Chairperson. If the sign plan is 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.
  - M. Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with final lighting plan and photometric analysis that meets the minimum requirements of Village Code for review and approval by the Community Development Administrator and Village Engineer. The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.
  - N. Prior to filing any Building Permit Application, the Owner/Applicant shall submit proposed enhancements to mitigate bird collisions with the building's window area, subject to review and approval by the Community Development Administrator. The

development must adhere to bird-friendly design guidelines contained in the “Bird-Friendly Building Design” manual of the American Bird Conservancy (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable. Mirrored coatings may not be used, but inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.

- O. Prior to filing any Building Permit Application, the Owner/Applicant shall submit revised site and utility plans that indicate existing aboveground utilities will be relocated underground as required by the Village, subject to review and approval by the Village Engineer.
- P. Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with a revised site and utility plans that indicate the proposed location of street lighting along Lehigh Avenue frontage, or engage in an agreement with the Village to reimburse the Village for the installation of street lighting, subject to review and approval by the Village Engineer.
- Q. Conspicuous design elements shall be included in the final site design to provide awareness of the need to maintain the 24-foot-wide fire lane within the plaza clear of temporary or permanent fixtures that could interfere with emergency access, subject to review and approval by the Village Administrator.
- R. The Applicant shall comply with all comments issued by the Village Engineer in the communication dated June 20, 2025, by strict or alternative compliance, subject to the Village Engineer’s final approval.
- S. For so long as the property commonly known as 6149 Chestnut Street (“6149 Chestnut”) remains an independent zoning lot, there shall exist, at all times and in perpetuity, a perpetual easement for the benefit of 6149 Chestnut, providing and maintaining two-way vehicular access to and from Lehigh Avenue over, across, and through the properties commonly known as 8500 and 8550 Lehigh Avenue. Such access shall be designed and constructed in accordance with the standards of the Village of Morton Grove and shall be continuously maintained by and at the sole expense of 8500 MG LLC and all subsequent owners of the Development in a safe, serviceable, and code-compliant condition. This easement shall run with the land and shall be binding upon, and inure to the benefit of, the respective heirs, successors, and assigns of the parties and properties benefited and

burdened thereby, and shall be recorded against the title to each such property to provide constructive notice of its existence and enforceability.

- T. 8500 MG LLC and all subsequent owners of the Development shall be responsible for the maintenance of the Subject Property in its entirety, including but not limited to repair and replacement as needed to maintain compliance with Village standards, debris removal, landscaping, salting, and snow and ice removal, in perpetuity unless otherwise agreed to by the parties and authorized by the Village.
- U. 8500 MG LLC and all subsequent owners of the Development, at their sole expense, shall install and maintain pavement markings, access drive lighting, signage, and related amenities needed to safely direct pedestrians from Lehigh Avenue to the Loyal Order of Moose No. 376 property at 6149 Chestnut Street. All such pavement markings, access drive lighting, signage, and related improvements shall be designed and installed in compliance with Village standards and shall be subject to review and approval by the Village Administrator.
- V. Prior to filing any Building Permit Application, the owner/applicant shall provide a phasing plan, subject to review and approval by the Village Administrator, that maintains navigable 24-foot access to the Loyal Order of Moose No. 376 property at 6149 Chestnut Street throughout construction of the Development, except as expressly approved in writing by both the Loyal Order of the Moose No. 376 and the Village.
- W. The shared access drive serving the Development and the Loyal Order of Moose No. 376 property shall be designated as "Chestnut Street" and the Loyal Order of Moose No. 376 property shall retain the common address of 6149 Chestnut Street, unless otherwise agreed to in writing by the Loyal Order of Moose and the Village. Signage identifying the shared access drive as 'Chestnut Street' shall be installed and continuously maintained by the owner/applicant, in accordance with Village standards and subject to review and approval by the Village Administrator.
- X. All exterior garbage and recycling receptacles shall be lidded or shall be emptied or moved indoors overnight to prevent any environmental nuisance, including, but not limited to, overflowing and animal feeding.
- Y. All deliveries to the site shall occur no earlier than 7:00 a.m. and no later than 7:00 p.m. No delivery vehicle shall park, stop, or stall on Lehigh Avenue or within the shared access drive for any period of time. All deliveries to the site shall occur in the designated

loading zones or at alternative locations within the internal parking area, subject to delivery plan approval by the Village Administrator or his designee.

- Z. This Ordinance shall not take effect until the Village Board of Trustees has passed an ordinance approving the Plat of Vacation requested for a portion of the Chestnut Street right-of-way located directly west of Lehigh Avenue right-of-way measuring approximately 0.531 acres, as presented under Case PC 25-08.
- AA. The Applicant/Owner shall obtain all necessary signatures and file the Final Plat of Subdivision and all required easements with the Cook County Clerk and shall file three paper copies, one Mylar, and one electronic copy of the recorded plat and easements with the Building Commissioner for the Village of Morton Grove within 90 days of such recording.
- BB. The Applicant/Owner shall advise the Department of Community and Economic Development of any proposed change in ownership or operation of the Subject Property. Such changes may subject the Owner, lessees, occupants, and users to additional conditions and may serve as the basis for amendment to the Special Use Permit. The Special Use Permit is granted so long as the Applicant, Owner, occupants, and users of the Subject Property utilize the area for the purposes as herein designated.
- CC. The Owner/Applicant, and any lessees, occupants, and users of the Subject Property, their successors and assigns, shall allow employees and authorized agents of the Village access to the Subject Property at all reasonable times for the purpose of inspecting the Subject Property to verify all terms and conditions of this Ordinance have been met.
- DD. The approval of the preliminary plat does not authorize the construction of any improvements within the subdivision or the commencement of any site preparation work. Approval of a preliminary plat shall be valid for one year from the effective date of this Ordinance and may be extended by the board of trustees at its sole and absolute discretion, upon a written request from the applicant prior to the expiration of the one-year period

SECTION 4. Village Records. The Village Clerk is hereby authorized and directed to amend all pertinent records of the Village of Morton Grove to show and designate the Preliminary Plat of Subdivision and Special Use Permits as granted hereunder.

SECTION 5. Failure to Comply with Conditions. Upon failure or refusal of the Applicant to comply with any or all of the conditions, restrictions or provisions of this Ordinance, the Corporate Authorities may initiate the revocation of the Preliminary Plat of Subdivision and Special Use Permits

granted in this Ordinance, in accordance with process and procedures established in the Unified Development Code.

SECTION 6. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication, and the conditions of SECTION 3-Z of this Ordinance have been satisfied.

Passed this 13<sup>th</sup> day of January 2026.

Trustee Khan \_\_\_\_\_

Trustee Minx \_\_\_\_\_

Trustee Shiba \_\_\_\_\_

Trustee Thill \_\_\_\_\_

Trustee Travis \_\_\_\_\_

Trustee White \_\_\_\_\_

Approved by me this 13<sup>th</sup> day of January 2026.

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Janine Witko, Village President  
Village of Morton Grove  
Cook County, Illinois

Approved and filed in my office this 14<sup>th</sup> day of January 2026.

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Eileen Scanlon Harford, Village Clerk  
Village of Morton Grove  
Cook County, Illinois

**LIST OF EXHIBITS**

- EXHIBIT A            Legal Description, 8500-8550 Lehigh Avenue
- EXHIBIT B            Plat of Vacation and Legal Description, dated December 28, 2021
- EXHIBIT C            Plan Commission Report for PC 25-07, dated December 2, 2025

## **EXHIBIT A**

### **8500-8550 LEHIGH AVENUE, MORTON GROVE, ILLINOIS 60053 LEGAL DESCRIPTION:**

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.53 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 12 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.53 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 3, 4, AND 5 IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.53 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

### **PROPERTY INDEX NUMBERS:**

10-19-204-020-0000  
10-19-203-021-0000  
10-19-203-022-0000  
10-19-203-023-0000  
10-19-203-025-0000  
10-19-203-013-0000

**EXHIBIT B**

**PLAT OF VACATION AND LEGAL DESCRIPTION**

Dated December 28, 2021

**EXHIBIT C**

**PLAN COMMISSION REPORT FOR PC 25-07**

Dated December 2, 2025

To: Village President and Board of Trustees

From: Chris Kintner, Plan Commission Chairperson  
Charles Meyer, Village Administrator  
Teresa Hoffman Liston, Corporation Counsel  
Brandon Nolin, Community Development Administrator

Date: December 2, 2025

Re: Plan Commission Case PC 25-07

Request for a request for approval of a Preliminary Plat of Subdivision, in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and Special Use Permits for a 60-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District (12-4-3) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), parkway trees (12-11-2:B.4), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois. The applicant is 8500 MG, LLC.

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### Executive Summary

8500 MG, LLC ("applicant") submitted complete Vacation, Subdivision, and Special Use Applications to the Department of Community and Economic Development requesting approval of a vacation of a portion of Chestnut Street right of way, a subdivision and consolidation of vacated and Village-owned property, and Special Use Permits to allow the construction of a 60-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District with associated variations to dimensional and use standards. The subject property is currently owned by the Village of Morton Grove. Redevelopment of the subject property will be contingent on the execution of redevelopment and purchase agreements between the applicant and Village. The property at 6419 Chestnut Street will continue to be owned by the Loyal Order of Moose (No. 376) and operated as the Morton Grove Moose Family Center.

The proposed Special Use Permit and Preliminary Plat of Subdivision were considered by the Plan Commission at the regularly scheduled meeting on September 16, 2025 and recommended by a vote of 6-0 that the Village Board of Trustees should approve the application with certain conditions outlined in this report.

### Application Overview

In March 2025, the Village issued a request for qualifications (RFQ) seeking a qualified developer to acquire and redevelop the Village-owned property at 8500-50 Lehigh Avenue for mixed-use, multi-family, or commercial development that aligns with the Village's vision for a pedestrian-friendly and transit-oriented downtown with a vertical and horizontal mix of uses. The applicant's submitted proposal was selected by staff as the preferred concept. Staff provided input on the initial concept and the applicant revised the project site plan and elevations to satisfy Village requirements and objectives.

Another developer was previously granted a special use permit for the subject property in November 2023 (Ord. 23-24). That special use permit was for a 36-unit mixed-use development, but no substantive progress was made in implementing the approved improvement and the permit expired.

On August 11, 2025, the applicant submitted complete Subdivision and Special Use Applications to the Department of Community and Economic Development requesting approval of a subdivision and consolidation of Village-owned property at 8500-8550 Lehigh Avenue, and a 0.53-acre portion of Chestnut Street right of way petitioned for vacation by the applicant and the Loyal Order of Moose No. 376 under Case PC 25-07, and a Special Use Permit to allow the construction of a 60-unit mixed-use development with associated variations to dimensional and use standards. The property at 6419 Chestnut Street will continue to be owned by the Loyal Order of Moose No. 376 and operated as the Morton Grove Moose Family Center.

The applicant is proposing a four-story mixed-use development with 4,020 square feet of ground floor commercial space and 60 one- and two-bedroom residential units located throughout all four stories. The residential units are planned to be leased by the developer. The first-floor commercial uses are anticipated to include a mix of retail and restaurant space. An outdoor café/patio space is proposed for the north end of the building that would also provide additional fire lane access in case of emergency. The applicant is requesting Special Use Permit for minor modifications to the general and C/R District standards for mixed-use development. At the time of application, the applicant had not executed any leases for the ground-floor commercial space. The future tenants will be subject to all requirements set forth in the Special Use Permit.

The applicant is proposing 133 parking spaces to the rear of the principal structures, nine (9) of which will be located in the Chestnut Street right of way and are intended for use by the Moose Family Center property to offset spaces lost in reconfiguring access to the Moose site. The 124 spaces dedicated to the development exceed the reduced transit-oriented development (TOD) parking requirement of 98 to 106 parking spaces allowed by the site's proximity to the Metra station. Access to the Moose Family Fun Center and mixed-use development is proposed to be provided by a new full-access driveway along the southern boundary of the site. The driveway will be privately owned and maintained by the developer. The proposed plaza at the north side of the building has been designed with mountable curb and a standard fire lane width to serve as an emergency accessway.

A Vacation Application submitted by the applicant, to be reviewed under Case PC 25-08, petitions the Village to vacate Chestnut Street in order to maximize the development site area. The proposed subdivision and consolidation will result in two lots, one of which will be deeded to the Loyal Order of Moose No. 376 and the other to the applicant under forthcoming redevelopment and purchase agreements. A Final Plat of Subdivision will be submitted to the Board for review following the completion of site improvements and may only be recorded following ordinance approval.

### Commission Review

#### ***Appearance Commission***

On September 2, 2025, the Appearance Commission reviewed Case PC 25-07. At the conclusion of the discussion, the Appearance Commission recommended approval (5-0) of the application with recommended conditions. The Staff Report to the Appearance Commission has been included as "Attachment A".

#### ***Traffic Safety Commission***

On September 4, 2025, the Traffic Safety Commission (TSC) reviewed Case PC 25-07 and the Traffic Impact Study. At the conclusion of the discussion, the TSC voted unanimously (5-0) to recommend approval of the application with comments (see "Attachment B").

### Departmental Review

The proposed project was reviewed by several department representatives with the Fire Department and the Department of Public Works being the only departments to provide comments (see "Attachment C").

- Building Department: No comments at this time.
- Fire Department: In review of the proposed project, the Fire Chief indicated that, "*The Fire Department would be concerned with tight clearances to the rear of the building for emergency access. With the amount of parking spaces this could further hinder our access if numerous vehicles were trying to exit the only pathway during an emergency.*" *In response to Fire Department comments, the applicant has revised the design to feature a fire lane on the north side of the building.*"
- Public Works Department/Engineering: In review of the proposed project, the Village Engineer issued several comments dated June 30, 2025, regarding:
  - The need for updated turning diagram for a larger fire apparatus.
  - Additional analysis and discussion regarding proposed sewer alignments for the proposed development and the Moose Family Center.
  - Coordinating with the Village on right of way improvements along Lehigh Avenue.

### Public Input

Staff received calls from various representatives of the Morton House Condominium Association which abuts the Subject Property to the north. An email outlining concerns regarding the existing north wall between the Subject Property and the Morton House Condominiums, parking lot lighting, and landscaping was received by Staff after the Plan Commission public hearing (see "Attachment D").

### Plan Commission Public Hearing

The Village provided Public Notice for the September 16, 2025, Plan Commission public hearing for PC 25-07 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on August 28, 2025. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on August 28, 2025.

Plan Commission – September 16, 2025, Proceedings: *Six members of the Plan Commission were in attendance at the public hearing for Case PC 25-07 held on September 16, 2025.*

*Brandon Nolin, Community Development Administrator, provided a brief introduction to the application. The staff report dated September 9, 2025, and attached hereto as "Attachment E," was entered into the public record.*

*In the case of PC 25-07, 8500 MG LLC, is requesting approval of plans for a 60-unit mixed-use development proposed under applications for Special Use Permit and Subdivision for the property commonly known as 8500-50 Lehigh Avenue. The subject property consists of 2.05 acres of Village-owned property across Lehigh Avenue from the Metra station. The project consists of 4 stories fronting Lehigh, a primary entrance on the south end of the site, and parking in the rear. The project includes a 4,020-square-foot commercial space with an outdoor plaza/café space on the north end of the building. The ground floor residential portions of the building are screened with foundation plantings.*

*The Moose Executive Committee provided generally positive input highlighting the need for an illuminated sign (two are proposed) and the 9 proposed spaces to be located in the Moose portion of the vacated Chestnut St. right-of-way. Staff are awaiting a formal decision from the Moose as to their participating as a co-applicant for the Chestnut St. easement as was the case for the concept proposed for the site in 2022. The easement will be considered under a separate Plan Commission case in the future.*

*It should be noted that in an effort to address previous comments from staff, the AC, and TSC, the applicant provided revised plan components regarding landscaping, a tree survey, photometric analysis, and civil drawings showing a corrected building footprint. Hard copies have been provided tonight.*

*The applicant has been asked to discuss various aspects of the proposal including potential landscaping waivers, façade materials, site lighting, parking and a proposed valet area, and snow storage.*

*Chairman Kintner asked if the recommendations encompass the comments from the Appearance Commission and Traffic Safety Commission. They have been included.*

*The 5 people representing the applicants were sworn in. Simon Berger, Managing Director of B3 Companies presented recently completed projects in Glencoe and Highland Park, and the development team. They are actively working in 6 communities at this time.*

*Joe Maschek, with BSB Design, gave the location context and current conditions. He presented the site plan and explained that the building will create a streetwall as required in the C/R district, and does not impede the views of the Forest Preserve by surrounding buildings. There will be access to the building from Lehigh Avenue and the parking lot for the residents and patrons. The retail/commercial portion to the northeast will offer an outdoor area.*

*The architectural details were presented for each elevation. Private terraces, awnings, identifying signage, architectural metal detailing on the parapet, brick, engineered panel and stucco siding were shown.*

*The retail component on the northeast side of the building will measure 4,000 square feet and can be one user or separated into two. The elevation was described as a classic building, not a cubist design, a main street look that activates the streetscape. Adjustments have been made to the landscape plan, namely tree species recommendations*

from the Village and a 4 feet high cedar fence to screen the Saint Paul Woods Forest Preserve from car lights, in place of landscape screening.

He covered the variations being sought, height increase of 3 feet to allow screening of rooftop mechanicals and to allow higher ceilings in the units. They are willing to combine the trash enclosures to one from two to comply with the allowable number of accessory structures.

They are asking for setback variations on the south and north sides to accommodate their design of the building. They are also seeking a variation in the number of dwelling units from 24 units per acre to 31.6 units per acre in order for the project to work well.

Mr. Maschek said this design is similar to the previously approved building, but has enhancements and additional on-street parking for the neighboring Moose Lodge.

Commissioner Ingram said the building looks nice, he asked for an explanation as to why they exceed the maximum number of dwelling units, and does that have anything to do with removing the retail on the south side.

Mr. Maschek said the retail is all north to provide a dynamic corner for the downtown area. A retail user will be a destination and having the concentration to the north is more leasable.

Commissioner Ingram asked for the target demographic and why there is so much parking proposed. They need retail parking and parking for all units. New turning diagrams for emergency vehicles, trucks and deliveries were shown. Commissioner Ingram suggested some spaces could be eliminated to accommodate the turning.

Commissioner Hussaini asked if there has been an interior lighting study, specifically related to the full height windows. They have not studied this. Mr. Hussaini asked if sound proofing has been considered due to the location near the railroad.

Mr. Maschek said he appreciates the questions and notes that a similar project in Glencoe did address the train noise.

Commissioner Mohr said the building is urban and looks like it could be on Western Avenue in Chicago. He notes that the retail portion along with first floor apartments is a good mix for attracting tenants. He likes the design and amount of windows.

Mr. Maschek said they are undergrounding the utilities and may have more parking on Lehigh as it gets redeveloped.

Chairman Kintner asked if there would be more options for seating areas on the north side. They must be careful due to the fire lane. There will be seating along east side in front of the retail area. Discussion ensued regarding increasing the outdoor area. Parking could be lost if the building is further setback.

The resident's trash enclosure is easy to be reached in the parking lot but a valet trash service may be offered. Would want to discourage use of the retail trash enclosure.

Chairman Kintner asked for the targeted ages of renters. This building is marketed to a younger demographic, similar to Sawmill Station. TOD's are aimed also for a younger demographic.

Chairman Kintner asked why some of the materials were selected for the façade. Mr. Maschek said the cues from Morton Grove, providing an urban, downtown feel. They are using mullioned window and similar hues as found in the new train station. Steel is used on the corners to support the brick facade, the center areas are wood frame hence the lighter, cementitious materials. Discussion ensued regarding the roof materials, it will be white.

Commissioner Hussaini asked how the human scale of the first floor will relate to pedestrians. It will have soft canvas awnings, floor to ceiling windows, and some first-floor terraces.

Chairman Kintner noted two larger trees are being removed due to their location, and replaced with many 2.5 inch caliper trees. The native shade trees can achieve a height of 50 feet. Mr. Kintner said he would like to not have the fence along

the west parking lot. There is not a lot of room to add shrubs instead. A small cedar fence can be looked over to see the Forest Preserve.

The nine parking spaces may be used by visitors to the residences and the Moose Lodge. The parking signage will be clearly marked for residents only to discourage Metra users from parking.

Chairman Kintner asked for the pedestrian crossings to be very clearly marked for safety. They are working with the Village on placement and pedestrian friendly design.

Maureen Mulligan with RWG Engineering, said the storm water detention will be appropriately sized as required by MWRD for detention and volume control. If overland drainage is required it will be to the west and not to the north or south.

Sofia Camp, of Kimley-Horn, summarized the traffic study. All planned developments along Lehigh were added to existing data. There is a comfortable level of capacity along Lehigh. The data used is from 2023, reflecting post-covid numbers.

Commissioner Ingram noted the lighting plan has been updated and they are working with the Village to provide lighting where needed for safety.

Wall signage will comply with Village code for brightness and size.

Chairman Kintner asked for public comment.

Jim Verhance, of 8821 Mansfield, is a member of the Loyal order of the Moose and said the Moose Lodge has over 700 members have events that draw over 150 people and parking will be a concern. He is concerned with Seniors using the Metra Lot for events. He asked if underground parking could be considered.

The President of the Moose Lodge, said he is concerned with access. There will be a sidewalk on north side of the access way, adjacent to the building. He is concerned that drainage could flood their lot if not properly controlled. Two signs are proposed by the developer for the Moose Lodge.

Beth Nolte of the Moose Lodge said they rent the lodge to Morton Grove and other Communities, she is concerned with overflow parking She asked if the building's residents would be driving through the Moose parking lot to gain access to their parking spaces.

Mike Tracey, who owns several buildings in the surrounding area, asked how neighbors are notified of meetings. He likes the development but asked why it is so close to Lehigh. He noted that interior parking would be preferable to renters. He does not like the position of the building. He said he does not think retail is a good idea in the area. He asked how the restaurant vent would be placed.

The President of the Moose Lodge asked about truck deliveries to the Moose. The turning diagrams show a 46 foot truck maneuver within the Moose Lodge lot and in the proposed building's parking lot.

Mr. Molin discussed the proposed parking arrangement with the Moose Lodge. The proposal meets the base parking requirements for the new development. Special event parking can use the Metra lot for \$2.00 per space per day.

Chairman Kintner asked Mr. Maschek if underground parking was considered. Underground parking is very expensive. Discussion ensued about lighting the sidewalk that may serve the Moose Lodge and adding pedestrian markings.

Ms. Mulligan noted on-site drainage is designed to be carried underground in pipe and additional catch basins are being added to improve drainage on the Moose property.

The additional 9 spaces will be curbed but not landscaped and will be on Moose property.

Mr. Nolin said wayfinding and parking signage will be addressed in the permit process.

Discussion ensued regarding the C/R design guidelines and the position of the building on Lehigh. The development has adhered to the guidelines.

Exhaust venting may be to the northwest corner or through the roof, it is in the design phase now.

Number of units does drive the costs of the building that is class 5A with sprinklers.

Chairman Kintner recognized the partnership with the Moose Lodge and its importance.

Mr. Nolin described the public notice process for public hearings and associated meetings.

Chairman Kintner thanked the public for their comments and said they consider the Comprehensive Plan and Zoning Ordinance in their deliberations.

He said he would like a condition, number 17, be added requesting a pedestrian crossing serving the Moose Lodge from the access drive.

Commissioner Liston made a motion to recommend approval of Case PC 25-07, a request for approval of a Preliminary Plat of Subdivision, in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and Special Use Permits with associated waivers for a 60-unit mixed-use development with ground floor commercial space for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois, subject to the following conditions:

*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.*

*Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with a final landscape plan, including required Tree Protection and Tree Preservation Plans, 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 or has not been modified to remove any invasive or undesirable species, the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*

*The applicant shall install either fencing or year-round opaque screening a minimum of three feet in height within the proposed perimeter landscape bed along the west property line adjacent the FPDCC property. Any landscape installation along lot lines abutting the forest preserves must be limited to native species.*

*Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final outdoor seating area plans for review and approval. Final seating arrangements, screening, and furniture specifications must be deemed consistent with the overall development, 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.*

*If planter boxes or containers are provided, they must be fully planted with live vegetation when the outdoor seating area is in active use. When the outdoor seating area is not in active use, the planter boxes or containers must be (1) planted with an alternative seasonal decoration, (2) covered, or (3) removed.*

*Only frosted glass or a similar type treatment shall be used for window areas permitted to be obscured including a ground floor fitness area facing Lehigh Avenue. The glass shall not be obscured with any mirrored coating, vinyl applique, artwork, or signage.*

*Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).*

*Any portable signage shall be permitted pursuant to Section 10-10-8:E, except that the signage frame and base shall be constructed primarily of metal or wood, or as otherwise authorized by the Appearance Commission Chairperson.*

*Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final sign plan indicating the location of monument signs that adhere to all setbacks and landscaping requirements. Final sign plans must be deemed consistent with Appearance Commission discussion, as determined by the Community Development Administrator. Sign colors shall blend with the building and storefront colors through use of complementary color ranges, or as otherwise approved by the Appearance Commission Chairperson. If the sign plan is 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.*

*Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final lighting plan and photometric analysis that meets the minimum requirements of Village Code for review and approval by the Community Development Administrator and Village Engineer. The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.*

*To mitigate bird collisions with the buildings' window area, the development must adhere to bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the American Bird Conservancy (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable. Mirrored coatings may not be used, but inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.*

*Prior to filing any Building Permit Application, the owner/applicant shall submit revised site and utility plans that indicate existing aboveground utilities will be relocated underground as required by the Village, subject to review and approval by the Village Engineer.*

*Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with a revised site and utility plans that indicate the proposed location of street lighting along Lehigh Avenue frontage, or engage in an agreement with the Village to reimburse the Village for the installation of street lighting, subject to review and approval by the Village Engineer.*

*Conspicuous design elements shall be included in the final site design to provide awareness of the need to maintain the 24-foot-wide fire lane within the plaza clear of temporary or permanent fixtures that could interfere with emergency access, subject to review and approval by the Village Administrator.*

*The applicant shall comply with all comments issued by the Village Engineer in the communication dated June 20, 2025, by strict or alternative compliance, subject to the Village Engineer's final approval.*

*Approval shall be contingent on Board of Trustees approval of a vacation of a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way measuring approximately 0.531 acres, as presented under Case PC 25-08.*

*A pedestrian crossing will be added to service the Moose Lodge from the sidewalk along the south of the new building across the access drive to the Moose Lodge parking lot.*

*The motion was seconded by Commissioner Dorgan. Chairman Kintner called for the vote.*

Commissioner Dorgan	voting	aye
Commissioner Hussaini	voting	aye
Commissioner Ingram	voting	aye
Commissioner Liston	voting	aye
Commissioner Mohr	voting	aye
Chairman Kintner	voting	aye

*Motion passed (6-0)*

### Final Plans and Supporting Documents

The application's final plans and supporting documents recommended for approval by the Plan Commission include the following and are attached hereto as "Attachment F":

1. *Subdivision Application, submitted by 8500 MG, LLC, received August 11, 2025*
2. *Project Narrative, submitted by 8500 MG, LLC, received August 11, 2025*
3. *Legal Description, submitted by 8500 MG, LLC, received August 11, 2025*
4. *Plat of Survey, prepared by Terra Technology Land Surveying, dated December 28, 2021*
5. *Preliminary Plat of Subdivision, prepared by Terra Technology Land Surveying, dated December 28, 2021*
6. *Special Use Application, submitted by 8500 MG, LLC, received August 11, 2025*
7. *Legal Description, submitted by Midwest RE Acquisitions, LLC, received May 12, 2025*
8. *Project Narrative, submitted by 8500 MG, LLC, received August 11, 2025*
9. *Site Context, prepared by BSB Design, dated August 7, 2025*
10. *Site Illustrative Plan, prepared by BSB Design, dated August 5, 2025*
11. *Floor Plates, prepared by BSB Design, dated August 5, 2025*
12. *Conceptual Unit Plans, prepared by BSB Design, dated August 5, 2025*
13. *Exterior Elevations, prepared by BSB Design, dated August 11, 2025*
14. *Site Plan, prepared by BSB Design, revised August 26, 2025*
15. *Conceptual Landscape Plan, prepared by RWG Engineering, revised August 26, 2025*
16. *Conceptual Landscape Details, prepared by BSB Design, revised August 5, 2025*
17. *Preliminary Site Geometric And Paving Plan, prepared by RWG Engineering, prepared August 8, 2025*
18. *Preliminary Grading Plan, prepared by RWG Engineering, prepared August 8, 2025*
19. *Preliminary Utility Plan, prepared by RWG Engineering, prepared August 8, 2025*
20. *Fire Truck Maneuvering Plan, prepared by RWG Engineering, prepared August 8, 2025*
21. *Garbage Truck Maneuvering Plan, prepared by RWG Engineering, prepared August 8, 2025*
22. *Photometric Analysis, prepared by A+M, prepared July 31, 2025*
23. *Traffic and Parking Impact Study, prepared by Kimley-Horn and Associates, Inc., dated August 8, 2025*

### Attachments

- Attachment A – Staff Report to the Appearance Commission for PC 25-07, prepared by Brandon Nolin, AICP, Community Development Administrator, dated August 26, 2025
- Attachment B – Plan Review Comment Form for PC 25-07, prepared by Amit Shah, Traffic Safety Commission Chair dated September 5, 2025
- Attachment C – Plan Review Comment Form for PC 25-07, prepared by Various Department Heads
- Attachment D – Comments from Morton House Condominium Association, received October 21, 2025
- Attachment E – Staff Report to the Plan Commission for PC 25-07, prepared by Brandon Nolin, Community Development Administrator, dated September 9, 2025
- Attachment F – Final Plans and Supporting Documents for PC 25-07

Attachment A  
Staff Report to the Appearance Commission for PC 25-07  
Prepared by Brandon Nolin, AICP, Community Development Administrator  
Dated August 26, 2025

To: Chairperson Pietron and Members of the Appearance Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: August 27, 2025

Re: Appearance Commission Case AC 25-08

Request for an Appearance Certificate for site, building, landscape plans with associated waivers for a 60-unit mixed-use development proposed under Applications for Special Use and Subdivision (PC 25-07) for the property commonly known as 8500-50 Lehigh Avenue (PIN 10-19-204-020-0000, 10-19-203-021-0000, 10-19-203-022-0000, 10-19-203-023-0000, 10-19-203-025-0000, 10-19-203-013-0000) and a portion of Chestnut Street right of way petitioned for vacation (PC 25-08) in Morton Grove, Illinois. The applicant is 8500 MG, LLC.

## STAFF REPORT

### Application Summary

8500 MG, LLC (“applicant”) submitted complete Vacation, Subdivision, and Special Use Applications to the Department of Community and Economic Development requesting approval of a vacation of a portion of Chestnut Street right of way, a subdivision and consolidation of vacated and Village-owned property, and Special Use Permits to allow the construction of a 57-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District with associated variations to dimensional and use standards. The subject property is currently owned by the Village of Morton Grove. Redevelopment of the subject property will be contingent on the execution of redevelopment and purchase agreements between the applicant and Village. The property at 6419 Chestnut Street will continue to be owned by the Loyal Order of Moose (No. 376) and operated as the Morton Grove Moose Family Center.

### Subject Property

The subject property at 8500-50 Lehigh Avenue is located on the west side of Lehigh Avenue at its intersection with Chestnut Street and is generally situated between Lincoln Avenue to the north and Elm Street to the south. The Morton House Condominiums abut the subject property to the north and the Forest Preserves of Cook County abut the property to the west and south. The Morton Grove Metra station and commuter parking lot are located directly across Lehigh Avenue from the subject property at 8501 Lehigh Avenue.



Subject Property Location Map

The overall development site measures approximately 2.05 acres and consists of the following three properties:

1. 8500 Lehigh Avenue (0.535 ac +/-): This Village-owned property is currently vacant and will be sold to the applicant for redevelopment.
2. 8550 Lehigh Avenue (0.983 ac +/-): This Village-owned property is currently improved with a commuter parking lot and will be sold to the applicant for redevelopment.
3. Chestnut Street Right of Way (0.531 ac +/-): This 66-foot Village right of way is an asphalted street in poor condition. The right of way is petitioned to be vacated under Case PC 25-08, with portions to be deeded to the future abutting property owners, the Loyal Order of Moose No. 376 and the applicant.

In March 2025, the Village issued a request for qualifications (RFQ) seeking a qualified developer to acquire and redevelop the Village-owned property at 8500-50 Lehigh Avenue for mixed-use, multi-family, or commercial development that aligns with **the Village's vision for a pedestrian-friendly and transit-oriented downtown with a vertical and horizontal mix of uses.** The **applicant's submitted proposal was selected by staff as the preferred concept.** Staff provided input on the initial concept and the applicant revised the project site plan and elevations to satisfy Village requirements and objectives.

Another developer was previously granted a special use permit for the subject property in November 2023 (Ord. 23-24). That special use permit was for a 36-unit mixed-use development, but no substantive progress was made in implementing the approved improvement and the permit expired.

### Project Overview

The applicant is proposing a four-story mixed-use development with 4,020 square feet of ground-floor commercial space and 60 one- and two-bedroom residential units located throughout all four stories. The residential units are planned to be leased by the developer. The first-floor commercial uses are anticipated to include a mix of retail and restaurant space. An outdoor café/patio space is proposed for the north end of the building that would also provided additional fire lane access in case of emergency.

The developer is proposing 133 parking spaces to the rear of the principal structures, nine (9) of which will be located in the Chestnut Street right of way. **The development exceeds the Code's base parking requirement of 130 parking spaces** if the commercial space were used for retail. If the commercial space were used entirely as restaurant space then the total base parking required would be 141 spaces. Regardless of the base parking requirement used, the development exceeds the reduced transit-oriented development (TOD) parking requirement of 98 to 106 **parking spaces allowed by the site's proximity to the Metra station.**

A Vacation Application submitted by the applicant, to be reviewed under Case PC 25-08, petitions the Village to vacate Chestnut Street in order to maximize the development site area. Access to the Moose Lodge and mixed-use development is proposed to be provided by a new full-access driveway along the southern boundary of the site. The driveway will be privately owned and maintained by the developer. The proposed plaza at the north side of the building has been designed with mountable curb and a standard fire lane width to serve as an emergency accessway.

The development meets Village requirements for density, lot width, and setbacks. The applicant is requesting Special Use Permit for minor modifications to the general and C/R District standards for mixed-use development. At the time of application, the applicant had not executed any leases for the ground-floor commercial space. The future tenants will be subject to all requirements set forth in the Special Use Permit.

### Site Design

Section 12-5-7:**A.3 establishes fundamental design principals for development in the C/R District, which "is intended to encourage the creation of a vibrant mixed-use neighborhood that allows for convenient access to local businesses and the Metra station while giving priority to pedestrians and residents."** **The principals encourage a defined streetwall that creates a comfortable public space scaled for humans.** The streetwall should be continuous, with gaps between buildings minimized, and the building design should be oriented to the pedestrian, with long stretches of blank and windowless walls to be avoided. Parking should be located behind buildings and site plans should be arranged to create focal points to guide pedestrians around corners and along the street. Developments should also provide a comfortable and safe sidewalk space with adequate room for streetscaping, public art, and outdoor seating.

The proposed site plan provides a setback of between 4.1 feet and 5.9 feet at the front lot line along much of Lehigh Avenue creating a strong streetwall. **The development's surface parking will be located to the rear of the principal structures and out of view from Lehigh Avenue**, so as not to disrupt the pedestrian nature of the streetwall. The use of a singular public vehicular accessway creates a continuity in the streetwall. Recessed balcony areas with small patios on the ground floor and related changes in material break up the façade. A large central building entrance, ground floor residential patios, and a high degree of transparency provided by large ground floor windows will also help provide for a sense of activity at the street level. **Landscaping areas along the buildings' frontage and new street trees will also contribute to a vibrant and pedestrian-oriented public realm.** The northern side setback will be heavily landscaped to provide buffering between the Morton House Condominiums, an abutting multi-family residential use to the north, and maintain visual interest along Lehigh Avenue.



Proposed Site Plan

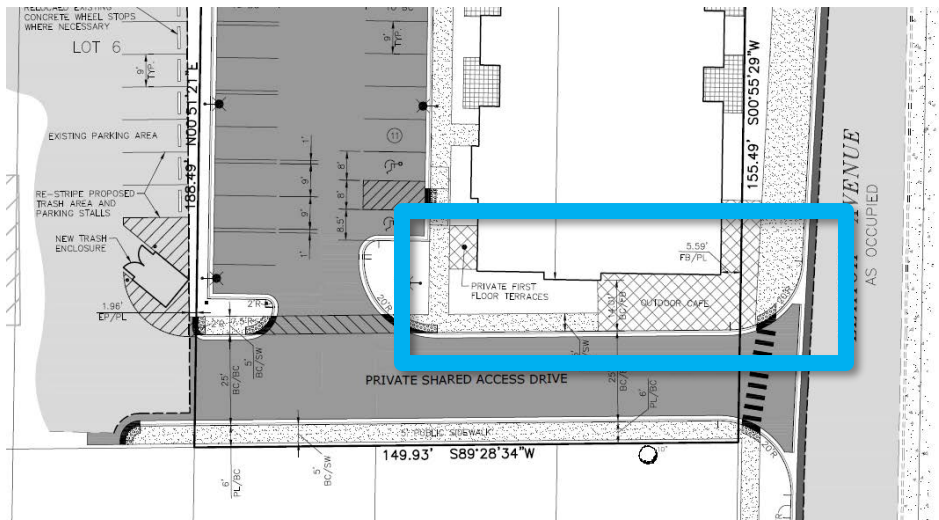
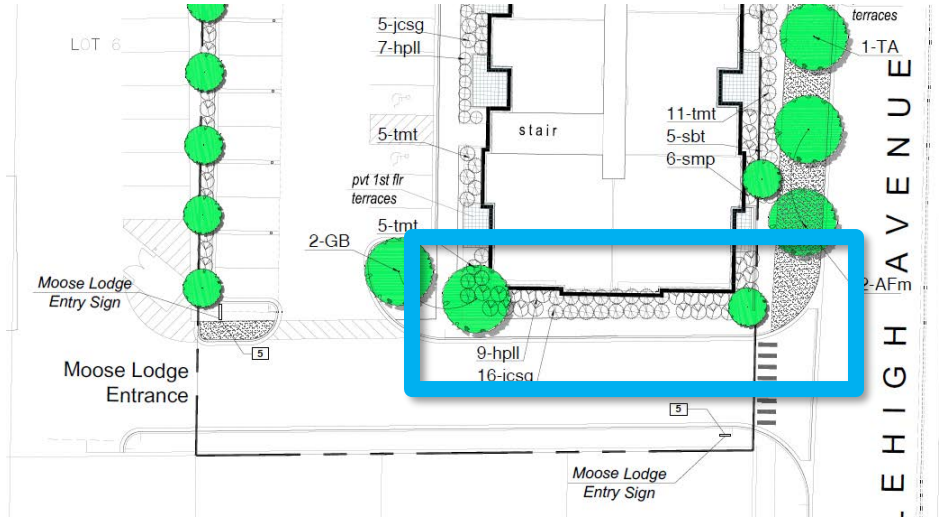
**NOTE:**

The site plan and landscape plan and related architectural drawings were revised by the applicant to eliminate a retail space and related outdoor seating area at the south end of the building. Staff has request revised civil drawings that replace the previous, outdated building extent and landscaping.

The sidewalk on the south side of the access drive along the south property line was also removed in the current application.

**Building Design**

In response to the RFQ and marketing of the site in previous years, the Village received proposals for much higher density multi-family and mixed-use development. Staff finds the four-story mixed-use building proposed by the applicant to be scaled and sited in a manner that achieves a **“downtown” feel but is respectful to** surrounding structures and uses. The development will not impede the views of the six-story Morton House Condominiums or overshadow the single-story Moose Family Center.



Revised site plan (TOP); Outdated site plan in civil drawings (BOTTOM)

Architectural details such as horizontal coping and banding, awnings, and balconies also help break up the building facades and create visual interest. The following materials are being proposed as indicated on the proposed elevations:

- Stucco and engineered panel siding – James Hardie
- Brick veneer – **Belden “Brandywine Velour”**
- Soldier course brick caps
- Aluminum storefront window system – **Kawneer “Dark Bronze”**
- Fabricated balconies – Midwest Iron
- Metal parapet cap

*The applicant is expected to provide additional details regarding the proposed materials and address the durability and long-term maintenance of the materials proposed.*

**Exterior Materials Legend**

	Brick Veneer Belden Brandywine Velour
	Windows and Balcony Doors Anderson Fibrex or Equivalent
	Sconce Lighting Chara 12 Outdoor
	Aluminum Storefront Kawneer - Dark Bronze
	Fabricated Balconies & Metals Midwest Iron
	Stucco Panel Siding James Hardie
	Engineered Panel Siding James Hardie



*Proposed Development Rendering – Lehigh Avenue frontage (viewed from northeast)*



*Proposed East Elevation with Material Callouts (North end of Building)*

*Facade Transparency*

Section 12-5-7:A.3.k of the Morton Grove Municipal Code establishes minimum requirements for facade transparency for mixed-use developments in the C/R district. Facade transparency creates a visual connection between indoor and outdoor spaces, enhances a building's aesthetic appeal, and fosters a sense of security and vibrancy for pedestrians. Typically, facade transparency minimums are applied along elevations fronting on streets. In this case, the buildings were requested by staff to be designed in a manner where no elevation would be treated as a rear elevation. Window area was more equitably spread across all four elevations.

Per code, at least 50% of the wall area that is between two (2) and 12 feet above grade shall be occupied by windows and/or entry doors. The proposed elevations for the north and east façades compliant, however the south and west façades are 3.2% and 3.3% below the required 50% transparency. On the east elevation facing Lehigh Avenue, within the specified area between two and 12 ft. above grade, is 53.8% transparent. The applicant is requesting waivers to the minimum percentage of facade transparency required by Code to allow the building elevations as presented.

A fitness area is proposed for the first floor facing Lehigh Avenue. *The applicant should speak to any potential waivers needed to allow obscured or frosted glass for the fitness area or any other potential deviations from clear transparent glass.*

An overview of proposed facade transparency as it relates to Village Code requirements is provided in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Facade Transparency (12-5-7:A.3.k)	Min. 50% of wall area between 2 and 12 feet above grade shall be occupied by windows or entry doors	East elevation (street): 53.8% North elevation (plaza): 71.9% West elevation (parking): 46.7% South elevation (access drive): 46.8%	East elevation (street): Compliant North elevation (plaza): Compliant West elevation (parking): 3.3% South elevation (access drive): 3.2%
Clarity (12-5-7:A.3.k.1)	Clear transparent glass	Unknown	<i>Potential waiver to allow obscure glass for fitness and service spaces only</i>
Tinting & Screening (12-5-7:A.3.k.2)	Tint, internal screening, patterns, and mirrored coating prohibited	No tint, internal screening, patterns, or mirrored coating proposed	Compliant
Coatings (12-5-7:A.3.k.3)	Limited to minimum U-factor requirement in the State-adopted International Energy Conservation Code	Coating limited to minimum U-factor requirement	Compliant
Grade (12-5-7:A.3.k.4)	Commercial grade and design	Commercial grade and design	Compliant
Obstruction (12-5-7:A.3.k.5)	No obstruction beyond Chapter 10-10 permissions	No obstruction beyond Chapter 10-10 permissions	Compliant

*Bird-friendly Design*

To mitigate bird collisions with the buildings' window area, especially considering the development's proximity to natural areas, staff recommends as a condition of approval that the development must adhere to bird-friendly design guidelines contained in the **"Bird-Friendly Building Design" manual of the American Bird Conservancy** (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable. Mirrored coatings may not be used and inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.

## Landscape Design

The applicant submitted a landscape plan prepared by RWG, LLC. The applicant is requesting two waivers to the landscaping requirements set forth in Chapter 12-11: (1) a waiver of one tree to the minimum requirement for trees planted in the abutting public right of way and (2) a waiver to permit limited landscaping along the westernmost and southernmost lot lines abutting property owned and operated by the Forest Preserve District of Cook County (FPDCC).

Nine new street trees are proposed along Lehigh Avenue. Staff is concerned that additional trees within the public right of way will conflict with valet /loading zone that will be desirable for potential future restaurant operations at the project, and is supportive of the waiver of one tree. With respect to the proposed waiver to allow no landscaping or alternative screening along lot lines abutting forest preserve property, staff recommends reducing the minimum screening height to three feet, where five feet are typically required by Code, or as otherwise recommended by Forest Preserve District staff. Staff is concerned that headlights from vehicles in the parking and driveway areas will be disturbing to these biologically sensitive areas and should be shielded. *With the condition of approval recommended by Staff, the developer may install fencing or year-round opaque screening a minimum of three feet in height. Staff also recommends that any landscape installation along lot lines abutting the forest preserves must be limited to native species.*

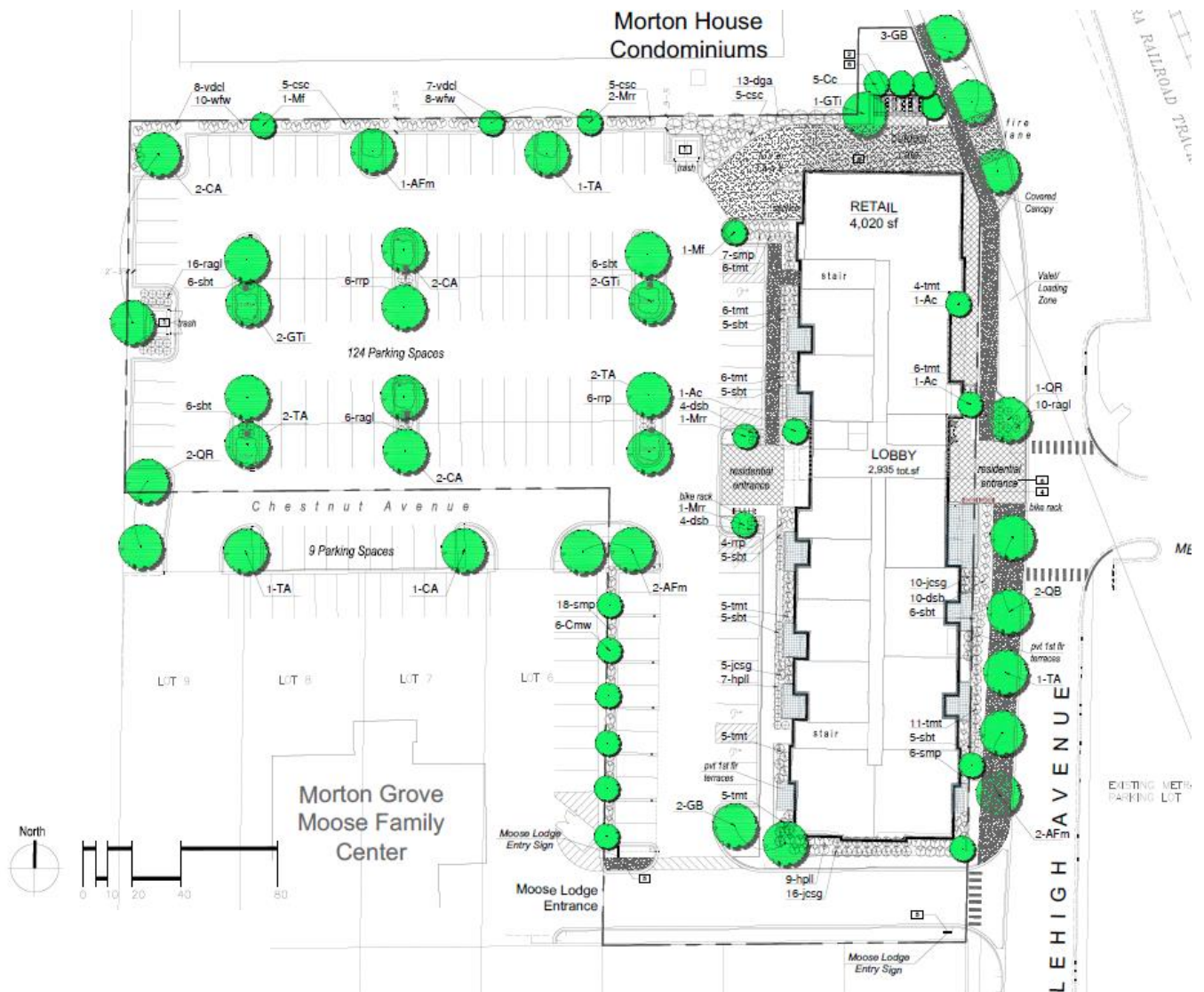
The Village's applicable landscape requirements and requested waivers are outlined in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Landscape Area (12-11-2:B.1.a)	Min. 8% of total site in a TIF District, the majority of which is to be provided along the street ROW	8.1%	Compliant
Public Parkway Trees (12-11-1:B.4)	Parkway trees required with max. 40-ft. separation, min. 2.5-in. caliper	9 trees / 382.2 ft. frontage = avg. 42.5-foot separation	<i>Waiver of 1 tree and average 2.5 feet to maximum separation</i>
Irrigation (12-11-3:G)	Underground irrigation system or readily available water supply required	Hose bib access to maintain exterior	Compliant
Parking Lot Screening Abutting Private Property (12-11-4:B.2)	Landscaping or structure required, min. 5-ft. buffer yard with berm, hedge, maintenance free barrier 5-6 ft. in height	<u>North lot line:</u> 4 ft. landscape bed <u>West lot line abutting FPDCC property:</u> 1.6 ft. setback, no landscape buffer (groundcover only) <u>West lot line abutting Moose property:</u> 5 ft. landscape bed <u>South lot line abutting FPDCC property:</u> 6 ft. setback, no landscape buffer (groundcover only)	<i><u>North lot line:</u> Waiver of 1 ft. to allow a landscape screen of 4 ft.; <u>West lot line abutting FPDCC:</u> Waiver of 3.4 ft. to allow a landscape screen of 1.6 ft. <u>West lot line abutting Moose property:</u> Compliant <u>South lot line abutting FPDCC property:</u> Waiver to permit groundcover only</i>
Parking Lot Landscaping Islands (12-11-4:B.3)	Min. 40 sq. ft.; 1 tree per single row island; 2 trees per double row island	189 – 500 sq. ft. 1-2 trees pe	Compliant
Parking Lot Landscaping Area (Lot > 20,000 SF) (12-11-4:B.3)	Min. 7% of paved area, not including buffer landscape area (or trash enclosures)	9.4.2%	Compliant
Parking Bay Length (12-11-4:B.3)	Max. 20 spaces in an uninterrupted row	Bays < 20 spaces	Compliant
Screening (12-11-4)	Min. 5-ft. screening for all loading docks, equipment enclosures, and trash areas (see 12-11-4 for allowed screening types)	Trash areas are interior or screened	Compliant

Due to the subject property's proximity to natural areas, staff recommends as a condition of Appearance Certificate approval that the submitted landscape plan include only species that are not invasive or undesirable. Staff reviewed the proposed plant list against the Northwest Illinois Forestry Association invasive plants list and did not identify any invasive species. Staff has concerns regarding the proposed use of "Grow-low Sumac." The same plant has been used in several projects in the Village and some larger installations such as in parking lot islands at the Sawmill Station retail center have experienced die-offs due to a fungus. The applicant should confirm the use of non-invasive species and the potential plan substitutions and the ability to maintain plant health for proposed species.

**Tree Preservation**

The applicant did not provide the required tree survey and tree preservation plan, but has indicated the required items will be provided to the Appearance Commission prior to the scheduled meeting. Protected trees are defined as non-nuisance species with a diameter at breast height of 12 inches or greater per the Village's Tree Ordinance (Ord. 24-28). Staff site visits indicate that a total of two protected trees are on the subject property, located on the east end of the Village-owned parking lot at 8550 Lehigh. Those trees will need to be removed during construction as they are within the footprint of the proposed building. As such, two tree replacements or a fee-in-lieu will be required for the two lost protected trees. The Tree Protection and Tree Preservation Plans should be required as a condition of approval and the applicant should speak to their willingness and ability to comply with tree preservation requirements.



Proposed Landscape Plan

Lighting

The development's proposed lighting plan should be discussed, especially due to the subject property's adjacency to biologically sensitive forest preserves owned and operated by the FPDCC. The applicant submitted a photometric plan showing levels of illumination along lot lines abutting forest preserve property measuring up to 1.4 foot-candles. Levels along the north lot line abutting the Morton House Condominiums measure up to 1.3 foot-candles and levels along lot lines abutting Moose Family Center property measure up to 1.0 foot-candles.

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.

Section 12-12-3 of the Unified Development Code establishes lighting fixture standards. For off-street parking areas, lighting must be directed away from adjacent property, streets, and other public rights-of-way. All lighting units must be of the full cutoff type, meaning luminaires may not emit any light above the source's horizontal plane. The International Dark-Sky Association (IDA) recommends full cutoff fixtures, which minimize glare and light trespass. *The applicant did not provide specification sheets for the selected site lighting fixtures and should confirm whether the proposed site lighting fixtures qualify as full cutoff fixtures.*

The proposed sconce for building up lighting is shown to the right. Sconces are proposed to be placed between the majority of the windows and entrances on the east elevation facing Lehigh Avenue, as well as the west elevation facing the parking lot.

*Staff recommend as a condition of approval that the applicant submit a revised lighting plan that includes required specification sheets to meet all lighting requirements of the Village of Morton Grove including achieving close to zero illumination at the property lines, subject to approval by the Village Engineer. The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.*



Outdoor Seating Areas

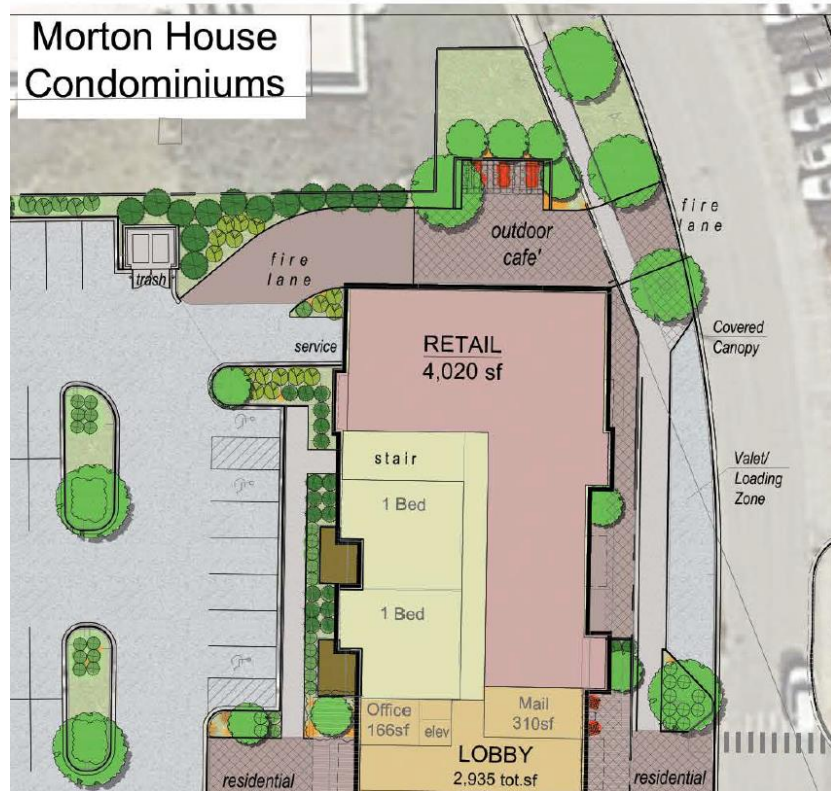
Per Section 12-5-5:C, if outdoor seating areas are in excess of 100 square feet, adequate landscaping and screening must be provided, subject to review and approval by the Appearance Commission. Outdoor seating area requirements are outlined in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Outdoor Seating Area Location (12-5-5:C.1)	Not permitted in public right of way	Not proposed in public right of way	Compliant
Outdoor Seating Area Design (12-5-5:C.2-4)	Not permitted in a required landscape area, must be on a hard surface, must provide min. 3 ft. pedestrian access	Outdoor seating not in a required landscape area, on a concrete sidewalk, min. 3 ft. pedestrian access	Compliant
Advertisement (12-5-5:C.13)	No advertising is permitted on umbrellas or screening	No advertising proposed	Compliant

It is not clear whether portions of the Lehigh Avenue frontage would be used for outdoor seating, or if that would be restricted to the seating area identified along the northern edge of the property. The applicant would be required to enter into a license agreement with the Village any use of the Lehigh Avenue public right of way for outdoor seating. The Village may impose additional requirements to mitigate liability for private use of Village-owned property and the final outdoor seating area plan will be subject to approval by the Village Administrator.

The applicant should confirm the potential locations of future outdoor seating and speak to what kind of protections and screening will be provided for diners within the outdoor seating areas in the Lehigh Avenue public right of way.

Staff recommends that as a condition of Appearance Certificate approval, all final outdoor seating area plans, including screening and furniture specifications, must be reviewed and approved by the Appearance Commission Chairperson. The Chairperson may require full Appearance Commission review if the quality and design of the outdoor seating areas is not in keeping with the quality and design of the overall development. Language regarding planter box maintenance is also included as a condition.



Detail of Proposed Outdoor Seating Area

### Signage

Because no specific tenants are being proposed at this time, a signage plan for the development was not submitted to the Appearance Commission for review. All signage is expected to comply with all requirements of Chapter 10-10 unless waivers are requested and approved by the Appearance Commission at a later date. The applicant should speak to the types of tenant and directional signage they anticipate and how the signage will be designed to be cohesive and complementary to the overall development.

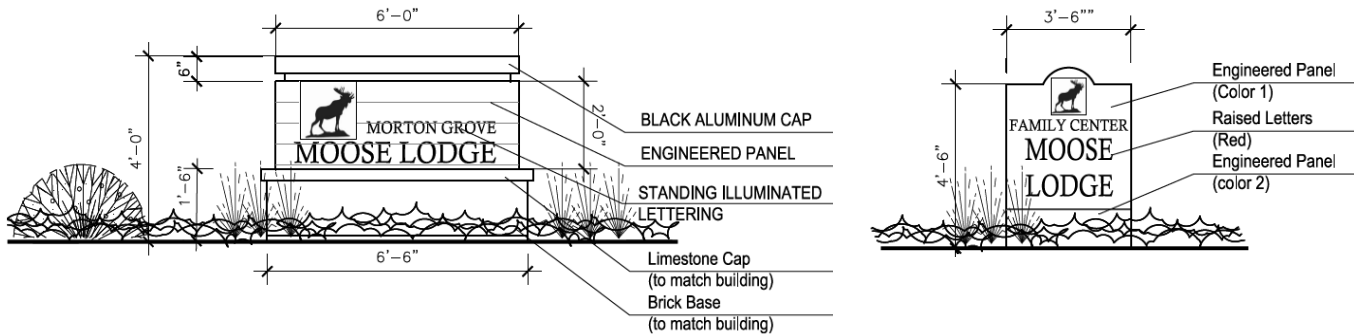
In order to maintain a high quality “downtown” feel, staff recommends conditions of approval that will enhance the overall quality of signage and attention-seeking ornamentation serving the development:

- 1) Sign colors shall blend with the building and storefront colors through use of complementary color ranges, or as otherwise approved by the Appearance Commission Chairperson.
- 2) Any portable signage shall be permitted pursuant to Section 10-10-8:E, except that the signage frame and base shall be constructed primarily of metal or wood, or as otherwise authorized by the Village Administrator.
- 3) Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).

To maintain visibility for the Moose Family Center from Lehigh Avenue, staff recommends the approval of various waivers to allow the installation of two signs by the developer without further review by the Appearance Commission: (1) the installation of a new entry monument sign just south of the new access drive to replace the existing off-premises pole sign on the east side of Lehigh Avenue, and (2) the installation of a new monument sign at the southwest corner of subject property, just north of the new access drive at the entrance to the Moose parking lot.

The above waivers are intended to authorize a replacement of the previous off-premises Moose Family Center pole sign with a monument sign that is compliant regarding dimensions, but that is located off-premises on property to be owned by the applicant. Should the Moose Family Center or applicant propose signage that is larger than described, additional waivers by the Appearance Commission may be required.

The proposed sign details indicate landscaping of some kind will surround the proposed monument sign. Code requires a minimum of a two-foot (2') landscape bed to surround each monument sign and be planted with shrubs at least three feet (3') in height at planting and may also include perennials, turf or other live ground cover. Staff is not supportive of a waiver for this requirement and has included this as a condition of approval.



Proposed Sign at entry to Moose Parking lot (Bottom left); Proposed sign at Lehigh Avenue (Bottom Right)

The Code requirements and requested waivers for the proposed off-premises monument signage are outlined in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Monument Sign Quantity (10-10-7:G.2)	Max. 1 ground monument sign per 150 ft. of street frontage	2 monument signs per 382.2 ft. of street frontage	Compliant
Monument Sign Height (10-10-7:G.2)	Max. 10 ft. per sign combined, max. 25 ft. per sign individually	Access Drive: 4ft. Parking Lot Entrance: 4 ft.	Compliant
Monument Sign Area (10-10-7:G.2)	Max. 50 sq. ft. per sign face	Access Drive: 14 sq. ft. Parking Lot Entrance: 12 sq. ft.	Compliant
Monument Sign Structural Base (10-10-7:G.3)	Min. 75% base must be materials compatible with the building	Access Drive: 100% Parking Lot Entrance: 100%	Compliant
Monument Sign Location (10-10-7:G.6)	Min. 50% height or 4 ft. from public right of way, whichever is greater	Access Drive: 5 ft. from Lehigh Avenue Parking Lot Entrance: 5 ft. from Access Drive	Compliant
Monument Sign Landscape bed (10-10-7:G.5)	Min. 2 ft. from base, shrubs min. 3 ft. in height	Min 2 ft. from base on 3 sides of monument sign	Waiver to allow no landscape bed
Off-Premises Signs (10-10-5:B)	Off-premises signs prohibited	Proposed off-premises signage on south side of new access drive near Lehigh Avenue	Waiver to allow replacement of Moose Family Center off-premises signage on adjacent private property

## 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 site, building, landscape plans, with associated waivers described herein, for a 60-unit mixed-use development proposed under Applications for Special Use and Subdivision (PC 25-07) for the property commonly known as 8500-50 Lehigh Avenue and a portion of Chestnut Street right of way petitioned for vacation 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 a final landscape plan, including required Tree Protection and Tree Preservation Plans, 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 or has not been modified to remove any invasive or undesirable species, the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*

2. The applicant shall install either fencing or year-round opaque screening a minimum of three feet in height within a **five-foot (5') perimeter** landscape bed along the west property line adjacent the FPDCC property. Any landscape installation along lot lines abutting the forest preserves must be limited to native species.
3. 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.
4. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final outdoor seating area plans for review and approval. Final seating arrangements, screening, and furniture specifications must be deemed consistent with the overall development, 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.
5. If planter boxes or containers are provided, they must be fully planted with live vegetation when the outdoor seating area is in active use. When the outdoor seating area is not in active use, the planter boxes or containers must be (1) planted with an alternative seasonal decoration, (2) covered, or (3) removed.
6. Only frosted glass or a similar type treatment shall be used for window areas permitted to be obscured, such as fitness and service areas. The glass should not be obscured with any mirrored coating, vinyl applique, artwork, or signage.
7. Before any Building Permit Application is filed, a revised sign detail shall be provided indicating a **two-foot (2') landscape bed surrounding each proposed monument sign including plantings three feet (3') in height**, subject to review and approval by the Community Development Administrator.
8. All ground monument and pylon signs shall be located in a landscaped bed that extends at least two feet (2') from the base on all sides. The landscape bed of a pylon sign shall be planted with shrubs at least three feet (3') in height at planting and may also include perennials, turf or other live ground cover.
9. Sign colors shall blend with the building and storefront colors through use of complementary color ranges, or as otherwise approved by the Appearance Commission Chairperson.
10. Any portable signage shall be permitted pursuant to Section 10-10-8:E, except that the signage frame and base shall be constructed primarily of metal or wood, or as otherwise authorized by the Appearance Commission Chairperson.
11. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).
12. Before any Building Permit Application is filed, the lighting plan must be revised to meet all lighting requirements of the **Village of Morton Grove. The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines** and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.
13. **To mitigate bird collisions with the buildings' window area, the development must adhere to bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the American Bird Conservancy (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable.** Mirrored coatings may not be used, but inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.
14. [Any other condition(s) deemed appropriate by the Appearance Commission]

Attachment B  
Plan Review Comment Form for PC 25-07  
Prepared by Amit Shah, Traffic Safety Commission Chair  
Dated September 5, 2025

REVIEWING:

**BUILDING**

**FIRE**

POLICE

**PUBLIC WORKS/ENGINEERING**

**TSC**

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

**DATE DISTRIBUTED:** 8/15/2025

**CASE NUMBER:** PC 25-07

**APPLICATION:** Request for approval of Special Use Permits for a 57-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District (12-4-3:D) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), location of outdoor seating areas in a public right of way (12-5-5:C), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

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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, September 5, 2025**.

Thank you,  
Brandon Nolin, AICP  
Community Development Administrator

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**COMMENTS OR CONCERNS**

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1. Contact Metra to evaluate whether any changes to signal timing and gating are needed due to increased traffic related to the proposed development.
2. Developer should coordinate with the Village Engineer to properly locate crosswalks and include signage or traffic control such as a signal to ensure proposed crosswalks across Lehigh Avenue are safe for pedestrians.

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These comments accurately represent existing Village regulations or policies.

Name (please print): Amit Shah, Traffic Safety Commission Chairman

Signed: 

Date: 9/5/2025

Attachment C  
Plan Review Comment Forms for PC 25-07  
Prepared by Various Department Heads

REVIEWING:

BUILDING

FIRE

POLICE

PUBLIC WORKS/ENGINEERING

TSC

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VILLAGE OF MORTON GROVE, ILLINOIS  
PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 6/25/2025

CASE NUMBER: PC 25-07

APPLICATION: Request for approval of Special Use Permits for a 60-unit mixed-use development with a restaurant and café in a C/R Commercial/Residential District (12-4-3:D) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), location of outdoor seating areas in a public right of way (12-5-5:C), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), parkway trees (12-11-2:B.4), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

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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, July 11, 2025.

Thank you,  
Brandon Nolin, AICP  
Community Development Administrator

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COMMENTS OR CONCERNS

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The Fire Department would be concerned with tight clearances to the rear of the building for emergency access. With the amount of parking spaces this could further hinder our access if numerous vehicles were trying to exit the only pathway during an emergency.

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These comments accurately represent existing Village regulations or policies.

Name (please print): Dennis Kennedy

Signed: *Dennis Kennedy*

Date: July 10, 2025

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**RE: 8500-50 Lehigh Comment Form**

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**From** Chris Tomich <ctomich@mortongroveil.org>

**Date** Mon 6/30/2025 12:23 PM

**To** Brandon Nolin <bnolin@mortongroveil.org>; James English <jenglish@mortongroveil.org>; Rick Dobrowski <rdobrowski@mortongroveil.org>

**Cc** Anne Ryder Kirchner <akirchner@mortongroveil.org>; Michael Lukich <mlukich@mortongroveil.org>

Brandon,

I did not review all 209 pages of the submittal, so my comments may reflect some knowledge gaps.

Fundamentally, the Village wants no proposed public infrastructure on this property. Existing public infrastructure will need to be reevaluated for abandonment to the extent practical. The existing infrastructure within the site is aged and should be renewed to the extent possible.

The proposed emergency overland flow path will need to be directed toward Lehigh Avenue.

I have concerns about reporting a lower traffic count from a larger residential development. It is intuitive that nearly all retail/commercial trips will happen by car and the previous development showed that when compared with the new development. TOD is expected to produce less trips, but that is highly dependent on the TOD location and purchasers. Some "error analysis" should be performed for the new development, unless the developer can control the number of vehicles residents will own. See traffic study narrative below. The information provided is too voluminous for me to review everything. The developer should acknowledge high reliance on the previous development and provide a solid reassessment of the original development and clearly identify the changes and the affects/effects of those changes.

### **Development Traffic Impact Comparison**

Per information published in the Highway Capacity Manual (HCM) and as described in the January 2022 traffic study, Lehigh Avenue has a capacity of about 10,000 vehicles per day (vpd), while the street currently carries about 2,950 vpd based on average daily traffic data from IDOT. Based on the AADT on Lehigh Avenue near the site and the daily trip projections for the original and new development plans, the impact to Lehigh Avenue is summarized below:

- Original Development Plan: 937 new daily trips \ ~3,890 vpd on Lehigh Avenue
- New Development Plan: 751 new daily trips \ ~3,700 vpd on Lehigh Avenue (*5% lower*)

The approximately 3,700 vpd on Lehigh Avenue is anticipated to be accommodated given the roadway's daily capacity of 10,000 vpd.

I would push them on the TOD successes their promotional literature provides. The Reserve and Drake Mixed Use in Glenview may be good TOD with longevity on its side. Let us get them to do a reassessment of what they projected for those developments and what the traffic counts look like now.

The turning path plans should provide better clearances for the Fire Department. The previously approved development had a straight emergency access route between the two buildings. This route has been eliminated the redundant route.

The proposed storm and proposed sanitary shown in the utility plan sheet need to be separated into a storm manhole and sanitary manhole for a future time when the combined sewer is separated into storm and sanitary

sewers.

The sanitary sewer is begging for refinement. First, the Moose building sewer should be realigned directly to Lehigh Avenue and be maintained by the Moose as a private sewer. More engineering work needs to be done with the feasibility of the Moose realignment. Second, the need for a grease basin could be reassessed. If needed, the sewer alignment is acceptable. If the grease basin could be eliminated, then the building sewer could be shortened.

The existing Chestnut Avenue sanitary sewer needs to be reevaluated because there is no known domestic waste upstream of the dead end of Chestnut. The developer would be responsible to determine upstream connections and abandon, if possible.

This is a tight site with a single entrance (emergency entrance eliminated by proposed building changes) in a high profile location. We need a higher level of confidence of success than at other locations within the Village. This is the reason for my concern between what is promised in an application and what is developed.

The existing conditions for the development should illustrate the train station improvements currently being constructed. The traffic study and proposed plans should be modified to incorporate all of the contracted train station improvements (entrance, crosswalks, lighting, etc.) as part of the initial submittal.

The Village should engage with the applicant with regard to public improvements within the Lehigh Avenue ROW as part of the initial application. The utility burial, streetscape, pavement improvements, etc. should be coordinated internally and articulated to the applicant.

Chris

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**From:** Brandon Nolin <bnolin@mortongroveil.org>

**Sent:** Friday, June 27, 2025 12:55 PM

**To:** James English <jenglish@mortongroveil.org>; Chris Tomich <ctomich@mortongroveil.org>; Rick Dobrowski <rdobrowski@mortongroveil.org>

**Cc:** Anne Ryder Kirchner <akirchner@mortongroveil.org>

**Subject:** 8500-50 Lehigh Comment Form

Hi All,

Attached is the comment form and preliminary submission from the selected development team for 8500-50 Lehigh. As you will see, the proposed concept is very similar to the revised concept Stec was pitching. 4 stories, 60 units, a restaurant space and a cafe. We would like to give the development team (led by B3 Companies) direction on needed revisions before we would bring into the formal Special Use/PUD process. I can set up a review meeting with B3 once we've collected your comments.

If possible, please provide comments by Friday, July 11. We are going to work with B3 to revise things and submit for formal review by Appearance, TSC, and PC in September.

Please let me know if you have any questions. Thank you.

- Brandon

**Brandon Nolin, AICP**

Community Development Administrator

Village of Morton Grove

6101 Capulina Avenue, Morton Grove, IL 60053

E-mail: [bnolin@mortongroveil.org](mailto:bnolin@mortongroveil.org)

Phone: 847-663-3063

[www.mortongroveil.org](http://www.mortongroveil.org)

Attachment D  
Comments from Morton House Condominium Association  
Received October 21, 2025

**Date:** October 21, 2025

**To:** Morton Grove Plan Commission

**From:** Dr. June Mire, Morton House Condominium Association Board Member

**Re:** **Comments on Morton Grove Plan Commission Case No. PC 25-08**

I serve on the Board of Directors for the Morton House Condominium Association and am responsible for landscaping and grounds maintenance. I also own a unit at 6401 Lincoln Ave that overlooks the proposed development site. I have several concerns that I want to see addressed before the project moves forward. Although several other residents have expressed concurrence with these comments, I represent only myself in this memo.

**1. Security of MHCA property adjacent to the parking area for the proposed development.**

- **Background:** The existing parking lot has been used for Metra commuters and, more recently, for rental cars belonging to a local dealer. Residents of MHCA have been bothered repeatedly by car horns in the parking lot, but otherwise we have had no trouble.
- **Problem:** My concern is that the lot is proposed for use by residents of the planned development. Unlike Metra commuters, who walk toward the train station after parking, the new residents are likely to see the path behind the parking lot as a walking shortcut to the Forest Preserve. The land behind the proposed parking area is private property owned by the MHCA. We do not want residents of the new development to transit through our property.
- **Mitigation:** Given the above concerns, we expect the existing concrete wall between the proposed parking area and the MHCA property to be left intact. We ask that you extend the existing security wall along the northern edge of your parking lot to the edge of the Forest Preserve to fully separate the parking lot from MHCA property and prevent pedestrian transit from your proposed parking area through MHCA property. The property boundary should be well marked and clearly state that no trespassers are allowed.
- **Rationale:** We are requesting a wall rather than a fence for three reasons: (1) Aesthetically, it is preferable to tie into the existing wall; (2) A wall prevents trash (and some noise) from the parking lot from blowing onto MHCA property; and (3) A wall is more difficult to breach than a fence.

**2. Parking Lot Lighting**

- **Background:** The existing parking lot was designed for primarily daytime use. Therefore, it is not brightly lit at night.
- **Problem:** Additional night-time lights in the parking area would disturb existing residents of the MHCA.

- **Mitigation:** If the proposed project includes additional lighting in the parking area, we request that the lights be directed downward and angled away from the MHCA building.

### 3. Landscaping

- **Background:** As the Board member responsible for landscaping the MHCA property, I have transitioned portions of our open area to native plant gardens. In particular, the area along Lehigh Ave immediately north of the proposed development (within our security fence) is a functioning rain garden wildlife habitat. With the understanding that the Village of Morton Grove supports landscaping with plants native to the Chicago area, we have expended substantial resources (both time and money) to remove non-native invasive species from the property, a project that is ongoing.
- **Problem:** Non-native invasive vegetation planted on your proposed development would provide a source of seeds and vegetative growth that could easily invade MHCA property. Removing non-native plants is expensive and destructive to adjacent plants.
- **Mitigation:** We request that you commit to planting only plants that are native to the Chicago area in the landscaped areas of your proposed development. Plants that are listed only as “native to the United States” are not acceptable.
- **Rationale:** Vegetation native to the Chicago area supports native wildlife, requires less water, and maintains soil stability. The Forest Preserve adjacent to MHCA property is heavily infested with invasive vegetation, which the Preserve manages and removes at great expense. It is irresponsible to install non-native vegetation in any new development.

We appreciate your consideration of these requests and look forward to working with you to ensure that the new development does not degrade the human or ecological environment in the existing neighborhood.

Sincerely,

June B. Mire, PhD  
Board Member, Morton House Condominium Association  
Director of Ecological Services at Tetra Tech, Inc.  
6401 Lincoln Ave. Unit 409  
Morton Grove, IL 60053  
[mhcaboard2025@gmail.com](mailto:mhcaboard2025@gmail.com)

Attachment E  
Staff Report to the Plan Commission for PC 25-07  
Prepared by Brandon Nolin, AICP, Community Development Administrator  
Dated September 9, 2025

To: Chairperson Kintner and Members of the Plan Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: September 9, 2025

Re: Plan Commission Case PC 25-07

Request for a request for approval of a Preliminary Plat of Subdivision, in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and Special Use Permits for a 60-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District (12-4-3) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), parkway trees (12-11-2:B.4), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois. The applicant is 8500 MG, LLC.

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## STAFF REPORT

### Public Notice

The Village provided Public Notice for the September 16, 2025, Plan Commission public hearing for PC 25-07 in accordance with the Unified Development Code. The Morton Grove Champion published a public notice on August 28, 2025. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on August 29, 2025.

### Application Summary

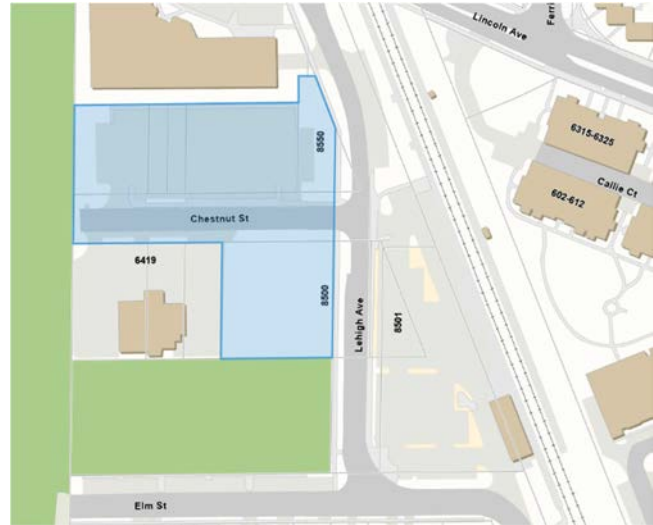
8500 MG, LLC ("applicant") submitted complete Vacation, Subdivision, and Special Use Applications to the Department of Community and Economic Development requesting approval of a vacation of a portion of Chestnut Street right of way, a subdivision and consolidation of vacated and Village-owned property, and Special Use Permits to allow the construction of a 57-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District with associated variations to dimensional and use standards. The subject property is currently owned by the Village of Morton Grove. Redevelopment of the subject property will be contingent on the execution of redevelopment and purchase agreements between the applicant and Village. The property at 6419 Chestnut Street will continue to be owned by the Loyal Order of Moose (No. 376) and operated as the Morton Grove Moose Family Center.

### Subject Property

The subject property at 8500-50 Lehigh Avenue is located on the west side of Lehigh Avenue at its intersection with Chestnut Street and is generally situated between Lincoln Avenue to the north and Elm Street to the south. The Morton House Condominiums abut the subject property to the north and the Forest Preserves of Cook County abut the property to the west and south. The Morton Grove Metra station and commuter parking lot are located directly across Lehigh Avenue from the subject property at 8501 Lehigh Avenue.

The overall development site measures approximately 1.9 acres and consists of the following three properties:

1. 8500 Lehigh Avenue (0.535 ac +/-): This Village-owned property is currently vacant and will be sold to the applicant for redevelopment.
2. 8550 Lehigh Avenue (0.983 ac +/-): This Village-owned property is currently improved with a commuter parking lot and will be sold to the applicant for redevelopment.
3. Chestnut Street Right of Way (0.531 ac +/-): This 66-foot Village right of way is an asphalted street in poor condition. The right of way is petitioned to be vacated under Case PC 25-08, with portions to be deeded to the future abutting property owners, the Loyal Order of Moose No. 376 and the applicant.



**Subject Property Location Map**

In March 2025, the Village issued a request for qualifications (RFQ) seeking a qualified developer to acquire and redevelop the Village-owned property at 8500-50 Lehigh Avenue for mixed-use, multi-family, or commercial development that aligns with the Village's vision for a pedestrian-friendly and transit-oriented downtown with a vertical and horizontal mix of uses. The applicant's submitted proposal was selected by staff as the preferred concept. Staff provided input on the initial concept and the applicant revised the project site plan and elevations to satisfy Village requirements and objectives.

Another developer was previously granted a special use permit for the subject property in November 2023 (Ord. 23-24). That special use permit was for a 36-unit mixed-use development, but no substantive progress was made in implementing the approved improvement and the permit expired.

### Project Overview

The applicant is proposing a four-story mixed-use development with 4,020 square feet of ground floor commercial space and 60 one- and two-bedroom residential units located throughout all four stories. The residential units are planned to be leased by the developer. The first-floor commercial uses are anticipated to include a mix of retail and restaurant space. An outdoor café/patio space is proposed for the north end of the building that would also provide additional fire lane access in case of emergency.

The developer is proposing 133 parking spaces to the rear of the principal structures, nine (9) of which will be located in the Chestnut Street right of way and are intended for use by the Moose Family Center property to offset spaces lost in reconfiguring access to the Moose site. The 124 spaces dedicated to the development exceed the reduced transit-oriented development (TOD) parking requirement of 98 to 106 parking spaces allowed by the site's proximity to the Metra station.

A Vacation Application submitted by the applicant, to be reviewed under Case PC 25-08, petitions the Village to vacate Chestnut Street in order to maximize the development site area. Access to the Moose Family Fun Center and mixed-use development is proposed to be provided by a new full-access driveway along the southern boundary of the site. The driveway will be privately owned and maintained by the developer. The proposed plaza at the north side of the building has been designed with mountable curb and a standard fire lane width to serve as an emergency accessway.

The applicant is requesting Special Use Permit for minor modifications to the general and C/R District standards for mixed-use development. At the time of application, the applicant had not executed any leases for the ground-floor commercial space. The future tenants will be subject to all requirements set forth in the Special Use Permit.

Site Design

Section 12-5-7:A.3 establishes fundamental design principals for development in the C/R District, which "is intended to encourage the creation of a vibrant mixed-use neighborhood that allows for convenient access to local businesses and the Metra station while giving priority to pedestrians and residents." The principals encourage a defined streetwall that creates a comfortable public space scaled for humans. The streetwall should be continuous, with gaps between buildings minimized, and the building design should be oriented to the pedestrian, with long stretches of blank and windowless walls to be avoided. Parking should be located behind buildings and site plans should be arranged to create focal points to guide pedestrians around corners and along the street. Developments should also provide a comfortable and safe sidewalk space with adequate room for streetscaping, public art, and outdoor seating.

The proposed site plan provides a setback of between 4.1 feet and 5.9 feet at the front lot line along much of Lehigh Avenue creating a strong streetwall. The development's surface parking will be located to the rear of the principal structures and out of view from Lehigh Avenue, so as not to disrupt the pedestrian nature of the streetwall. The use of a singular public vehicular accessway creates a continuity in the streetwall. Recessed balcony areas with small patios on the ground floor and related changes in material break up the façade. A large central building entrance, ground floor residential patios, and a high degree of transparency provided by large ground floor windows will also help provide for a sense of activity at the street level. Landscaping areas along the buildings' frontage and new street trees will also contribute to a vibrant and pedestrian-oriented public realm. The northern side setback will be heavily landscaped to provide buffering between the Morton House Condominiums, an abutting multi-family residential use to the north, and maintain visual interest along Lehigh Avenue.



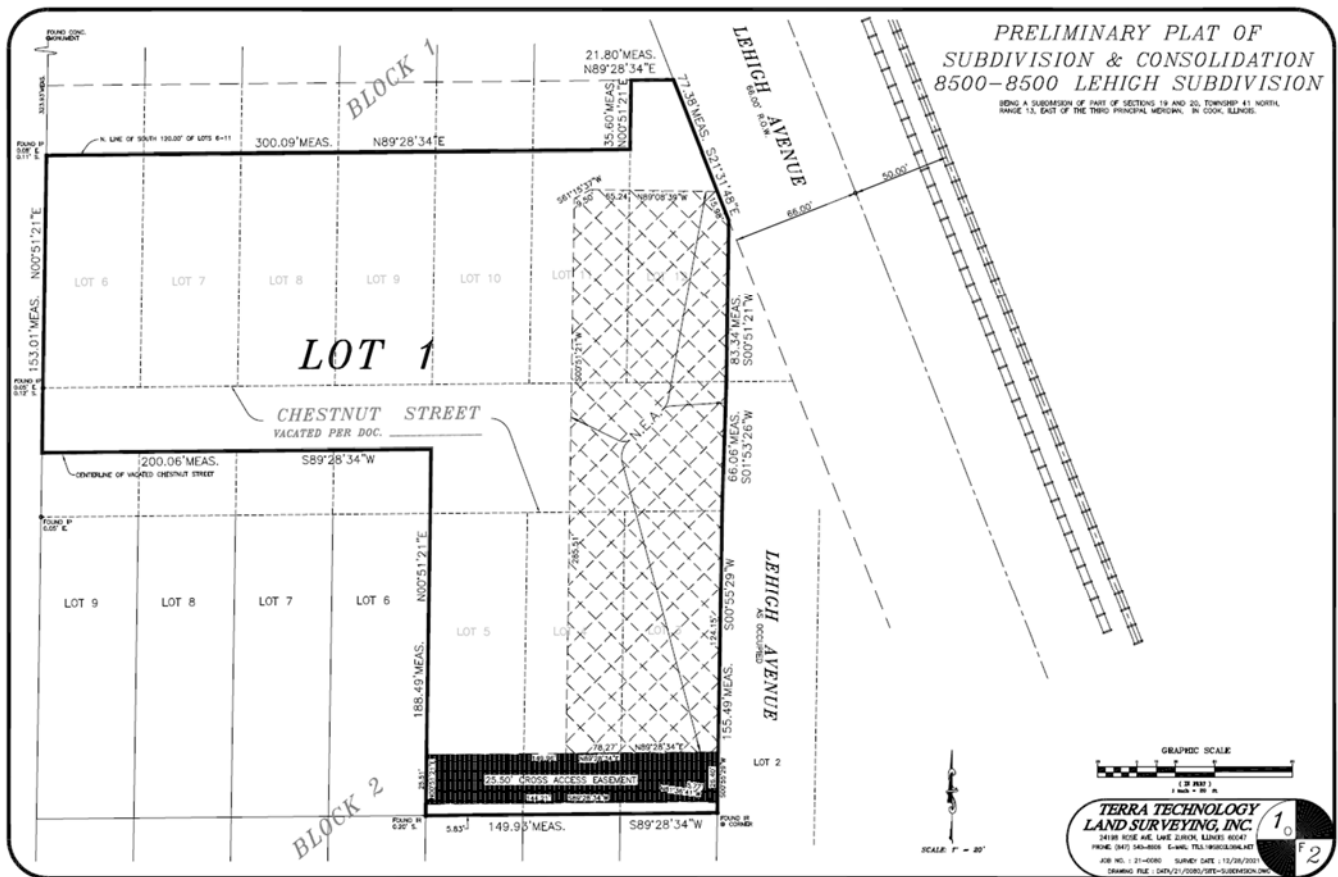
Proposed Site Plan

Preliminary & Final Plat of Subdivision

The applicant submitted a Preliminary Plat of Subdivision under PC 25-08 entitled "Preliminary Plat of Subdivision and Consolidation 8500-8550 Lehigh Subdivision," which proposes the consolidation of two (2) lots and the Chestnut Street right of way. The proposed subdivision and consolidation will allow the Loyal Order of Moose (No. 376) and the applicant to own those vacated portions of Chestnut Street to the centerline that abut their respective properties and consolidate all lots to be owned by the applicant, including 8500 Lehigh Avenue, 8550 Lehigh Avenue, and the larger portion of the vacated Chestnut Street right of way.

The Loyal Order of Moose (No. 376) has had preliminary meetings with the Village regarding the proposed easement and vacation of Chestnut Street. As currently proposed, the subdivision and consolidation will result in two lots, one of which will be deeded to the Loyal Order of Moose (No. 376) and the other to the applicant under forthcoming redevelopment and purchase agreements. A Final Plat of Subdivision will be submitted to the Village for review and approval following the completion of site improvements. The Final Plat may only be recorded following Board approval by ordinance.

*Approval of the Special Use Permit and Subdivision as part of PC 25-07 can move forward with a condition that approval is contingent upon the successful approval of the Plat of Vacation under PC 25-08.*



Proposed Preliminary Plat of Subdivision

Development Controls

The proposed project meets most dimensional requirements for mixed-use development in the C/R Commercial/Residential District. Applicable dimensional requirements and compliance are outlined in the following table. Staff notes that some dimensional discrepancies were found in the submitted documents. For dimensional purposes, staff deferred to the revised site plan submitted by BSB Design and dated August 7, 2025. Applicable requirements and the project's compliance are outlined in the following table:

C/R District Dimensional Controls	Requirement	Proposed	Compliance
Lot Area (12-5-7:C)	Max. 24 dwelling units per acre	31.6 du/ac	<b><i>Waiver needed for 7.6 du/ac</i></b>
Lot Width (12-5-7:C)	Min. 60 ft.	381.97 feet	<i>Compliant</i>
Front Setback (12-5-7:C)	Max. 10 ft.	5.6 ft.	<i>Compliant</i>
Interior Side Setback (12-5-7:C)	Min 5. feet for buildings up to 20 ft. in height; Add 1 foot setback for every 3 ft. in additional building height; Max. 10 ft.	North: 22.15 ft. South: 25 ft.	<b><i>North: Waiver of 7.85 ft. needed for setback of 22.15 ft.; South: Waiver of 5 ft. needed for setback of 25 ft.</i></b>
Building Height (12-5-7:C)	Max. 50 ft.	53.67 ft.	<b><i>Waiver of 3.67 ft. needed to permit a maximum height of 53.67 ft. in addition to rooftop-mounted mechanicals</i></b>
Floor Area Ratio (12-5-7:C)	N/A	0.81	<i>Compliant</i>
Impermeable Lot Coverage (12-5-7:C)	N/A	86.9%	<i>Compliant</i>
Detached Accessory Structures on a Zoning Lot (12-2-2:B)	Max. 2	3	<b><i>Waiver of 1 structure needed to permit 2 trash enclosures and 1 pergola</i></b>
Rear Yard Impermeable Coverage (12-2-5:B.3)	N/A	89%	<i>Compliant</i>
Open Accessory Parking Spaces (12-2-6:G)	Min. 3 ft. from all lot lines	2 ft.	<b><i>Waiver of 1 ft. needed to permit parking within 2 ft. of Moose Family Center Property</i></b>
Rooftop Appurtenances (12-2-8:A)	May exceed max. building height by max. 10 feet; must be screened	< 60 feet	<i>Compliant</i>

Outdoor Seating Areas

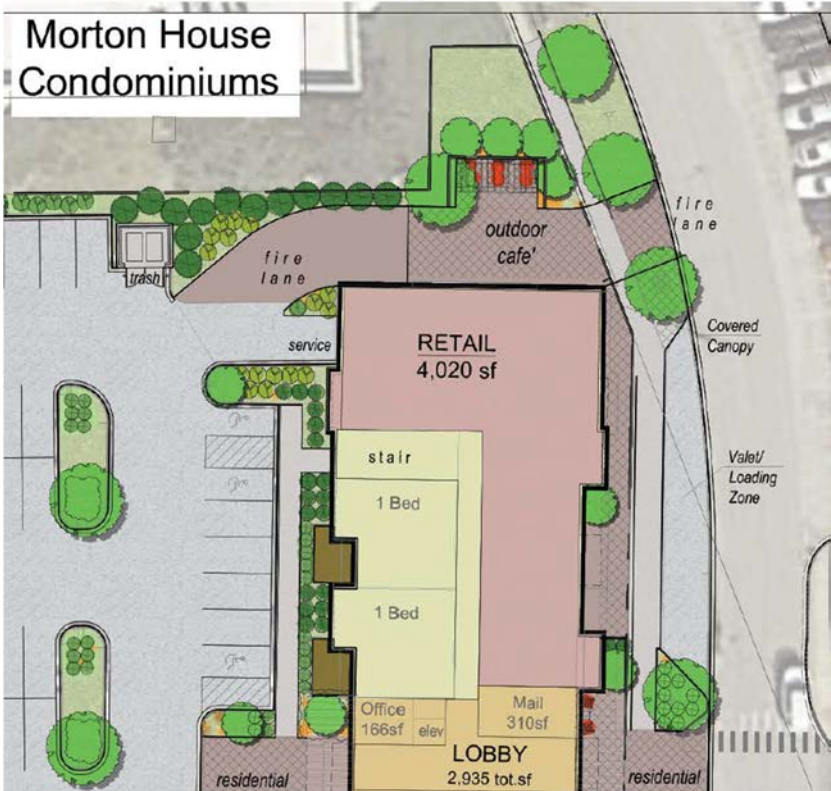
Per Section 12-5-5:C, if outdoor seating areas are in excess of 100 square feet, adequate landscaping and screening must be provided, subject to review and approval by the Appearance Commission. Outdoor seating area requirements are outlined in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Outdoor Seating Area Location (12-5-5:C.1)	Not permitted in public right of way	Not proposed in public right of way	<i>Compliant</i>
Outdoor Seating Area Design (12-5-5:C.2-4)	Not permitted in a required landscape area, must be on a hard surface, must provide min. 3 ft. pedestrian access	Outdoor seating not in a required landscape area, on a concrete sidewalk, min. 3 ft. pedestrian access	<i>Compliant</i>
Advertisement (12-5-5:C.13)	No advertising is permitted on umbrellas or screening	No advertising proposed	<i>Compliant</i>

It is not clear whether portions of the Lehigh Avenue frontage would be used for outdoor seating, or if that would be restricted to the seating area identified along the northern edge of the property. While public seating benches may be desirable within the streetscape area, any seating within the Lehigh Avenue right of way intended for dedicated use by business patrons or residents within the development would require a license agreement with the Village. The Village may impose additional requirements to mitigate liability for private use of Village-owned property and the final outdoor seating area plan will be subject to approval by the Village Administrator.

***The applicant should confirm the potential locations of future outdoor seating and speak to what kind of protections and screening will be provided for diners within the outdoor seating areas in the Lehigh Avenue public right of way.***

Staff recommends that as a condition of approval, all final outdoor seating area plans, including screening and furniture specifications, must be reviewed and approved by the Appearance Commission Chairperson. The Chairperson may require full Appearance Commission review if the quality and design of the outdoor seating areas is not in keeping with the quality and design of the overall development. Language regarding planter box maintenance is also included as a condition.

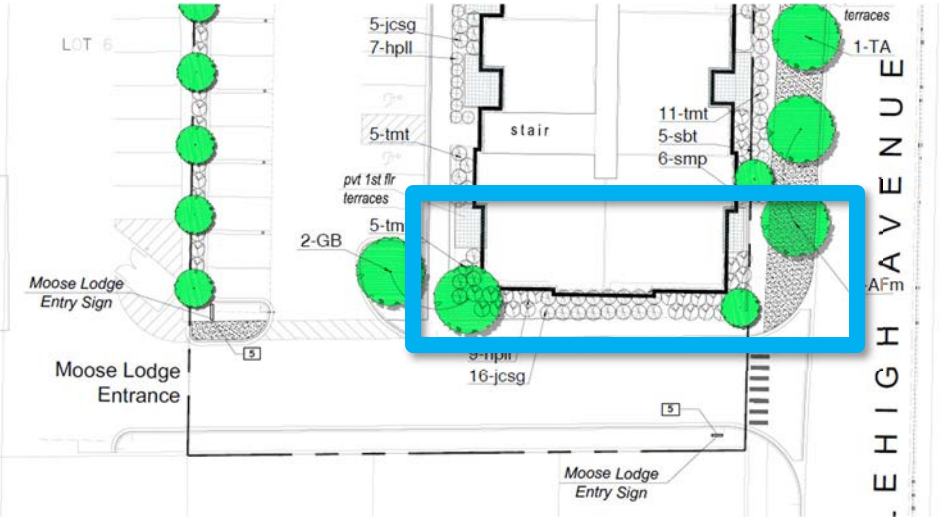


***Detail of Proposed Outdoor Seating Area***

**NOTE:**

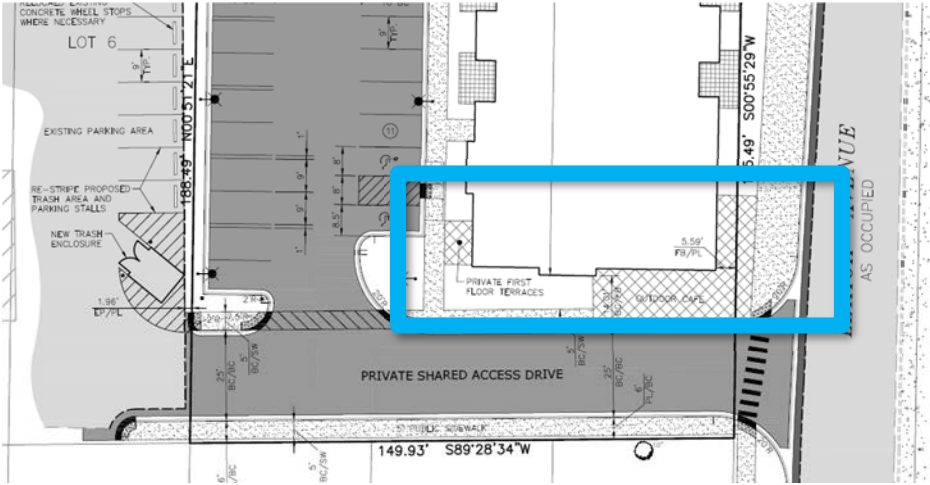
The site plan and landscape plan and related architectural drawings were revised by the applicant to eliminate a retail space and related outdoor seating area at the south end of the building. Staff has request revised civil drawings that replace the previous, outdated building extent and landscaping.

The sidewalk on the south side of the access drive along the south property line was also removed in the current application.



**Building Design**

In response to the RFQ and marketing of the site in previous years, the Village received proposals for much higher density multi-family and mixed-use development. Staff finds the four-story mixed-use building proposed by the applicant to be scaled and sited in a manner that achieves a "downtown" feel but is respectful to surrounding structures and uses. The development will not impede the views of the six-story Morton House Condominiums or overshadow the single-story Moose Family Center.



Revised site plan (TOP); Outdated site plan in civil drawings (BOTTOM)

Architectural details such as horizontal coping and banding, awnings, and balconies also help break up the building facades and create visual interest. The following materials are being proposed as indicated on the proposed elevations:

- Stucco and engineered panel siding – James Hardie
- Brick veneer – Belden "Brandywine Velour"
- Soldier course brick caps
- Aluminum storefront window system – Kawneer "Dark Bronze"
- Fabricated balconies – Midwest Iron
- Metal parapet cap

**The applicant is expected to provide additional details regarding the proposed materials and address the durability and long-term maintenance of the materials proposed.**

Exterior Materials Legend	
	Brick Veneer Belden Brandywine Velour
	Windows and Balcony Doors Anderson Fibrex or Equivalent
	Sconce Lighting Chara 12 Outdoor
	Aluminum Storefront Kawneer - Dark Bronze
	Fabricated Balconies & Metals Midwest Iron
	Stucco Panel Siding James Hardie
	Engineered Panel Siding James Hardie

**Bird-friendly Design**

To mitigate bird collisions with the buildings' window area, especially considering the development's proximity to natural areas, staff recommends as a *condition of approval that the development must adhere to bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the American Bird Conservancy* (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable. In discussion with the Appearance Commission, the applicant indicated that dot-pattern glazing would be used to achieve a bird-friendly design.



*Proposed Development Rendering – Lehigh Avenue frontage (viewed from northeast)*



*Proposed East Elevation with Material Callouts (North end of Building)*

**Facade Transparency**

Section 12-5-7:A.3.k of the Morton Grove Municipal Code establishes minimum requirements for facade transparency for mixed-use developments in the C/R district. Facade transparency creates a visual connection between indoor and outdoor spaces, enhances a building's aesthetic appeal, and fosters a sense of security and vibrancy for pedestrians. The proposed elevations for the north and east façades are compliant, however the south and west façades are 3.2% and 3.3% below the required 50% transparency respectively. On the east elevation facing Lehigh Avenue, within the specified area between two and 12 ft. above grade, is 53.8% transparent. The applicant is requesting waivers to the minimum percentage of facade transparency required by Code to allow the building elevations as presented.

The applicant has indicated a desire to use obscured or frosted glass on portions of the first floor facing Lehigh Avenue including windows facing the fitness area. An overview of proposed facade transparency as it relates to Village Code requirements is provided in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Facade Transparency (12-5-7:A.3.k)	Min. 50% of wall area between 2 and 12 feet above grade shall be occupied by windows or entry doors	East elevation (street): 53.8% North elevation (plaza): 71.9% West elevation (parking): 46.7% South elevation (access drive): 46.8%	East elevation (street): Compliant North elevation (plaza): Compliant <b>West elevation (parking): 3.3%</b> <b>South elevation (access drive): 3.2%</b>
Clarity (12-5-7:A.3.k.1)	Clear transparent glass	Unknown	<b>Potential waiver to allow obscure glass for fitness area only</b>

Landscape Design

The applicant submitted a landscape plan prepared by RWG Engineering, LLC. The applicant is requesting two waivers to the landscaping requirements set forth in Chapter 12-11: (1) a waiver of one tree to the minimum requirement for trees planted in the abutting public right of way and (2) a waiver to permit limited landscaping along the westernmost and southernmost lot lines abutting property owned and operated by the Forest Preserve District of Cook County (FPDCC).

Nine new street trees are proposed along Lehigh Avenue. Staff is concerned that additional trees within the public right of way will conflict with valet /loading zone that will be desirable for potential future restaurant operations at the project, and is supportive of the waiver of one tree.

With respect to the proposed waiver to allow no landscaping or alternative screening along lot lines abutting forest preserve property, staff recommends reducing the minimum screening height to three feet, where five feet are typically required by Code, or as otherwise recommended by Forest Preserve District staff. Staff is concerned that headlights from vehicles in the parking and driveway areas will be disturbing to these biologically sensitive areas and should be shielded. The Appearance Commission supported a waiver to allow for the landscape bed along the west lot line to maintain the proposed narrow width. **However, the Appearance Commission recommended as a condition of approval that the developer install fencing or year-round opaque screening a minimum of three feet in height. The Appearance Commission also recommended that any landscape installation along lot lines abutting the forest preserves must be limited to native species.**

**Native Plantings**

Due to the subject property's proximity to natural areas, staff recommends as a condition of Appearance Certificate approval that the submitted landscape plan include only species that are not invasive or undesirable. Staff reviewed the proposed plant list against the Northwest Illinois Forestry Association invasive plants list and did not identify any invasive species. Staff has concerns regarding the proposed use of "Grow-low Sumac." The same plant has been used in several projects in the Village and some larger installations such as in parking lot islands at the Sawmill Station retail center have experienced die-offs due to a fungus. **In discussion with the Appearance Commission, the applicant agreed to substitute another non-invasive groundcover species for the "Grow-low Sumac."**

The Village's applicable landscape requirements and requested waivers are outlined in the following table.

Development Control	Requirement	Proposed	Waivers Requested
Landscape Area (12-11-2:B.1.a)	Min. 8% of total site in a TIF District, the majority of which is to be provided along the street ROW	8.1%	Compliant
Public Parkway Trees (12-11-1:B.4)	Parkway trees required with max. 40-ft. separation, min. 2.5-in. caliper	9 trees / 382.2 ft. frontage = avg. 42.5-foot separation	<b><i>Waiver of 1 tree and average 2.5 feet to maximum separation</i></b>
Irrigation (12-11-3:G)	Underground irrigation system or readily available water supply required	Hose bib access to maintain exterior	Compliant
Parking Lot Screening Abutting Private Property (12-11-4:B.2)	Landscaping or structure required, min. 5-ft. buffer yard with berm, hedge, maintenance free barrier 5-6 ft. in height	<p><u>North lot line:</u> 4 ft. landscape bed</p> <p><u>West lot line abutting FPDCC property:</u> 1.6 ft. setback, Min. 3 ft. screening</p> <p><u>West lot line abutting Moose property:</u> 5 ft. landscape bed</p> <p><u>South lot line abutting FPDCC property:</u> 6 ft. setback, no landscape buffer (groundcover only)</p>	<p><b><i>North lot line: Waiver of 1 ft. to allow a landscape screen of 4 ft.;</i></b></p> <p><b><i>West lot line abutting FPDCC: Waiver of 3.4 ft. to allow a landscape screen of 1.6 ft.</i></b></p> <p><u>West lot line abutting Moose property:</u> <i>Compliant</i></p> <p><u>South lot line abutting FPDCC property:</u> <b><i>Waiver to permit groundcover only</i></b></p>
Parking Lot Landscaping Islands (12-11-4:B.3)	Min. 40 sq. ft.; 1 tree per single row island; 2 trees per double row island	189 – 500 sq. ft. 1-2 trees pe	Compliant
Parking Lot Landscaping Area (Lot > 20,000 SF) (12-11-4:B.3)	Min. 7% of paved area, not including buffer landscape area (or trash enclosures)	9.4.2%	Compliant
Parking Bay Length (12-11-4:B.3)	Max. 20 spaces in an uninterrupted row	Bays < 20 spaces	Compliant
Screening (12-11-4)	Min. 5-ft. screening for all loading docks, equipment enclosures, and trash areas (see 12-11-4 for allowed screening types)	Trash areas are interior or screened	Compliant

***Tree Preservation***

The applicant did not provide the required tree survey and tree preservation plan, but committed to meeting Village tree preservation requirements. Protected trees are defined as non-nuisance species with a diameter at breast height of 12 inches or greater per the Village's Tree Ordinance (Ord. 24-28). Staff site visits indicate that a total of two protected trees are on the subject property, located on the east end of the Village-owned parking lot at 8550 Lehigh. Those trees will need to be removed during construction as they are within the footprint of the proposed building. As such, tree replacements or a fee-in-lieu will be required for any lost protected trees. ***The Tree Protection and Tree Preservation Plans should be required as a condition of approval with compliance subject to review and approval by the Community Development Administrator.***



**Staff recommend as a condition of approval that the applicant submit a revised lighting plan that includes required specification sheets to meet all lighting requirements of the Village of Morton Grove including achieving close to zero illumination at the property lines, subject to approval by the Village Engineer.** The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.

### Traffic and Parking Impact

A traffic and parking impact study was provided by Kimley-Horn and Associates, Inc. For Special Uses, the off-street parking requirements set forth in Section 12-7-3:1 are advisory only and the final parking required for each use is decided by the Village Board based on the submitted study, any traffic and parking recommendation prepared by the Village staff, and the final recommendation of the Plan Commission.

### **Traffic**

Kimley-Horn concluded that the site traffic expected to be added to Lehigh Avenue is not anticipated to significantly impact operations along the study area roadway. The study notes that per the Highway Capacity Manual (HCM), Lehigh Avenue has a capacity of about 10,000 vehicles per day before experiencing significant congestion and delay. The study finds that the addition of the proposed mixed-use development would result in Lehigh Avenue carrying approximately 6,193 vehicles per day with additional capacity for nearly 3,800 trips. Based on the traffic projections, Lehigh Avenue is anticipated to accommodate the site traffic without material impacts to its operations.

The study recommends that the installation of pedestrian crosswalk striping along the south leg of the Lehigh Avenue and Chestnut Avenue intersection be considered as the residents of the proposed multi-family housing would use this intersection to access the adjacent Morton Grove Metra station. Further, it is recommended that the proposed private shared access drive serving the development should operate under minor-leg stop control operations with Lehigh Avenue and provide a stop sign, stop bar, and pedestrian crosswalk striping along the west leg.

### **Parking**

The developer is proposing 133 parking spaces to the rear of the principal structures, nine (9) of which will be located in the Chestnut Street right of way and are intended for use by the Moose Family Center property to offset spaces lost in reconfiguring access to the Moose site. The 124 spaces dedicated to the development is short of the Code's base parking requirement of 130 parking spaces if the commercial space were used for retail. If the commercial space were used entirely as restaurant space then the total base parking required would be 141 spaces. Snow storage removal areas are proposed on 13 of the 124 parking spaces, potentially reducing parking capacity to 111 spaces during periods of heavy snow accumulation. Regardless of the base parking requirement used, the development exceeds the reduced transit-oriented development (TOD) parking requirement of 98 to 106 parking spaces allowed by the site's proximity to the Metra station.

### **Moose Family Center Parking**

Based on preliminary feedback provided by Staff, the applicant revised the development proposal to include nine (9) spaces for the Moose Family Center. The proposed spaces would more than offset parking spaces lost to the new access drive and a proposed trash enclosure.

### **Snow Storage, Trash Removal, and Deliveries**

Snow storage will be located on-site within the 13 parking spaces at the northwest corner of the property. Snow removal on the development site, including the shared access drive, will be the ongoing responsibility of the applicant or future property owner. A trash enclosure is proposed for the northern edge of the parking lot adjacent the proposed fire lane. A second trash enclosure is proposed for the center portion of the western edge of the parking lot. **The applicant should speak to the proposed storage of snow removal equipment and salt and routing of service and delivery traffic.**

### Stormwater and Utilities

RWG Engineering, LLC, submitted a Preliminary Utility Plan, which illustrates proposed detention volume, volume control, and release rates for the stormwater improvements. The applicant has acknowledged that the development needs to be designed in accordance with Metropolitan Water Reclamation District (MWRD) and Village requirements. The underground detention is proposed to be located below the surface parking area.

The design of the sanitary sewer and water main will be coordinated with the Village. Based on the Village's communications in the request for qualifications for the subject property, RWG Engineering is proposing separated water and sewer lines to the development. While the initial design shows a single sanitary sewer line connecting both the new development and the Moose Family Center to Lehigh Avenue, however the Village Engineer has indicated a separate sanitary sewer connection to be maintained by the Moose Family Center would be preferred. Additional coordination is needed, but in general the utilities are adequate to serve the project.

As is required for new development, the Village is requiring that existing aboveground utilities be buried, subject to review and approval by the Village Engineer. The Village will be initiating a longer term infrastructure planning process for Lehigh Avenue and developer coordination for utility alignments to and public improvements along Lehigh Avenue should be a condition of approval.

### Commission Review

#### ***Appearance Commission***

On September 2, 2025, the Appearance Commission reviewed Case PC 25-07. At the conclusion of the discussion, the Appearance Commission recommended approval (5-0) of the application with recommended conditions. The Staff Report to the Appearance Commission has been included as "Attachment A."

#### ***Traffic Safety Commission***

On September 4, 2025, the Traffic Safety Commission (TSC) reviewed Case PC 25-07 and the Traffic Impact Study. At the conclusion of the discussion, the TSC voted unanimously (5-0) to recommend approval of the application with comments (see "Attachment B").

### Departmental Review

The proposed project was reviewed by several department representatives with the Fire Department and Department of Public Works providing comments (see "Attachment C").

- Building Department: No comments at this time.
- Fire Department: In review of the proposed project, the Fire Chief indicated that, "*The Fire Department would be concerned with tight clearances to the rear of the building for emergency access. With the amount of parking spaces this could further hinder our access if numerous vehicles were trying to exit the only pathway during an emergency.*" In response to Fire Department comments, the applicant has revised the design to feature a fire lane on the north side of the building.
- Public Works Department/Engineering: In review of the proposed project, the Village Engineer issued several comments dated June 30, 2025, regarding:
  - The need for updated turning diagram for a larger fire apparatus.
  - Additional analysis and discussion regarding proposed sewer alignments for the proposed development and the Moose Family Center.
  - Coordinating with the Village on right of way improvements along Lehigh Avenue.

### Standards for Review

The Standards for Subdivision are established in Section 12-16-4:D.3 of the Unified Development Code:

12-16-4:D.3. Standards for Subdivisions: The following standards for evaluating subdivisions 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. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the Village.
2. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets within the Village.
3. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with existing and planned utilities, and create a uniform system of utilities within the Village.
4. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the Village as may be expressed in the Village's comprehensive plan.
5. Section 12-16-4:C.5 of the Unified Development Code establishes Standards for Special Uses, which are intended to be used for evaluating Special Use Permit requests. The Standards are as follows:

12-16-4:C.5. Standards for Special Uses: 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.

The applicant should be prepared to discuss how the project meets the above standards at the Plan Commission public hearing.

Recommendation

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

*Motion to recommend approval of Case PC 25-07, a request for approval of a Preliminary Plat of Subdivision, in accordance with Chapter 12-8 of the Morton Grove Municipal Code, and Special Use Permits with associated waivers for a 60-unit mixed-use development with ground floor commercial space for the property commonly known as 8500-8550 Lehigh 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 final landscape plan, including required Tree Protection and Tree Preservation Plans, 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 or has not been modified to remove any invasive or undesirable species, the owner/applicant will be required to file an application for an amendment to the Appearance Certificate.*
- 3. The applicant shall install either fencing or year-round opaque screening a minimum of three feet in height within the proposed perimeter landscape bed along the west property line adjacent the FPDCC property. Any landscape installation along lot lines abutting the forest preserves must be limited to native species.*
- 4. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final outdoor seating area plans for review and approval. Final seating arrangements, screening, and furniture specifications must be deemed consistent with the overall development, 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.*
- 5. If planter boxes or containers are provided, they must be fully planted with live vegetation when the outdoor seating area is in active use. When the outdoor seating area is not in active use, the planter boxes or containers must be (1) planted with an alternative seasonal decoration, (2) covered, or (3) removed.*
- 6. Only frosted glass or a similar type treatment shall be used for window areas permitted to be obscured including a ground floor fitness area facing Lehigh Avenue. The glass shall not be obscured with any mirrored coating, vinyl applique, artwork, or signage.*
- 7. Illuminated signage and other illuminating features on the property may not exceed 5,000K (degrees Kelvin).*
- 8. Any portable signage shall be permitted pursuant to Section 10-10-8:E, except that the signage frame and base shall be constructed primarily of metal or wood, or as otherwise authorized by the Appearance Commission Chairperson.*
- 9. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final sign plan indicating the location of monument signs that adhere to all setbacks and landscaping requirements. Final sign plans must be deemed consistent with Appearance Commission discussion, as determined by the Community Development Administrator. Sign colors shall blend with the building and storefront colors through use of complementary color ranges, or as otherwise approved by the Appearance Commission Chairperson. If the sign plan is 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.*
- 10. Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with final lighting plan and photometric analysis that meets the minimum requirements of Village Code for review and approval by the*

*Community Development Administrator and Village Engineer. The lighting plan and fixtures should also comply with all standards established in IDA's lighting guidelines and any exterior lighting should be designed to minimize the amount of light entering into the forest preserves, to the best extent practicable.*

11. *To mitigate bird collisions with the buildings' window area, the development must adhere to bird-friendly design guidelines contained in the "Bird-Friendly Building Design" manual of the American Bird Conservancy (2015, [https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide\\_2015.pdf](https://abcbirds.org/wp-content/uploads/2015/05/Bird-friendly-Building-Guide_2015.pdf)) where practicable. Mirrored coatings may not be used, but inconspicuous window films featuring simple dot or lined patterns are strongly encouraged.*
12. *Prior to filing any Building Permit Application, the owner/applicant shall submit revised site and utility plans that indicate existing aboveground utilities will be relocated underground as required by the Village, subject to review and approval by the Village Engineer.*
13. *Prior to filing any Building Permit Application, the owner/applicant shall provide the Village with a revised site and utility plans that indicate the proposed location of street lighting along Lehigh Avenue frontage, or engage in an agreement with the Village to reimburse the Village for the installation of street lighting, subject to review and approval by the Village Engineer.*
14. *Conspicuous design elements shall be included in the final site design to provide awareness of the need to maintain the 24-foot-wide fire lane within the plaza clear of temporary or permanent fixtures that could interfere with emergency access, subject to review and approval by the Village Administrator.*
15. *The applicant shall comply with all comments issued by the Village Engineer in the communication dated June 20, 2025, by strict or alternative compliance, subject to the Village Engineer's final approval.*
16. *Approval shall be contingent on Board of Trustees approval of a vacation of a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way measuring approximately 0.531 acres, as presented under Case PC25-08.*
17. *[Any other condition(s) deemed appropriate by the Plan Commission]*

#### Attachments

- Attachment A – Staff Report to the Appearance Commission for PC 25-07, prepared by Brandon Nolin, AICP, Community Development Administrator, dated August 26, 2025
- Attachment B – Plan Review Comment Form for PC 25-07, prepared by Amit Shah, Traffic Safety Commission Chair dated September 5, 2025
- Attachment C – Plan Review Comment Forms for PC 25-07, prepared Department Heads
- Attachment D – Final Plans and Supporting Documents for PC 25-07

Attachment F  
Final Plans and Supporting Documents for PC 25-07

1. *Special Use Application, submitted by DLA Architects, Ltd., received October 8, 2025*
2. *Boundary and Topographic Survey, prepared by WT Group, received October 8, 2025*
3. *Final Landscape Plan and Tree Preservation Plan, prepared by Gary R Weber Associates, Inc., dated November 3, 2025*
4. *Photometric Plans, submitted by DLA Architects, Ltd., revised November 4, 2025*
5. *Proposed Site Plan, prepared by DLA Architects, Ltd., received October 8, 2025*
6. *Existing and Proposed First Floor Plan, prepared by DLA Architects, Ltd., received October 8, 2025*
7. *Materials Palette, prepared by DLA Architects, Ltd., received October 8, 2025*
8. *Building Elevations, prepared by DLA Architects, Ltd., received October 8, 2025*
9. *Dumpster Enclosure Plans, prepared by DLA Architects, Ltd., received October 8, 2025*
10. *Building Renderings, prepared by DLA Architects, Ltd., received October 8, 2025*
11. *Equipment Screening Renderings, prepared by DLA Architects, Ltd., received October 29, 2025*
12. *Site Demolition Plans, prepared by WT Group, received October 8, 2025*
13. *Site Geometric Plans, prepared by WT Group, received October 8, 2025*
14. *Site Development Plans, prepared by WT Group, received October 8, 2025*
15. *Site Grading Plans, prepared by WT Group, received October 8, 2025*
16. *Site Utility Plans, prepared by WT Group, received October 8, 2025*
17. *Stormwater Pollution Prevention Plans, prepared by WT Group, received October 8, 2025*
18. *MWRD Summary, prepared by WT Group, received October 8, 2025*
19. *Site Circulation Plans, prepared by WT Group, received October 8, 2025*
20. *Site Circulation Plan (Fire Truck west access), prepared by WT Group, Ltd., dated October 30, 2025*
21. *Stormwater Management Report, prepared by TYLin, dated October 7, 2025*
22. *Traffic Impact and Parking Study, prepared by TYLin, dated October 7, 2025*

# SUBDIVISION APPLICATION



## Village of Morton Grove

Department of Community Development

6101 Capulina Avenue Morton Grove, Illinois 60053

(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: \_\_\_\_\_ DATE APPLICATION FILED: \_\_\_\_\_

### APPLICANT INFORMATION

Applicant Name: \_\_\_\_\_ 8500 MG, LLC \_\_\_\_\_

Applicant Organization: \_\_\_\_\_ C/O Simon Berger \_\_\_\_\_

Applicant Address: \_\_\_\_\_ 5215 Old Orchard Rd, Suite 130 \_\_\_\_\_

Applicant City / State / Zip Code: \_\_\_\_\_ Skokie, IL 60077-1098 \_\_\_\_\_

Applicant Phone: Work: (\_\_\_\_\_) \_\_\_\_\_ Home: (\_\_\_\_\_) \_\_\_\_\_

Mobil / Other: (\_\_\_\_\_) \_\_\_\_\_

Applicant Fax: Work :(\_\_\_\_\_) \_\_\_\_\_ Home :(\_\_\_\_\_) \_\_\_\_\_

Applicant Email: \_\_\_\_\_ [REDACTED] \_\_\_\_\_

Applicant Relationship to Property Owner: \_\_\_\_\_ Future contract purchaser/developer \_\_\_\_\_

Applicant Signature: \_\_\_\_\_  \_\_\_\_\_

### PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: \_\_\_\_\_ Village of Morton Grove \_\_\_\_\_

Owner Address: \_\_\_\_\_ 6101 Capulina Avenue \_\_\_\_\_

Owner City / State / Zip Code: \_\_\_\_\_ Morton Grove, IL 60053 \_\_\_\_\_

Owner Phone: Work: ( 847 ) \_\_\_\_\_ 663-3063 \_\_\_\_\_ Home: (\_\_\_\_\_) \_\_\_\_\_

Mobil / Other: (\_\_\_\_\_) \_\_\_\_\_

Owner Fax: Work :(\_\_\_\_\_) \_\_\_\_\_ Home :(\_\_\_\_\_) \_\_\_\_\_

Owner Email: \_\_\_\_\_

Owner Signature: \_\_\_\_\_

### PROPERTY INFORMATION

Common Address of Property: \_\_\_\_\_ 8500-8550 Lehigh Avenue \_\_\_\_\_

Property Identification Number (PIN): \_\_\_\_\_ See attached \_\_\_\_\_

Legal Description (Attach additional sheets as necessary): See attached legal description.

Provide responses to the Subdivision standards as listed in Section 12-16-4.D.3 of the Unified Development Code. The Subdivision standards are as follows:

a. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the Village.

The development of a high quality project on under-utilized land will encourage orderly and harmonious development within the Village consistent with the Village's goals.

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b. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets.

The development allows the consolidation of two Village parcels bisected by Chestnut Avenue, thereby creating an efficient development of the land which will not impact other existing and planned streets. With the vacation of Chestnut, access from Lehigh to the adjacent parcel will be by way of a cross-access easement.

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c. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with other existing and planned utilities, and create a uniform system of utilities within the Village.

The development is designed to coordinate and enhance existing and planned utilities within the Village.

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d. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the Village as may be expressed in the Village's comprehensive plan.

The site is designated for mixed-use and specifically calls for the promotion of large-scale mixed use development with residential and commercial uses.

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## **Station 58-Hundred**

**8500-8550 Lehigh Avenue**

**Morton Grove, Illinois**

### **Project Narrative**

The Applicant, 8500 MG, LLC is seeking special use approval, subdivision approval and right-of-way vacation approval in order to redevelop the Village-owned subject property with a mixed-use development. The site consists of an approximately 1.520 acre property located on the north and south sides of Chestnut Street, west of Lehigh Avenue. The Applicant is seeking to vacate the portion of Chestnut Avenue adjacent to both parcels. Upon vacation, the development parcel will total 2.05 acres. The site is just west of the METRA station located on Lehigh Avenue. St Paul Woods is directly west of the subject site.

The Applicant proposes to construct a 60-unit, four-story mixed-use elevator building that includes residential multi-family units, commercial space, parking and amenities. The residences will consist of one- and two-bedroom units with high-end finishes and multiple floor plan options. The residential amenities include an entry lounge, co-work area, a fully equipped fitness center and an outdoor terrace facing Lehigh Avenue. The proposed building will feature over 4,000 sq feet of commercial space on the first floor, with outdoor patio space.

This prime location on Lehigh Avenue west of the Metra Station allows for an opportunity to extend Morton Grove's Downtown neighborhood west to encompass the Lehigh Avenue corridor and Metra Station. Chestnut Street currently bisects the site and it is proposed to be vacated with access to the Moose Family Center to be adjusted to the south side of the site. The overhead wires will be placed underground, and the Chestnut Street utilities will be relocated.

The mixed-use building is designed to create a dynamic streetscape along Lehigh, incorporating outdoor dining areas and the residential entrance and terrace facing east towards the historic downtown and Gateway Park. The parking area on the west side of the site is shielded by the building and a valet/drop-off area is proposed along the west side of Lehigh along with the potential of on-street parking to provide additional retail parking. The units will all have balconies, and the building façade materials will be brick, cultured stone and cementitious panels creating a classic look that will enhance the surrounding architecture. The building will be approximately 54' tall with the first-floor height expanded to meet the requirements of the commercial and fitness areas and 9' ceilings on the upper residential floors.

## LEGAL DESCRIPTION

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

LOTS 12 IN BLOCK 1 EXCEPTING THEREFROM THAT PART LYING EAST OF A LINE DRAWN PARALLEL WITH THE WEST LINE OF LOT 12, SAID LINE BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST. IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

LOTS 3, 4, AND 5 IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Containing 1.520 +/-

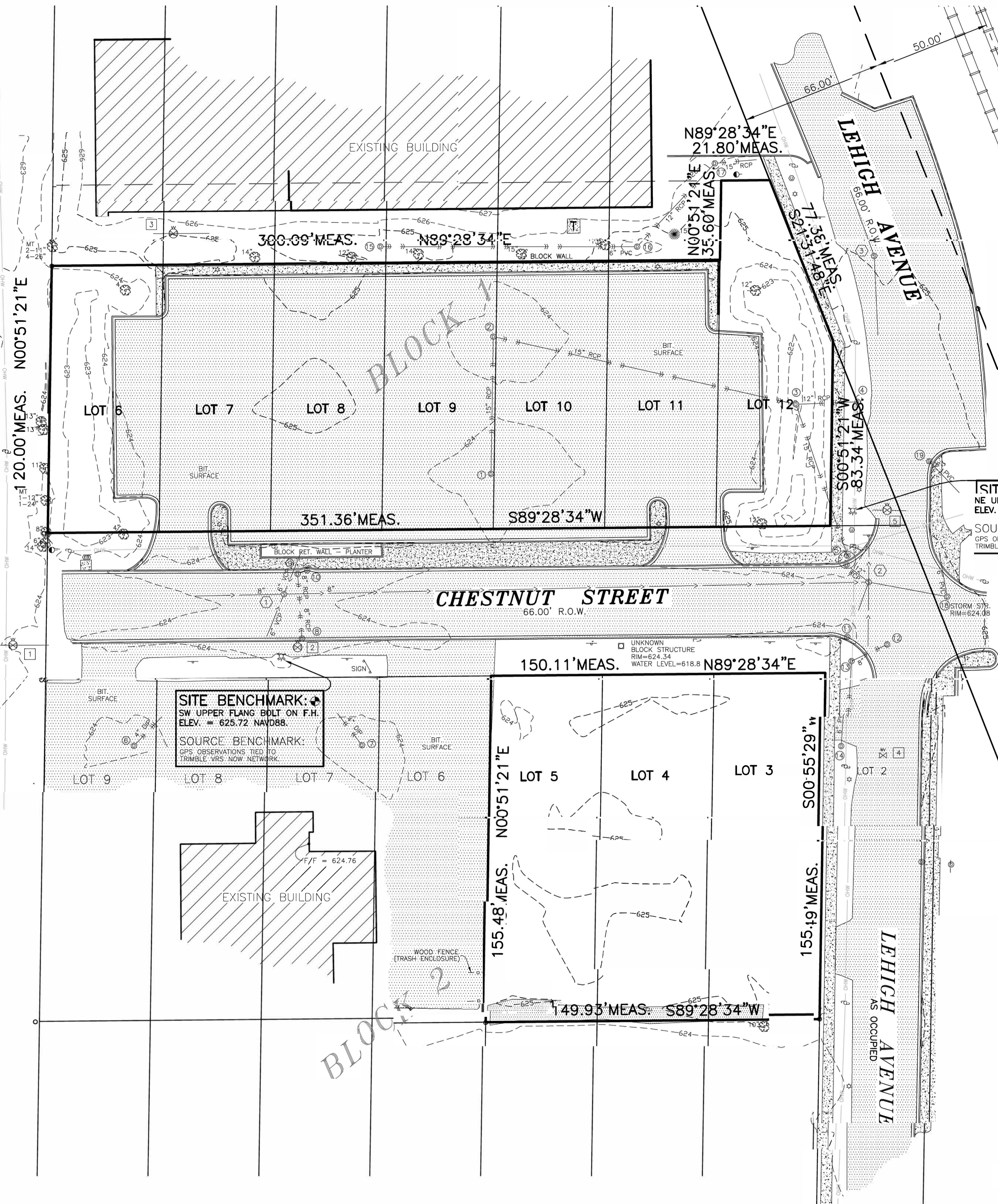
# PLAT OF SURVEY

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

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CONTAINING 1.520 ACRES +/-



UTILITY SCHEDULED - SANITARY SEWER	
① SAN MH RIM=623.80 I(E-W)=618.00 I(SW)=618.85 I(NE)=618.75	③ SAN MH RIM=625.08 I(N-S)=614.28
② SAN MH RIM=624.31 I(N-S)=614.61 I(NW)=617.96 I(E)=618.86 I(SW)=619.21 I(W)=616.16	

UTILITY SCHEDULED - STORM SEWER	
① C.B. RIM=623.56 I(N)=619.47	⑩ INLET RIM=623.36 I(SW-6" PVC)=621.27
② RIM=623.61 I(SE)=619.16 I(S)=619.21	⑪ C.B. RIM=623.76 WATER=620.26 NO VISIBLE PIPES
③ C.B. RIM=622.32 I(SE)=618.70 I(E)=618.72 I(NW)=618.72	⑫ STORM STR. RIM=624.50
④ C.B. RIM=623.80 I(SE)=619.04	⑬ M.H. RIM=624.30 I(NE)=620.30 I(S)=621.66
⑤ RESTR. STR. RIM(N)=623.93 RIM(S)=623.86 I(SE)=618.18 I(NW)=618.15 I(4" REST)=618.21 I(WETR)=621.23	⑭ INLET RIM=624.26 I(N)=622.66
⑥ INLET RIM=623.68 I(NE)=620.43	⑮ STORM STR. RIM=624.07 FULL OF SILT
⑦ INLET RIM=623.52 I(NW)=620.00	⑯ INLET RIM=623.44 I(NE)=619.34 I(W)=619.34
⑧ INLET RIM=623.23 I(N)=621.33	⑰ M.H. RIM=626.28 I(E)=618.36 I(SW)=618.38
⑨ C.B. RIM=623.42 I(NE-6" PVC)=621.02 I(S)=620.10 WATER LEVEL=620.42	⑱ M.H. RIM=624.08 I(N)=621.03 I(W)=621.03 COULD NOT OPEN
	⑲ INLET RIM=624.24 I(SE)=623.29

UTILITY SCHEDULED - WATER MAIN	
① VALVE VAULT RIM=624.68 T-W=619.4	④ WATER VALVE RIM=624.54
② VALVE VAULT (PROBABLE) RIM=623.60 T-W=618.4	⑤ VALVE VAULT RIM=624.17 T-W=620.0 FULL OF WATER
③ VALVE VAULT RIM=625.09 T-W=619.2	

**SITE BENCHMARK:**  
NE UPPER FLANG BOLT ON F.H.  
ELEV. = 626.90 NAVD88.

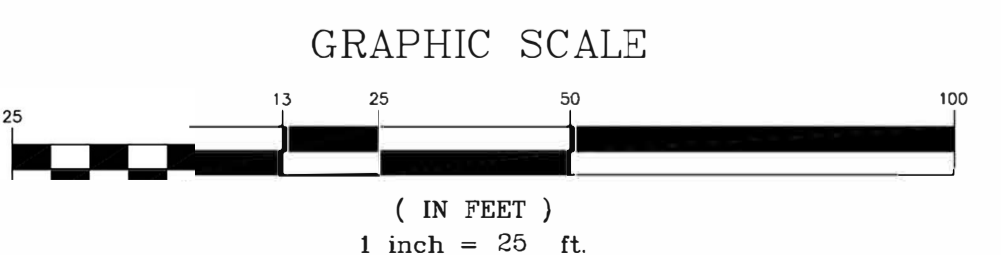
**SOURCE BENCHMARK:**  
GPS OBSERVATIONS TIED TO  
TRIMBLE VRS. NOW NETWORK.

**SITE BENCHMARK:**  
SW UPPER FLANG BOLT ON F.H.  
ELEV. = 625.72 NAVD88.

**SOURCE BENCHMARK:**  
GPS OBSERVATIONS TIED TO  
TRIMBLE VRS. NOW NETWORK.

SYMBOL LEGEND	
[Symbol]	SIGN
[Symbol]	FIRE HYDRANT
[Symbol]	WATER VALVE
[Symbol]	VALVE VAULT
[Symbol]	SANITARY STRUCTURE
[Symbol]	STORM STRUCTURE
[Symbol]	STORM STRUCTURE (CURB LINE)
[Symbol]	LIGHT POLE
[Symbol]	OVERHEAD WIRES
[Symbol]	CONCRETE SURFACE
[Symbol]	BIT SURFACE
[Symbol]	ELECTRIC CONTROL BOX
[Symbol]	UTILITY CANISTER
[Symbol]	TRANSFORMER

SCALE: 1" = 25'



STATE OF ILLINOIS  
COUNTY OF LAKE SS.

I, Vydas Z. Rekasius, an Illinois Professional Land Surveyor, do hereby certify that I have surveyed the property described above and that the plat shown hereon is a correct representation of said survey.

DATED THIS 10th DAY OF JANUARY, A.D. 2022.

BY: \_\_\_\_\_

Illinois Professional Land Surveyor No. 3210  
License Renewal Date : 11/30/2022  
DESIGN FIRM NO. 184-004538 RENEWAL DATE: 4/30/2023  
REVISED: 1/11/2022 - LOT 12 BOUNDARY

**SURVEY PERFORMED WITHOUT REFERENCE TO TITLE COMMITMENT**

- NOTE:
- Please check Legal Description with Deed and report any discrepancy immediately.
  - Compare all points before building by some and report any discrepancies at once.
  - Building lines, if any, shown hereon are building lines shown on the recorded subdivision plat or called out in the title report.
  - Consult local authorities for building lines established by local ordinances.
  - This professional service conforms to the current Illinois minimum standards for a boundary survey.

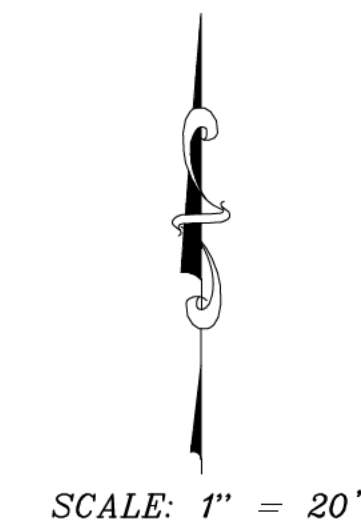
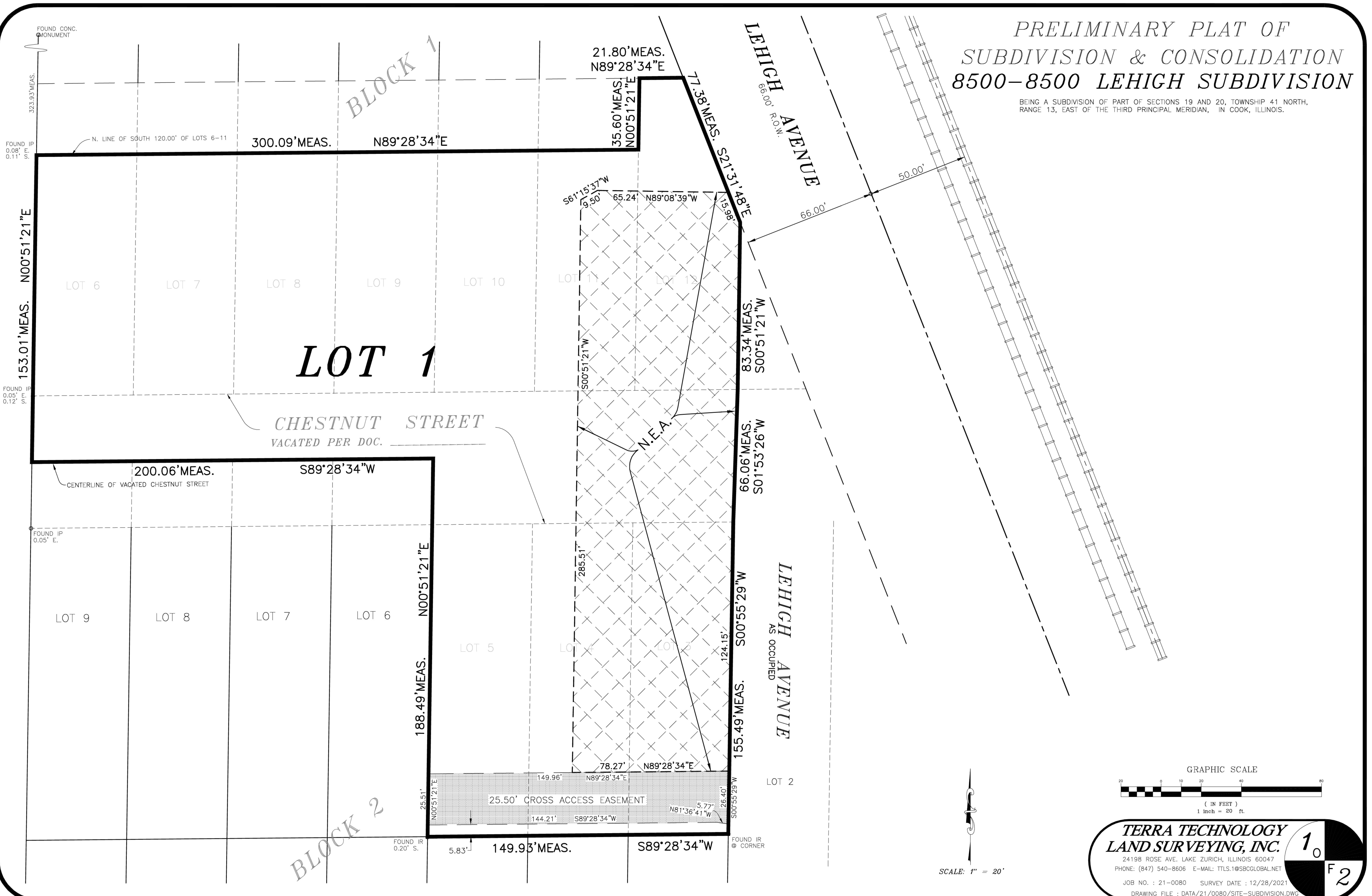
**TERRA TECHNOLOGY  
LAND SURVEYING, INC.**

24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047  
PHONE: (847) 540-8606 E-MAIL: TTLS1@SBCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021  
DRAWING FILE : DATA/21/0080/SITE-SURVEY.DWG

PRELIMINARY PLAT OF  
SUBDIVISION & CONSOLIDATION  
8500-8500 LEHIGH SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTIONS 19 AND 20, TOWNSHIP 41 NORTH,  
RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, ILLINOIS.



GRAPHIC SCALE  
( IN FEET )  
1 inch = 20 ft.

**TERRA TECHNOLOGY  
LAND SURVEYING, INC.**

24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047  
PHONE: (847) 540-8606 E-MAIL: TTLS.1@SBCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021  
DRAWING FILE : DATA/21/0080/SITE-SUBDIVISION.DWG

10  
F2

# PRELIMINARY PLAT OF SUBDIVISION & CONSOLIDATION 8500-8500 LEHIGH SUBDIVISION

BEING A SUBDIVISION OF PART OF SECTIONS 19 AND 20, TOWNSHIP 41 NORTH,  
RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, ILLINOIS.

### LAND SURVEYOR CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF LAKE )

I, VYDAS Z. REKASIUS, AN ILLINOIS PROFESSIONAL SURVEYOR, HEREBY CERTIFIES THAT I HAVE SURVEYED THE FOLLOWING DESCRIBED PROPERTY:

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 12 IN BLOCK 1 EXCEPTING THEREFROM THAT PART LYING EAST OF A LINE DRAWN PARALLEL WITH THE WEST LINE OF LOT 12, SAID LINE BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST. IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 3, 4, AND 5 IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THAT PART OF VACATED CHESTNUT STREET DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 89 DEGREES 28 MINUTES 34 SECONDS EAST ALONG THE NORTH LINE OF SAID CHESTNUT STREET, 351.36 FEET TO A POINT ON THE SOUTH LINE OF LOT 12 IN SAID SUBDIVISION, SAID POINT BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST.; THENCE SOUTH 01 DEGREES 53 MINUTES 26 SECONDS WEST, 66.06 FEET TO A POINT ON THE SOUTH LINE OF SAID CHESTNUT STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST ALONG SAID LINE, 150.11 FEET TO THE NORTH WEST CORNER OF LOT 5 IN BLOCK 2 IN SAID SUBDIVISION; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 5 EXTENDED NORTH, 33.01 FEET TO THE CENTERLINE OF VACATED CHESTNUT STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST, 200.06 FEET; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST, 33.01 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.380 ACRES MOR OR LESS, ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 1.900 ACRES +/-

AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

I FURTHER CERTIFY THAT BASED UPON AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NO. 17031C0241L, SHOWS THAT THE PROPERTY SURVEYED HEREON IS NOT SUBJECT TO FLOOD RISK AND THAT SAID PROPERTY FALLS WITHIN ZONE X (AREA OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN).

(I FURTHER CERTIFY THAT THE LAND INCLUDED BY SAID SURVEY IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND IS EXERCISING ITS EXTRATERRITORIAL POWER AS AUTHORIZED PURSUANT TO AND IN ACCORDANCE WITH SEC. 11-12-5, 65 ILCS 5/11-12-5, OF THE ILLINOIS MUNICIPAL CODE AND ITS HOME RULE POWERS)

I FURTHER CERTIFY THAT IRON PIPE SURVEY STAKES OR THE CONCRETE MONUMENTS AS SHOWN ON THE PLAT HEREON DRAWN, HAVE BEEN ESTABLISHED AT THE LOT CORNERS.

DATED THIS \_\_\_ DAY OF \_\_\_\_\_, 2025.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003210

License Renewal Date : 11/30/2026  
DESIGN FIRM NO. 184-004538  
RENEWAL DATE: 4/30/27



REV: 8/6/25 - NEA

**TERRA TECHNOLOGY**  
**LAND SURVEYING, INC.**

24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047  
PHONE: (847) 540-8606 E-MAIL: TTLS.1@SBCCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021  
DRAWING FILE : DATA/21/0080/SITE-SUBDIVISION.DWG

### COOK COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

THIS INSTRUMENT WAS FILED FOR RECORD IN THE OFFICE OF THE COOK COUNTY RECORDER OF DEEDS, ILLINOIS, ON THE \_\_\_ DAY OF \_\_\_\_\_, A.D. 2025 AT \_\_\_ O'CLOCK \_\_\_ M., AND WAS RECORDED AS DOCUMENT NO. \_\_\_\_\_.

\_\_\_\_\_  
RECORDER OF DEEDS

### PLAN COMMISSION CERTIFICATE

APPROVED BY THE CHAIRPERSON OF THE PLAN COMMISSION OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, THIS \_\_\_ DAY OF \_\_\_\_\_, 2025, PURSUANT TO ORDINANCE 20-08 AND TITLE 12, CHAPTER 8, OF THE MORTON GROVE MUNICIPAL CODE (ORDINANCE 07-07).

BY: \_\_\_\_\_  
CHAIRPERSON

ATTEST: \_\_\_\_\_  
SECRETARY

### VILLAGE CLERK CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS \_\_\_ DAY OF \_\_\_\_\_, 2025.

BY: \_\_\_\_\_  
VILLAGE CLERK

### VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS ON THIS \_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
VILLAGE PRESIDENT

\_\_\_\_\_  
VILLAGE CLERK

### COOK COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

I DO NOT FIND ANY DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST THE TRACT OF LAND IN THE ABOVE PLAT.

\_\_\_\_\_  
COUNTY CLERK

DATE: \_\_\_\_\_

### OWNER'S CERTIFICATE

STATE OF \_\_\_\_\_ )  
                                  ) ss.  
COUNTY OF \_\_\_\_\_ )

\_\_\_\_\_ DOES HEREBY CERTIFY THAT IT IS, [AS SUCH TRUSTEE], TITLE HOLDER OF THE PROPERTY DESCRIBED HEREON; DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON SHOWED; HEREBY DEDICATES THE PUBLIC ROADS, STREETS, ALLEYS, WALKS, AND OTHER AREAS INDICATED HEREON FOR PUBLIC USE; AND ESTABLISHES AND GRANTS ANY OTHER EASEMENTS SHOWN HEREON. [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FURTHER CERTIFIES TO THE BEST OF ITS KNOWLEDGE, THAT THE LAND INCLUDED IN THE PLAT HEREON DRAWN FALLS WITH SCHOOL DISTRICTS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATED AT \_\_\_\_\_, ILLINOIS, THIS DAY OF \_\_\_\_\_, 2025.

BY: \_\_\_\_\_ TITLE: \_\_\_\_\_

ATTEST: \_\_\_\_\_ TITLE: \_\_\_\_\_

### NOTARY'S CERTIFICATE

STATE OF \_\_\_\_\_ )  
                                  ) ss.  
COUNTY OF \_\_\_\_\_ )

I, [INSERT NAME OF NOTARY], A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE OF \_\_\_\_\_, DO HEREBY CERTIFY THAT [INSERT NAME OF FIRST SIGNATOR ABOVE] AND [INSERT NAME OF ATTEST SIGNATOR ABOVE] OF [INSERT NAME OF OWNER, OWNER ENTITY, TRUST], PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS [INSERT TITLE OF FIRST SIGNATOR ABOVE] AND [INSERT TITLE OF ATTEST SIGNATOR ABOVE], RESPECTIVELY, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_ DAY OF \_\_\_\_\_, 2025.

### SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

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

BY: \_\_\_\_\_ DATED: \_\_\_\_\_  
OWNER

BY: \_\_\_\_\_ DATED: \_\_\_\_\_  
ILLINOIS PROFESSIONAL ENGINEER

### VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS )  
                                  ) ss.  
COUNTY OF COOK )

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, ON THIS \_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
VILLAGE ENGINEER

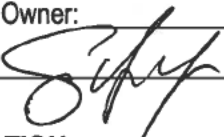


# SPECIAL USE APPLICATION

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

Case Number: PC 25-07 Date Application Filed: 08/11/2025

## APPLICANT INFORMATION

Applicant Name: 8500 MG, LLC  
Applicant Organization: C/O Simon Berger  
Applicant Address: 5215 Old Orchard Rd, Suite 130  
Applicant City / State / Zip Code: Skokie, IL 6007-1098  
Applicant Phone: [REDACTED]  
Applicant Email: [REDACTED]  
Applicant Relationship to Property Owner: Future contract purchaser/developer  
Applicant Signature: 

## PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Village of Morton Grove  
Owner Address: 6101 Capulina Avenue  
Owner City / State / Zip Code: Morton Grove, IL 60053  
Owner Phone: (847) 663-3063  
Owner Email: \_\_\_\_\_  
Owner Signature: \_\_\_\_\_

## PROPERTY INFORMATION

Common Address of Property: 8500-8550 Lehigh Avenue  
Property Identification Number (PIN): See attached  
Property Square Footage: 82,781 sq. ft. (1.90 acres)  
Legal Description (attach as necessary): See attached  
Property Zoning District: C/R Commercial Residential

## APPLICATION INFORMATION

Requested Special Use: \_\_\_\_\_  
Purpose of Special Use (attach as necessary): See attached project narrative.

## 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.

The project conforms to Village ordinances, will enhance the area adjacent to the train station and not be detrimental to 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.

The project involves a significant investment in a key parcel in the Village, provides a development that will satisfy existing demand, and will not be injurious to the use and enjoyment of other property and will not diminish or impair property values in 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.

The project is designed in conformance with Village codes and ordinances and will not impede the 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.

The project is designed with adequate utilities, access, drainage and other necessary facilities.

- 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.

The project is designed such that ingress and egress to it will minimize congestion with measures being included to ensure no adverse impact.

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

The site is designated for mixed-use and specifically calls for the promotion of large-scale mixed use development with residential and commercial uses.

- 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.

The special use will conform to the applicable regulations of the C/R Commercial Residential District.

## **Station 58-Hundred**

**8500-8550 Lehigh Avenue**

**Morton Grove, Illinois**

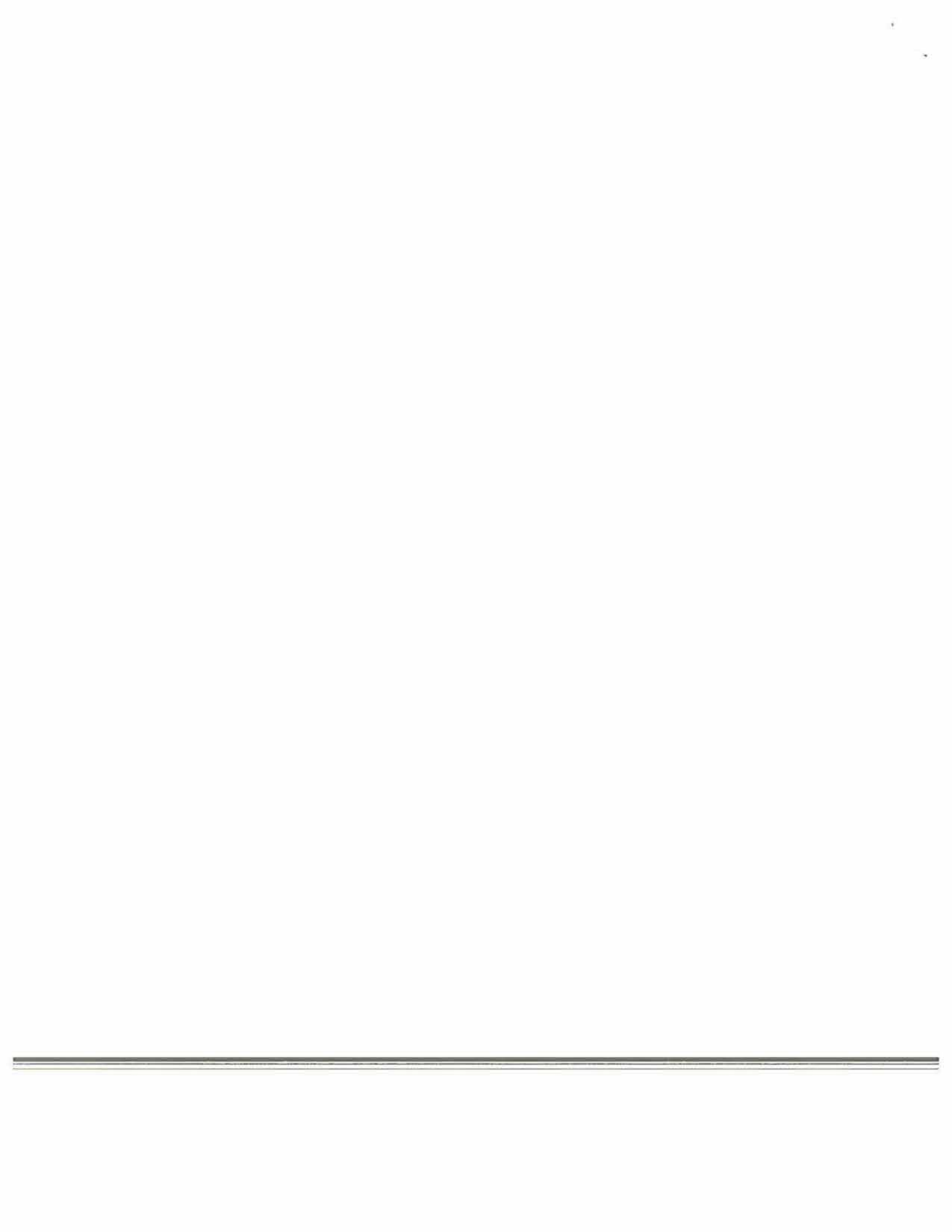
### **Project Narrative**

The Applicant, 8500 MG, LLC is seeking special use approval, subdivision approval and right-of-way vacation approval in order to redevelop the Village-owned subject property with a mixed-use development. The site consists of an approximately 1.520 acre property located on the north and south sides of Chestnut Street, west of Lehigh Avenue. The Applicant is seeking to vacate the portion of Chestnut Avenue adjacent to both parcels. Upon vacation, the development parcel will total 2.05 acres. The site is just west of the METRA station located on Lehigh Avenue. St Paul Woods is directly west of the subject site.

The Applicant proposes to construct a 60-unit, four-story mixed-use elevator building that includes residential multi-family units, commercial space, parking and amenities. The residences will consist of one- and two-bedroom units with high-end finishes and multiple floor plan options. The residential amenities include an entry lounge, co-work area, a fully equipped fitness center and an outdoor terrace facing Lehigh Avenue. The proposed building will feature over 4,000 sq feet of commercial space on the first floor, with outdoor patio space.

This prime location on Lehigh Avenue west of the Metra Station allows for an opportunity to extend Morton Grove's Downtown neighborhood west to encompass the Lehigh Avenue corridor and Metra Station. Chestnut Street currently bisects the site and it is proposed to be vacated with access to the Moose Family Center to be adjusted to the south side of the site. The overhead wires will be placed underground, and the Chestnut Street utilities will be relocated.

The mixed-use building is designed to create a dynamic streetscape along Lehigh, incorporating outdoor dining areas and the residential entrance and terrace facing east towards the historic downtown and Gateway Park. The parking area on the west side of the site is shielded by the building and a valet/drop-off area is proposed along the west side of Lehigh along with the potential of on-street parking to provide additional retail parking. The units will all have balconies, and the building façade materials will be brick, cultured stone and cementitious panels creating a classic look that will enhance the surrounding architecture. The building will be approximately 54' tall with the first-floor height expanded to meet the requirements of the commercial and fitness areas and 9' ceilings on the upper residential floors.





**SITE CONTEXT**

**station  
85-hundred**

8500 Lehigh Avenue  
Morton Grove, Illinois

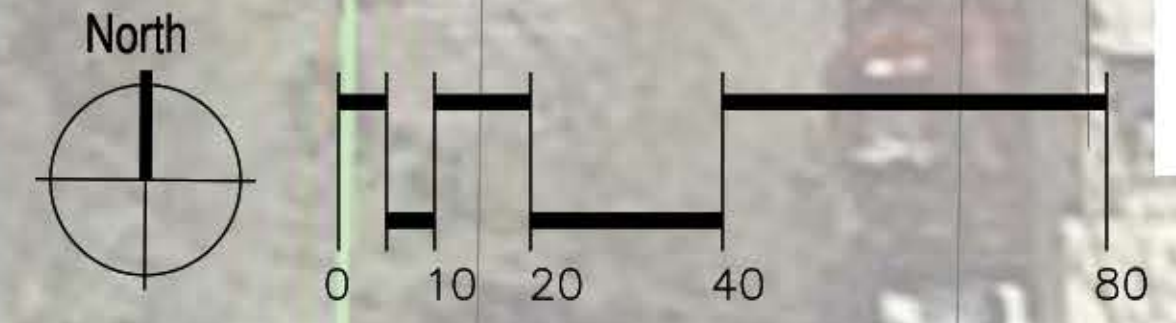


B3-COMPANIES.COM  
847.208.8211  
5215 OLD ORCHARD RD. STE 130  
SKOKIE 60077



Morton House  
Condominiums

Gateway  
Park



Morton Grove  
Moose Family  
Center

Moose Lodge  
Entry Sign  
Moose Lodge  
Entrance

METRA PARKING

LEHIGH AVENUE

Site Illustrative Plan

B3-COMPANIES.COM  
847.208.8211  
5215 OLD ORCHARD RD, STE 130  
SKOKIE 60077

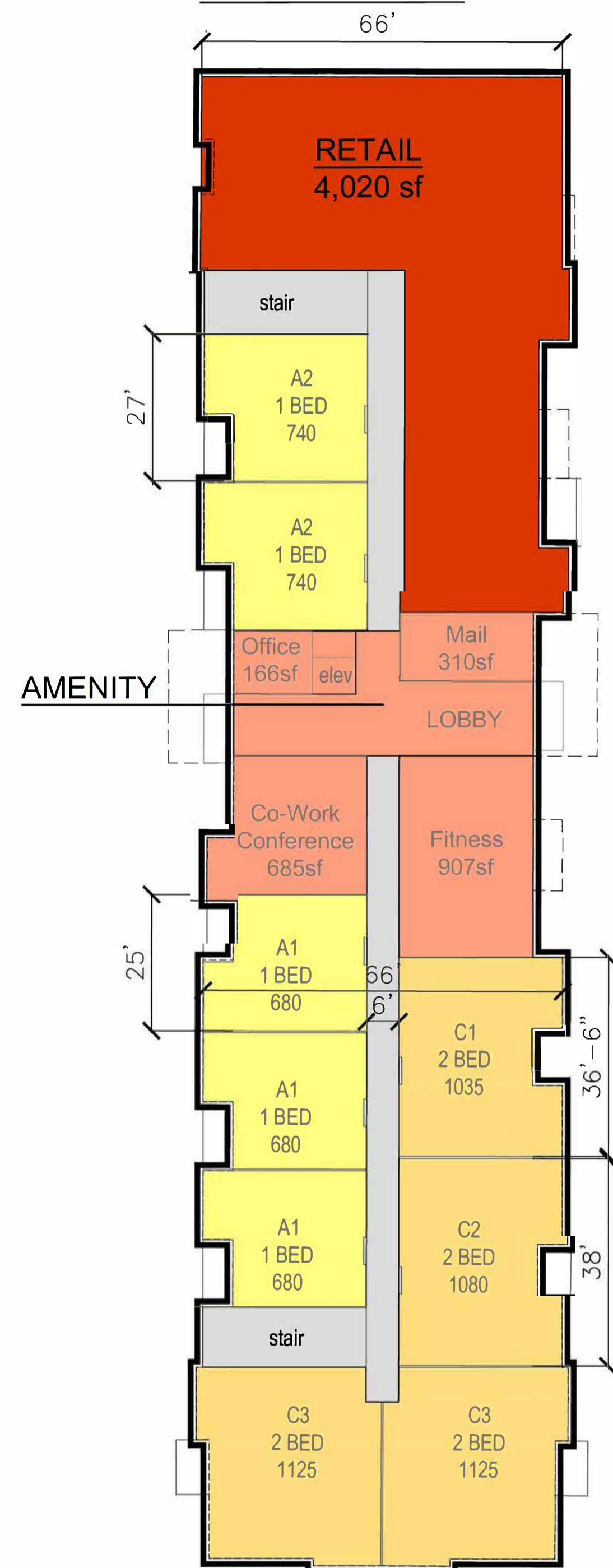
station  
85-hundred  
8500 Lehigh Avenue  
Morton Grove, Illinois

BSB  
DESIGN  
BSBDESIGN.COM

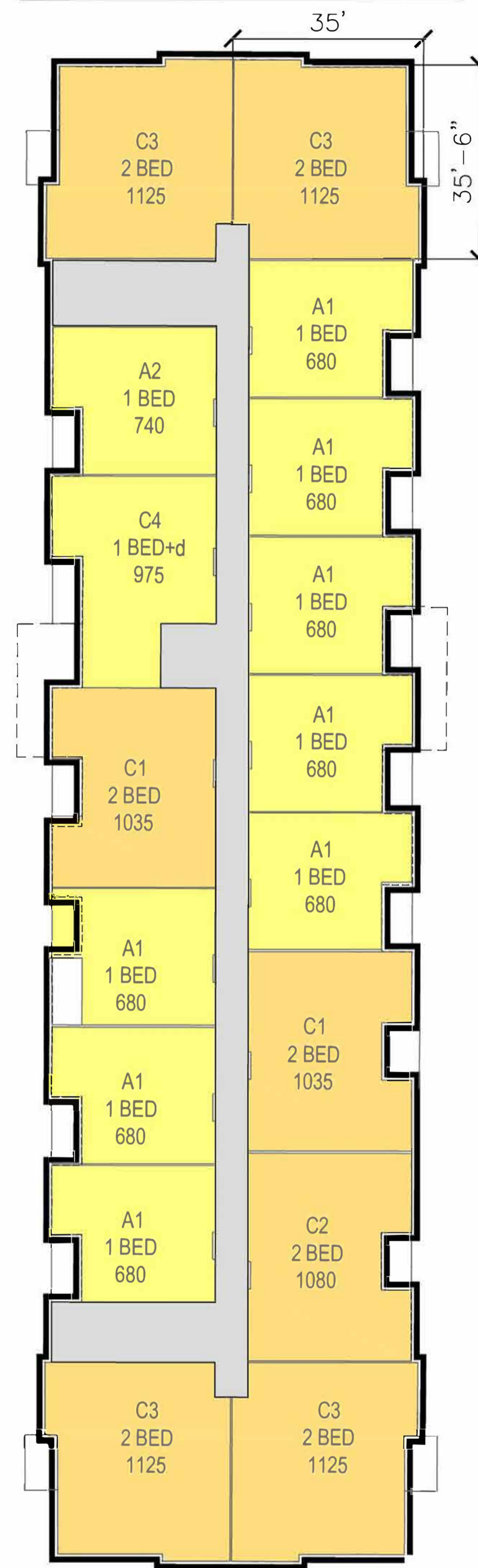
August 5, 2025

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

### FLOOR 1



### FLOORS 2, 3, 4



### FLOOR 1

#### 5 - 1 Bed

- 3 - A1 680 sf
- 2 - A2 740 sf

#### 4 - 2 Bed

- 1 - C1 1035 sf
- 1 - C2 1080 sf
- 2 - C3 1125 sf

### FLOORS 2, 3, 4

#### 27 - 1 Bed

- 24 - A1 680 sf
- 3 - A2 740 sf

#### 3 - 1 Bed+Den

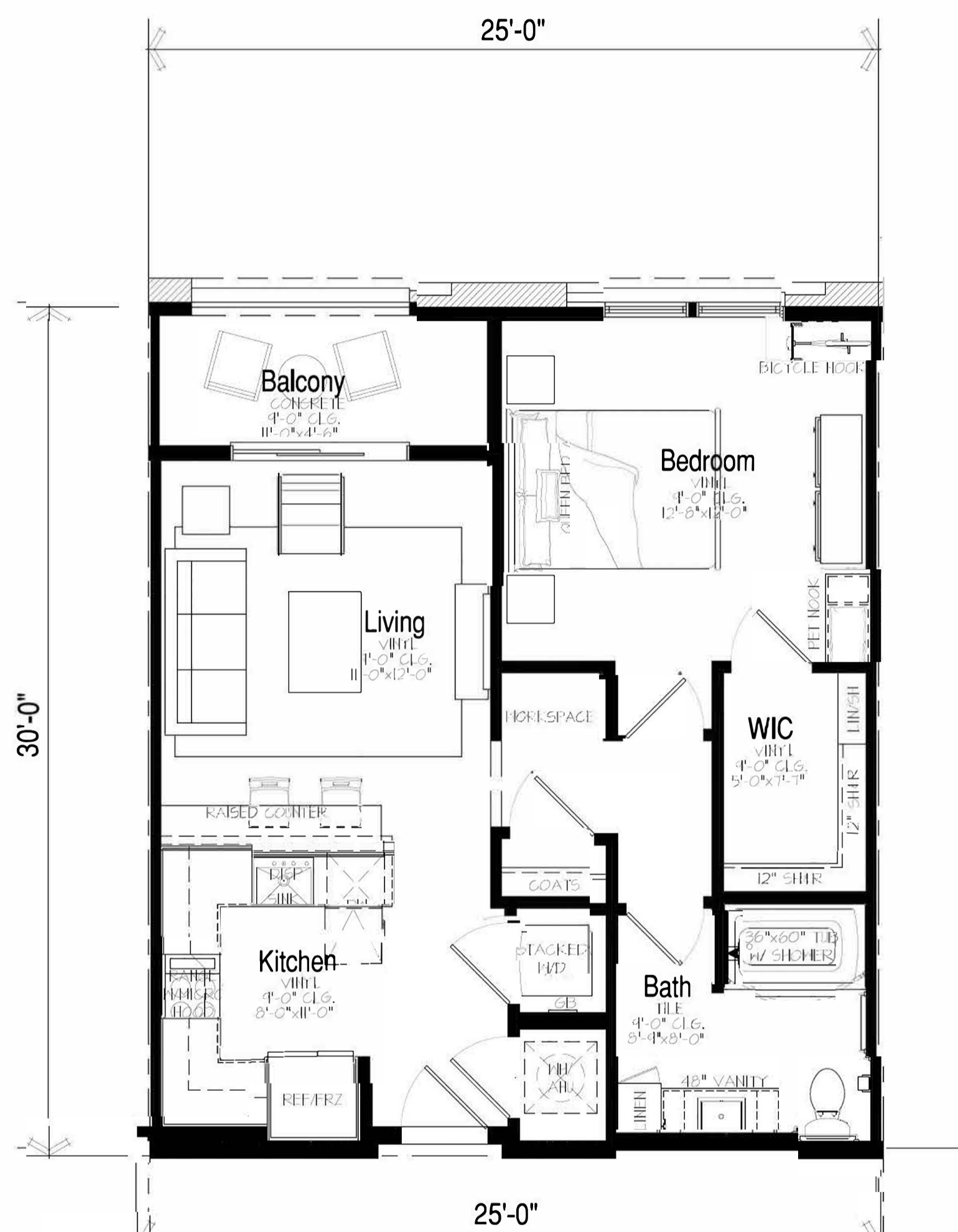
- 3 - C4 975 sf

#### 21 - 2 Bed

- 6 - C1 1035 sf
- 3 - C2 1080 sf
- 12 - C3 1125 sf

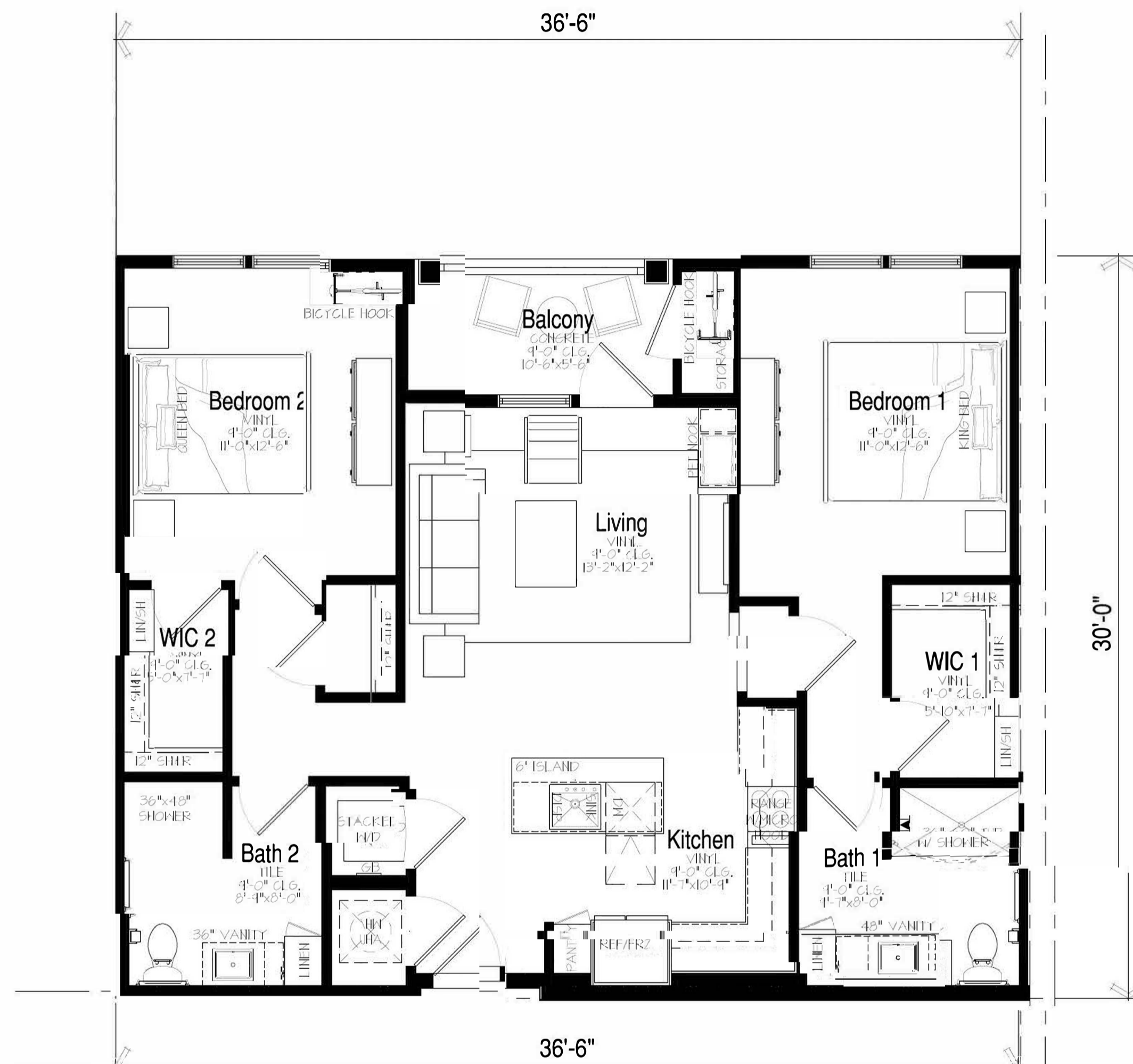
### BUILDING INFO

Total Gross Sq Feet	67,248 sf
Common Areas (Corridor, Stair, Lobby)	8,822 sf
Amenities	2,068 sf
Retail	4,020 sf
Residential	52,338 sf



ANSI Type B: 1 Bedroom / 1 Bath  
 NRSF: 680  
**Unit - A1 Floor Plan**

SCALE: 1/4"=1'-0" ART: A1



ANSI Type B: 2 Bedroom / 2 Bath  
 NRSF: 1035  
**Unit - B1 Floor Plan**

SCALE: 1/4"=1'-0" ART: B1



ANSI Type B, 2 Bedroom / 2 Bath  
 1125 GSF  
**Unit - B2 2-Bedroom**

SCALE: 1/4"=1'-0"

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 SKOKIE 60077

Conceptual Unit Plans

station  
 85 - hundred  
 8500 Lehigh Avenue  
 Morton Grove, Illinois

**BSB**  
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Revised August 5, 2025



DEVELOPMENT  
INVESTMENT  
CONSTRUCTION

### Exterior Elevations

**station 85 hundred**  
8500 Lehigh Avenue, Morton Grove, IL



August 11, 2025



East (Primary) Elevation  
Scale: 3/32" = 1'-0"

East Facade Transparency: 53.8%  
Overall Facade Transparency: 51.7%

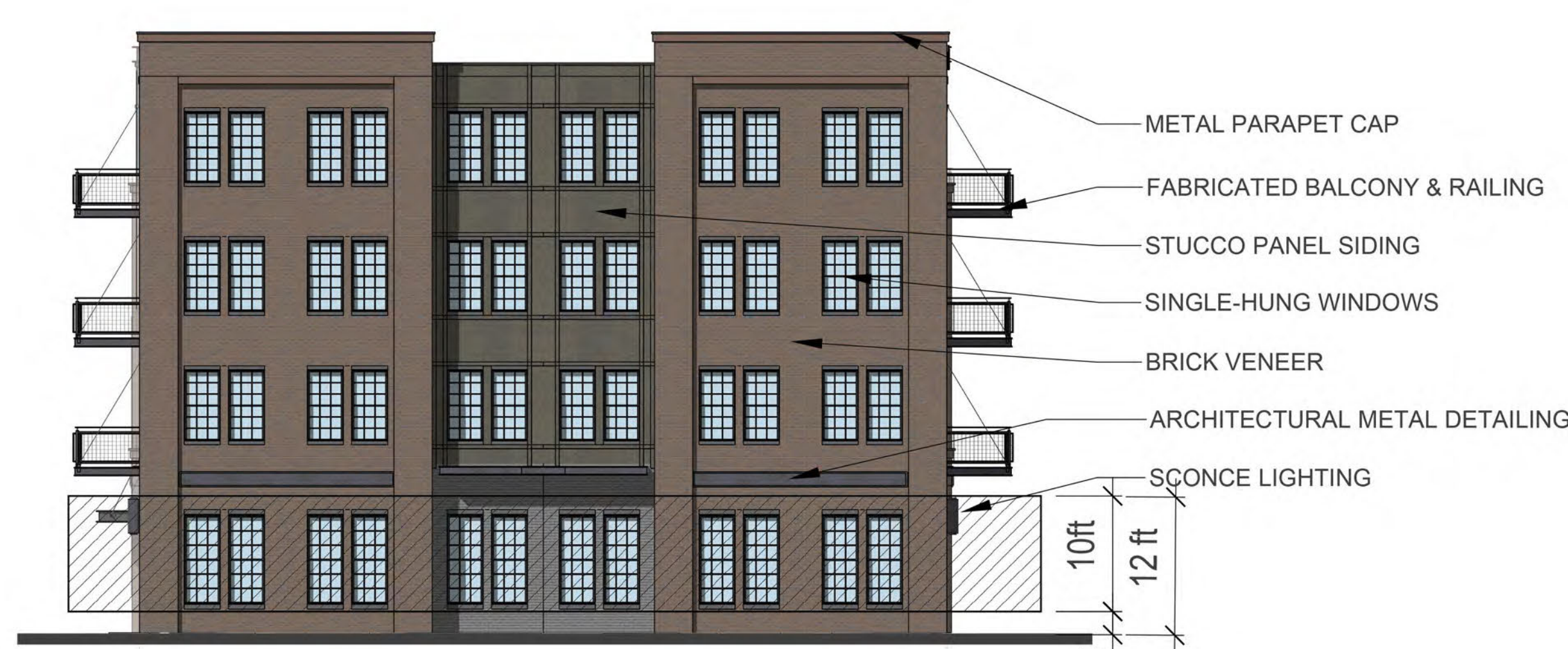


West (Rear) Elevation  
Scale: 3/32" = 1'-0"

West Facade Transparency: 46.7%  
Overall Facade Transparency: 51.7%



North Elevation  
Scale: 3/32" = 1'-0"  
North Facade Transparency: 71.9%  
Overall Facade Transparency: 51.7%



South Elevation  
Scale: 3/32" = 1'-0"  
South Facade Transparency: 46.8%  
Overall Facade Transparency: 51.7%

Exterior Materials Legend	
	Brick Veneer
	Belden Brandywine Velour
	Windows and Balcony Doors
	Anderson Fibrex or Equivalent
	Sconce Lighting
	Chara 12 Outdoor
	Aluminum Storefront
	Kawneer - Dark Bronze
	Fabricated Balconies & Metals
	Midwest Iron
	Stucco Panel Siding
	James Hardie
	Engineered Panel Siding
	James Hardie

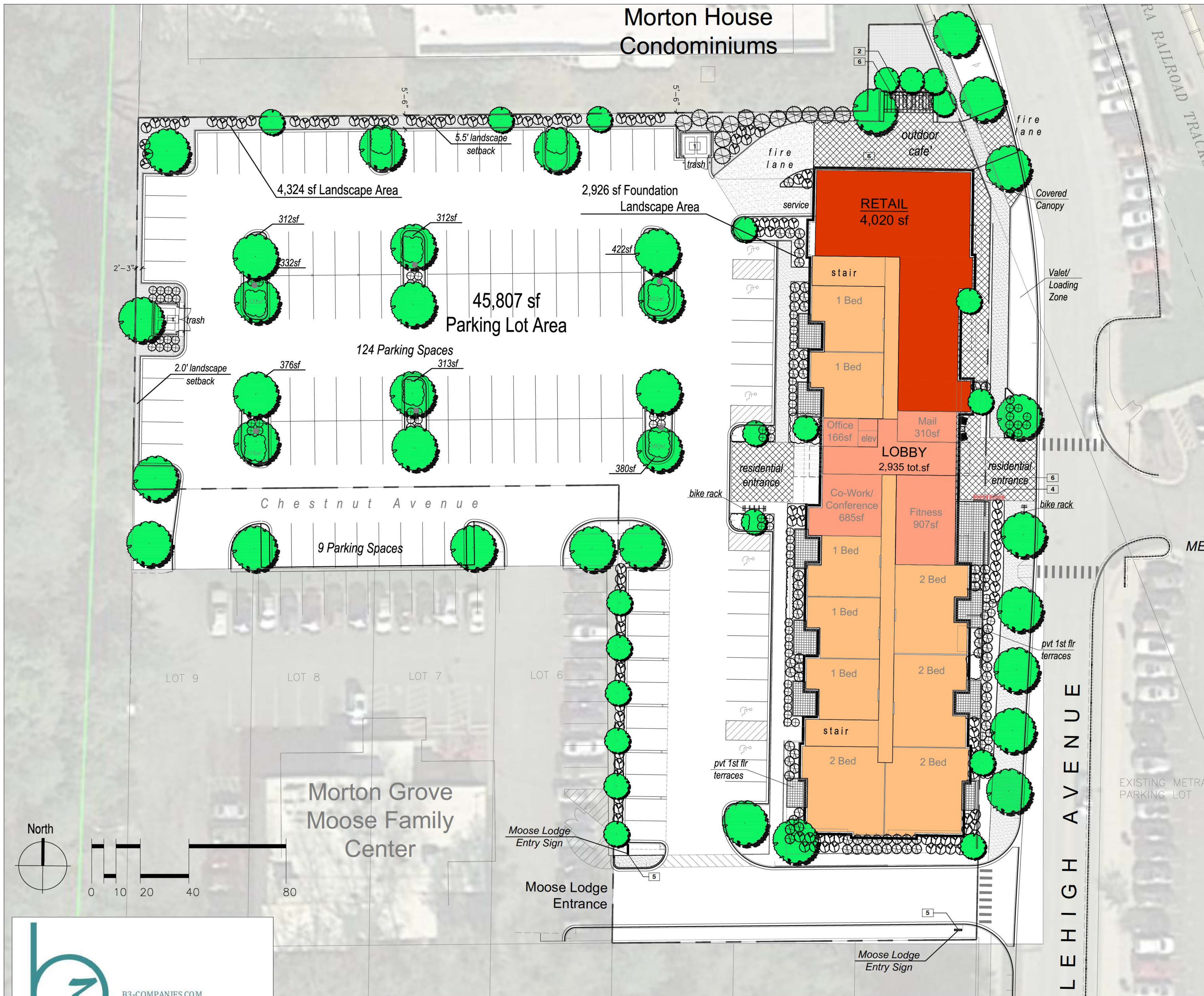


DEVELOPMENT  
INVESTMENT  
CONSTRUCTION

Exterior Elevations

station 85 hundred  
8500 Lehigh Avenue, Morton Grove, IL





**Station 85-Hundred**  
**Mixed Use Residential/Retail:**  
 60 Total Units

32 - 1 bed	58%
3 - 1 bed+den	
25 - 2 bed	42%

2,935 sf Amenity  
 4,140 sf Retail  
 4,020 sf divisible retail  
 1,100 sf Cafe'

124 Parking

84 residential	1sp/bed
40 commercial	1 sp/1000sf
+9 Shared Guest	

**Landscape Areas:**

Parking Lot Area	45,807sf
Interior Landscape Area	4,324sf
Foundation Lndscp Area	2,926sf



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Site Plan

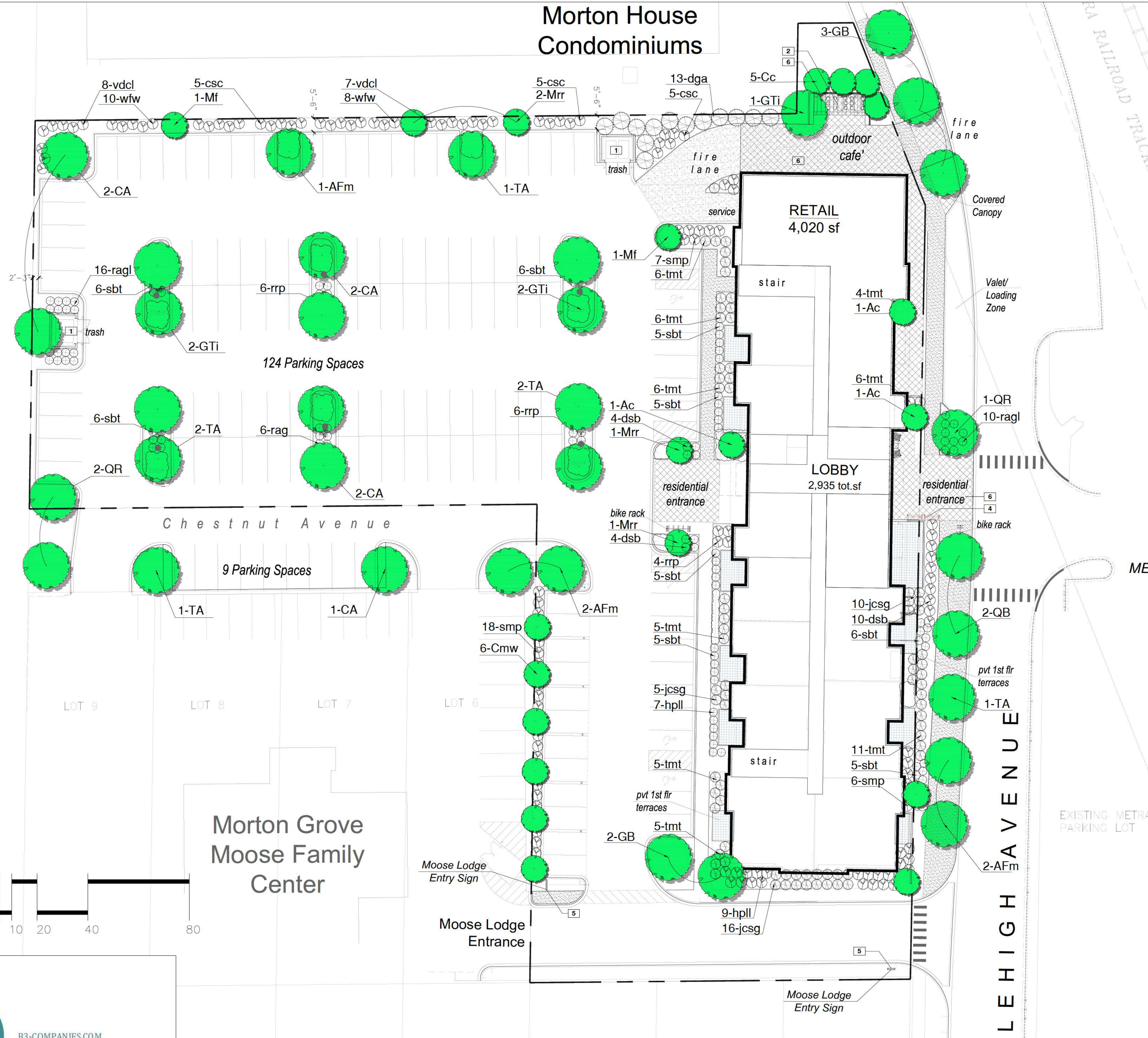
**station**  
**85 - hundred**  
 8500 Lehigh Avenue  
 Morton Grove, Illinois



The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

Revised August 26, 2025

# Morton House Condominiums



## PLANT LIST

### SHADE TREES

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	
5	AFm	Acer x freemanii 'Marmo'	Marmo Maple	2.5" BB
6	CA	Celtis occidentalis 'Chicagoland'	American Hackberry	2.5" BB
5	GTi	Gleditsia triacanthos 'inermis'	Thornless Honeylocust var.	2.5" BB
5	GB	Ginkgo biloba	Male Ginkgo Tree	2.5" BB
2	QB	Quercus bicolor	Swamp White Oak	2.5" BB
3	QR	Quercus rubra	Red Oak	2.5" BB
6	TA	Tilia americana 'Redmond'	Redmond American Linden	2.5" BB

### INTERMEDIATE AND EVERGREEN TREES

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	
3	Ac	Amelanchier canadensis	Serviceberry	7' CL. BB
5	Cc	Cercis canadensis	Red Bud	7' BB
5	Cmw	Cornus mas 'Aurea'	Aurea Cornelian Cherry	6' BB
13	Dga	Thuja americana 'Dark Green'	Dark American Arborvitae	7' BB
4	Mrr	Malus 'Ruby Red'	Ruby Red Crab	2.5" BB
2	MF	Malus floribunda	Floribunda Crab	2.5" BB

### SHRUBS

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	
15	csc	Cornus sericea 'Cardinal'	Cardinal Redtwig Dogwood	24" BB
18	dsb	Diervilla sessifolia 'Butterfly'	Southern Bushhoneysuckle	24" BB
16	hpl	Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	24" BB
31	jcsg	Juniperus chinensis 'Sea Green'	Sea Green Juniper	5 Gal Cont.
16	rrp	Rosa rugosa 'Purple Pavement'	Scarlet Meidland Shrub Rose	3 Gal Cont.
32	ragl	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	3 Gal Cont.
49	sbt	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	3 Gal. Cont.
32	smp	Syringa meyerii 'Palabin'	Palabin Lilac	30" BB
54	tmt	Taxus medii 'Taunton'	Taunton's Yew	5 Gal Cont.
7	vdbl	Viburnum dentatum 'Chicago Luster'	Arrowwood Viburnum	36" BB
8	wfw	Weigela florida 'Wine and Roses'	Wine and Roses Weigela	36" BB

Morton Grove  
Moose Family  
Center

## Conceptual Landscape Plan

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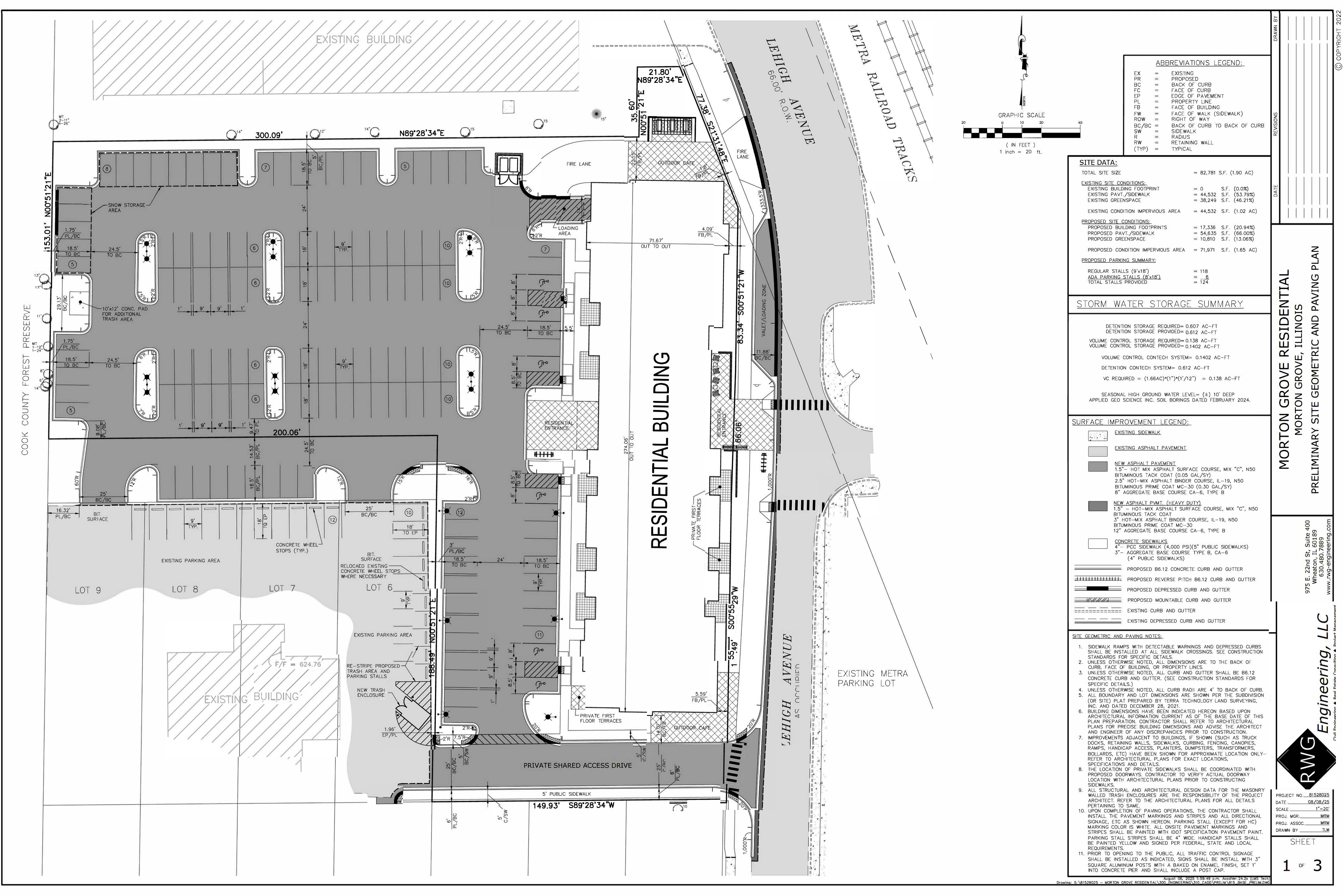


station  
85 - hundred  
8500 Lehigh Avenue  
Morton Grove, Illinois



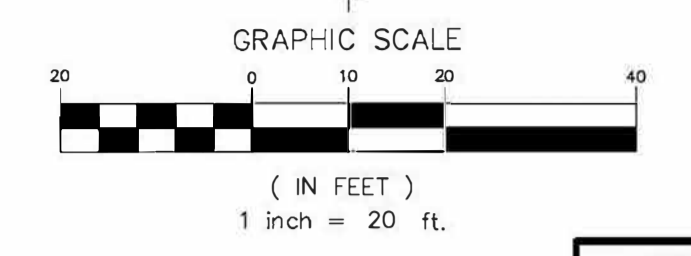
Revised August 26, 2025





**ABBREVIATIONS LEGEND:**

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL



**SITE DATA:**

TOTAL SITE SIZE	=	82,781 S.F. (1.90 AC)
<b>EXISTING SITE CONDITIONS:</b>		
EXISTING BUILDING FOOTPRINT	=	0 S.F. (0.0%)
EXISTING PAVT./SIDEWALK	=	44,532 S.F. (53.79%)
EXISTING GREENSPACE	=	38,249 S.F. (46.21%)
EXISTING CONDITION IMPERVIOUS AREA	=	44,532 S.F. (1.02 AC)
<b>PROPOSED SITE CONDITIONS:</b>		
PROPOSED BUILDING FOOTPRINTS	=	17,336 S.F. (20.94%)
PROPOSED PAVT./SIDEWALK	=	54,635 S.F. (66.00%)
PROPOSED GREENSPACE	=	10,810 S.F. (13.06%)
PROPOSED CONDITION IMPERVIOUS AREA	=	71,971 S.F. (1.65 AC)
<b>PROPOSED PARKING SUMMARY:</b>		
REGULAR STALLS (9'x18')	=	118
ADA PARKING STALLS (8'x18')	=	6
TOTAL STALLS PROVIDED	=	124

**STORM WATER STORAGE SUMMARY**

DETENTION STORAGE REQUIRED	=	0.607 AC-FT
DETENTION STORAGE PROVIDED	=	0.612 AC-FT
VOLUME CONTROL STORAGE REQUIRED	=	0.138 AC-FT
VOLUME CONTROL STORAGE PROVIDED	=	0.1402 AC-FT
VOLUME CONTROL CONTECH SYSTEM	=	0.1402 AC-FT
DETENTION CONTECH SYSTEM	=	0.612 AC-FT
VC REQUIRED = (1.66AC)*(1')*(1'/12")	=	0.138 AC-FT
SEASONAL HIGH GROUND WATER LEVEL = (±) 10' DEEP APPLIED GEO SCIENCE INC. SOIL BORINGS DATED FEBRUARY 2024.		

**SURFACE IMPROVEMENT LEGEND:**

	EXISTING SIDEWALK
	EXISTING ASPHALT PAVEMENT
	NEW ASPHALT PAVEMENT 1.5" - HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 BITUMINOUS TACK COAT (0.05 GAL/SY) 2.5" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50 BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY) 8" AGGREGATE BASE COURSE CA-6, TYPE B
	NEW ASPHALT PAVT. (HEAVY DUTY) 1.5" - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 BITUMINOUS TACK COAT 3" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50 BITUMINOUS PRIME COAT MC-30 12" AGGREGATE BASE COURSE CA-6, TYPE B
	CONCRETE SIDEWALKS 4" - PCC SIDEWALK (4,000 PSI)(5" PUBLIC SIDEWALKS) 3" - AGGREGATE BASE COURSE TYPE B, CA-6 (4" PUBLIC SIDEWALKS)
	PROPOSED B6.12 CONCRETE CURB AND GUTTER
	PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
	PROPOSED DEPRESSED CURB AND GUTTER
	PROPOSED MOUNTABLE CURB AND GUTTER
	EXISTING CURB AND GUTTER
	EXISTING DEPRESSED CURB AND GUTTER

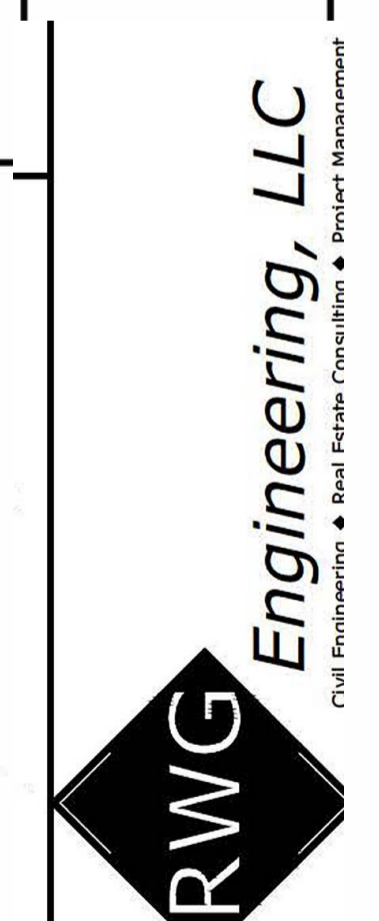
- SITE GEOMETRIC AND PAVING NOTES:**
- SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
  - UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
  - UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
  - UNLESS OTHERWISE NOTED, ALL CURB RADI ARE 4' TO BACK OF CURB.
  - ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY TERRA TECHNOLOGY LAND SURVEYING, INC. AND DATED DECEMBER 28, 2021.
  - BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  - IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
  - THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
  - ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
  - UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ON-SITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
  - PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.

**REVISIONS**

NO.	DATE	DESCRIPTION

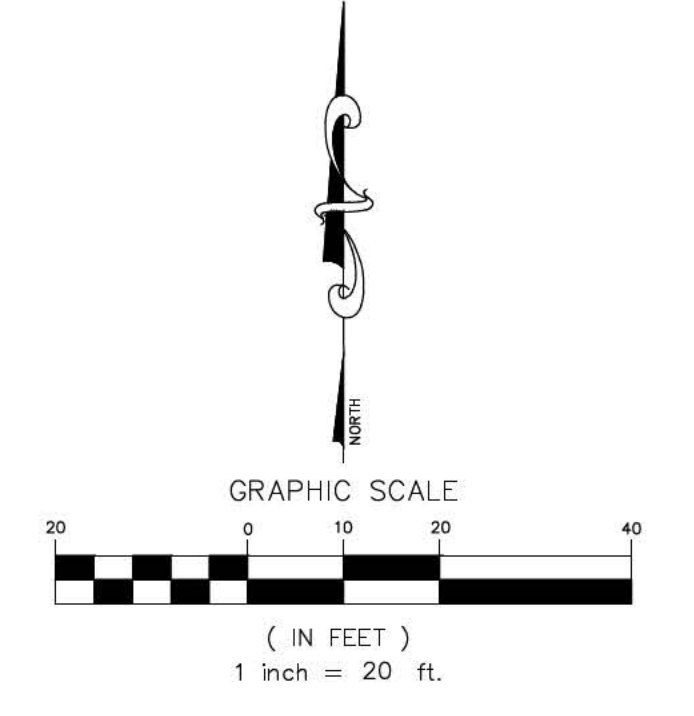
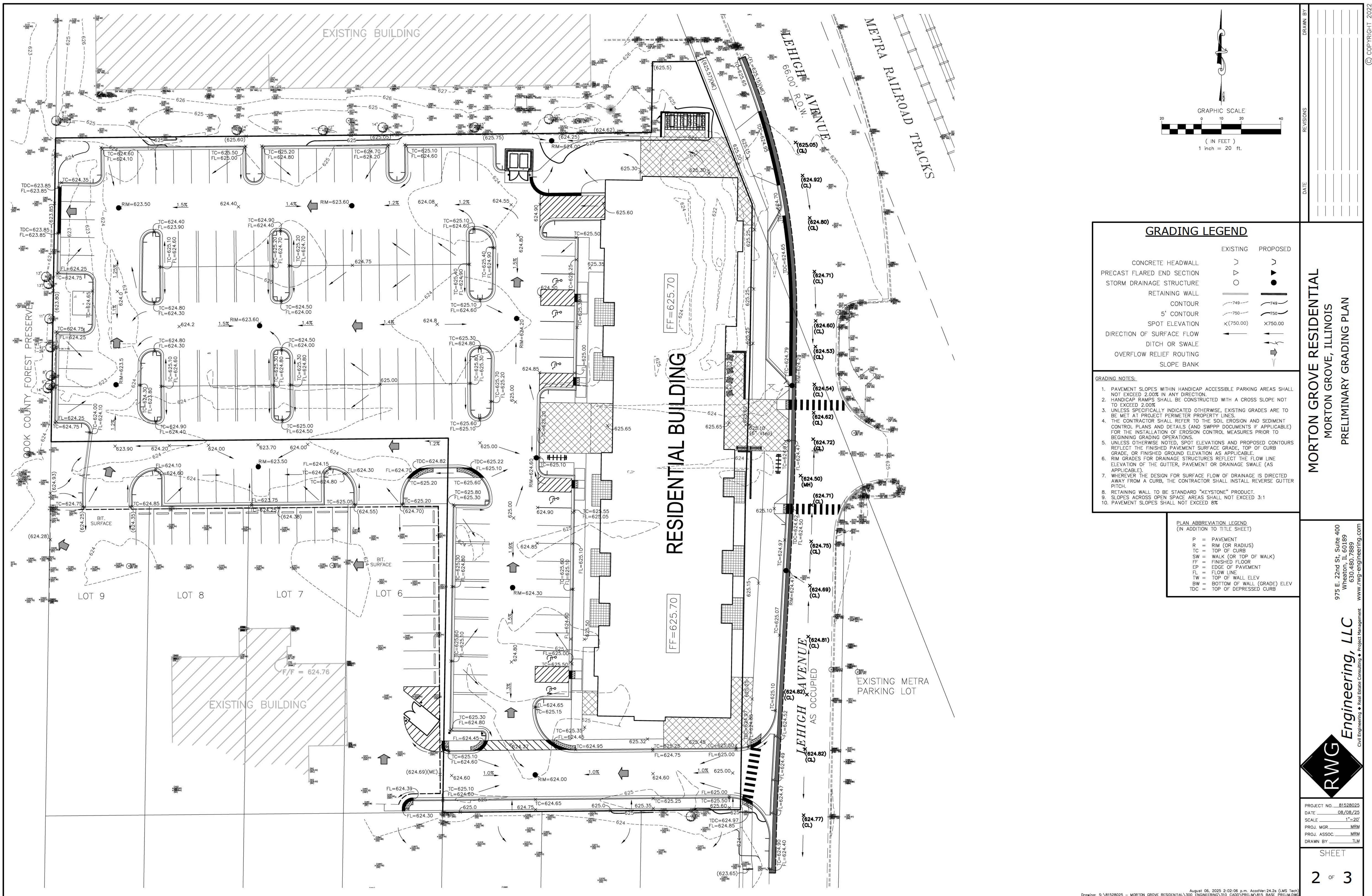
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MORTON GROVE, ILLINOIS  
**PRELIMINARY SITE GEOMETRIC AND PAVING PLAN**

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630.480.7889  
www.rwg-engineering.com



PROJECT NO. 81528025  
DATE 08/08/25  
SCALE 1"=20'  
PROJ. MGR. MRM  
PROJ. ASSOC. MRM  
DRAWN BY TLM

**SHEET**  
1 OF 3



**GRADING LEGEND**

	EXISTING	PROPOSED
CONCRETE HEADWALL	U	U
PRECAST FLARED END SECTION	∇	●
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL	—	—
CONTOUR	-749-	-749-
5' CONTOUR	-750-	-750-
SPOT ELEVATION	x(750.00)	x750.00
DIRECTION OF SURFACE FLOW	→	→
DITCH OR SWALE	—	—
OVERFLOW RELIEF ROUTING	→	→
SLOPE BANK	→	→

- GRADING NOTES:**
- PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
  - HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%.
  - UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER PROPERTY LINES.
  - THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS IF APPLICABLE) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
  - UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
  - RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
  - WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.
  - RETAINING WALL TO BE STANDARD "KEYSTONE" PRODUCT.
  - SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1.
  - PAVEMENT SLOPES SHALL NOT EXCEED 8%.

**PLAN ABBREVIATION LEGEND**  
(IN ADDITION TO TITLE SHEET)

P	=	PAVEMENT
R	=	RIM (OR RADIUS)
TC	=	TOP OF CURB
SW	=	WALK (OR TOP OF WALK)
FF	=	FINISHED FLOOR
EP	=	EDGE OF PAVEMENT
FL	=	FLOW LINE
TW	=	TOP OF WALL ELEV
BW	=	BOTTOM OF WALL (GRADE) ELEV
TDC	=	TOP OF DEPRESSED CURB

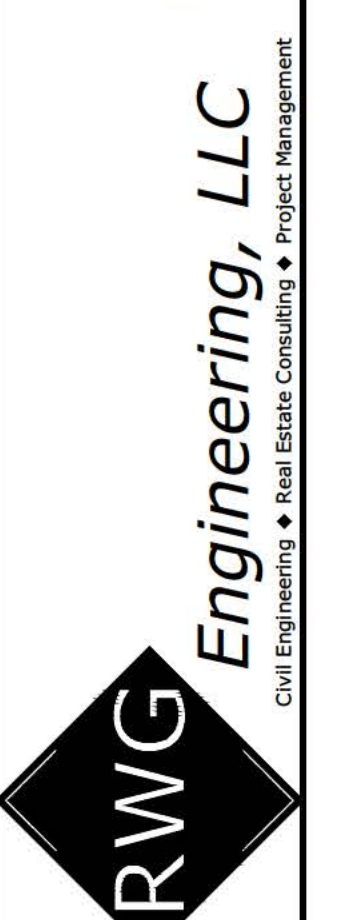
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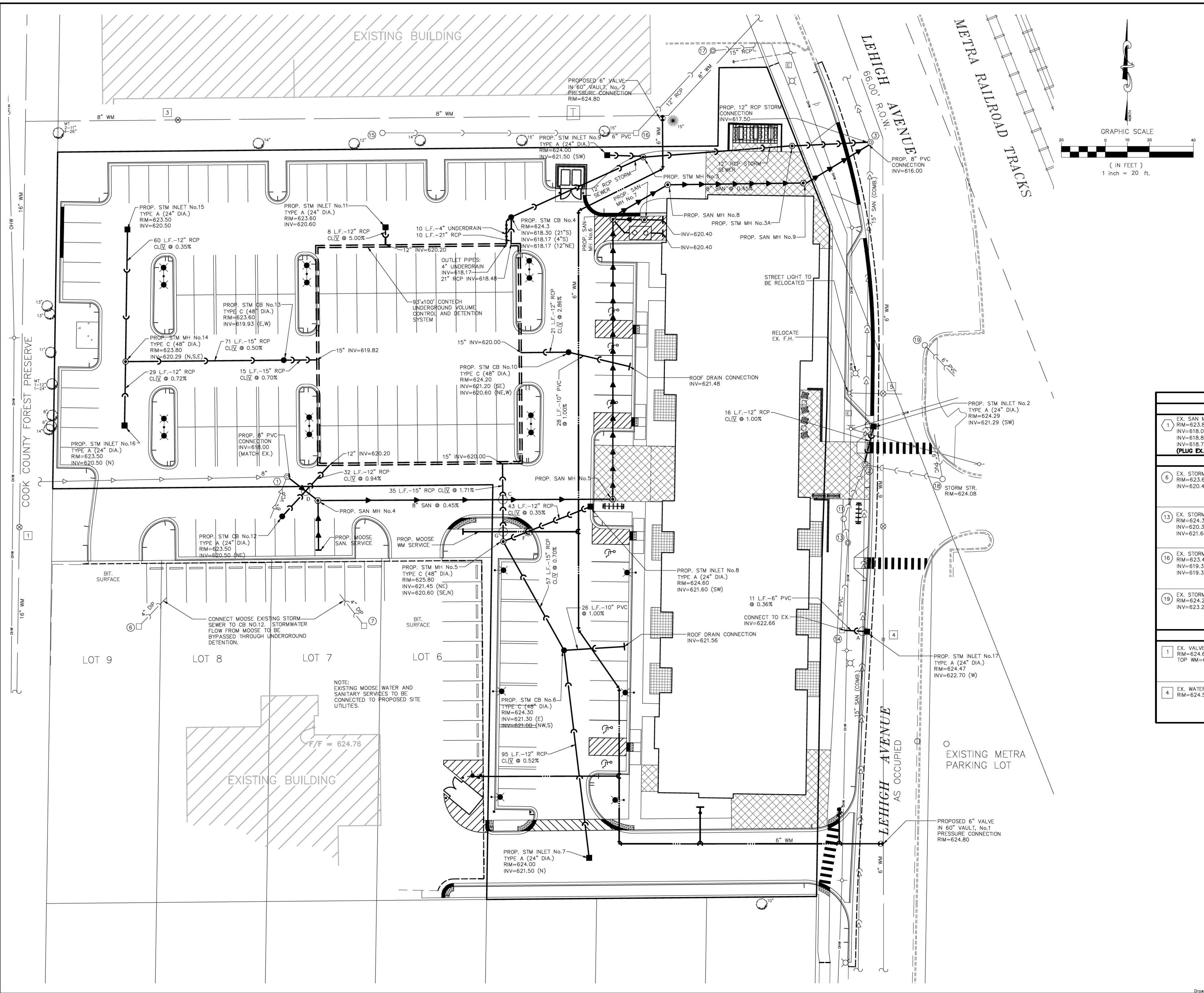
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PROJECT NO. 81528025  
DATE: 08/08/25  
SCALE: 1"=20'  
PROJ. MOR: MRM  
PROJ. ASSOC: MRM  
DRAWN BY: TLM

SHEET  
**2** OF **3**



**STORM SEWER DRAINAGE STRUCTURE LEGEND**

EXISTING	PROPOSED	DESCRIPTION
○	◻	STORM INLET - OPEN GRATE
○	◻	STORM CATCH BASIN - OPEN GRATE
⊙	⊙	STORM MANHOLE - CLOSED LID
②	②	SANITARY STRUCTURE NUMBER
⑪	⑪	STORM STRUCTURE NUMBER
⑤	⑤	WATERMAIN STRUCTURE NUMBER

- UTILITY NOTES:**
1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE).
  2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION - IE INCLUDING LENGTH OF FLARED END SECTION).
  3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
  4. CONNECTIONS TO EXISTING SEWERS OR WATERMANS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
  5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
  6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
  7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.

**EXISTING UTILITY SCHEDULE**

SANITARY SEWER		
1	EX. SAN. M.H. RIM=623.50 (A) (RIM=623.00) INV=618.00 (8" E.W.) INV=618.85 (6" VCP SW) INV=618.75 (6" VCP NE) <b>(PLUG EX. NE INVERT)</b>	3
2	EX. SAN. M.H. RIM=624.31 (A) (RIM=624.00) INV=614.61 (11.5") INV=617.96 (12" RCP NW) INV=618.86 (E) INV=619.21 (SW) INV=616.16 (W)	EX. SAN. M.H. RIM=625.08 INV=614.28 (15" NW,S)
STORM SEWER		
6	EX. STORM INLET RIM=623.68 INV=620.43 (4" D.I. NE)	7
7	EX. STORM INLET RIM=623.52 INV=620.00 (4" D.I. NW)	11
13	EX. STORM M.H. RIM=624.30 (A) (RIM=623.15) INV=620.30 (8" NE) INV=621.66 (6" PVC S)	14
14	EX. STORM INLET RIM=624.26 (A) (RIM=625.40) INV=622.66 (6" PVC N) <b>(RIM TO BE CLOSED LID)</b>	15
16	EX. STORM INLET RIM=623.44 INV=619.34 (12" RCP NE) INV=619.34 (6" PVC W)	17
17	EX. STORM M.H. RIM=626.28 INV=618.36 (15" RCP E) INV=618.38 (12" RCP SW)	18
19	EX. STORM INLET RIM=624.24 INV=623.29 (6" PVC SE)	EX. STORM M.H. RIM=624.08 INV=621.03 (6" PVC NW) INV=618.38 (12" RCP SW) <b>(COULD NOT OPEN)</b>
WATERMAIN		
1	EX. VALVE VAULT RIM=624.68 TOP WM=619.4	2
2	EX. VALVE VAULT (PROBABLE) RIM=623.60 TOP WM=618.4	3
3	EX. VALVE VAULT RIM=625.09 TOP WM=619.2	
4	EX. WATER VALVE RIM=624.54	5
5	EX. VALVE VAULT RIM=624.17 TOP WM=620.0 FULL OF WATER	

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DATE 08/08/25  
SCALE 1"=20'  
PROJ. MGR. MRM  
PROJ. ASSOC. MRM  
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SHEET 3 OF 3

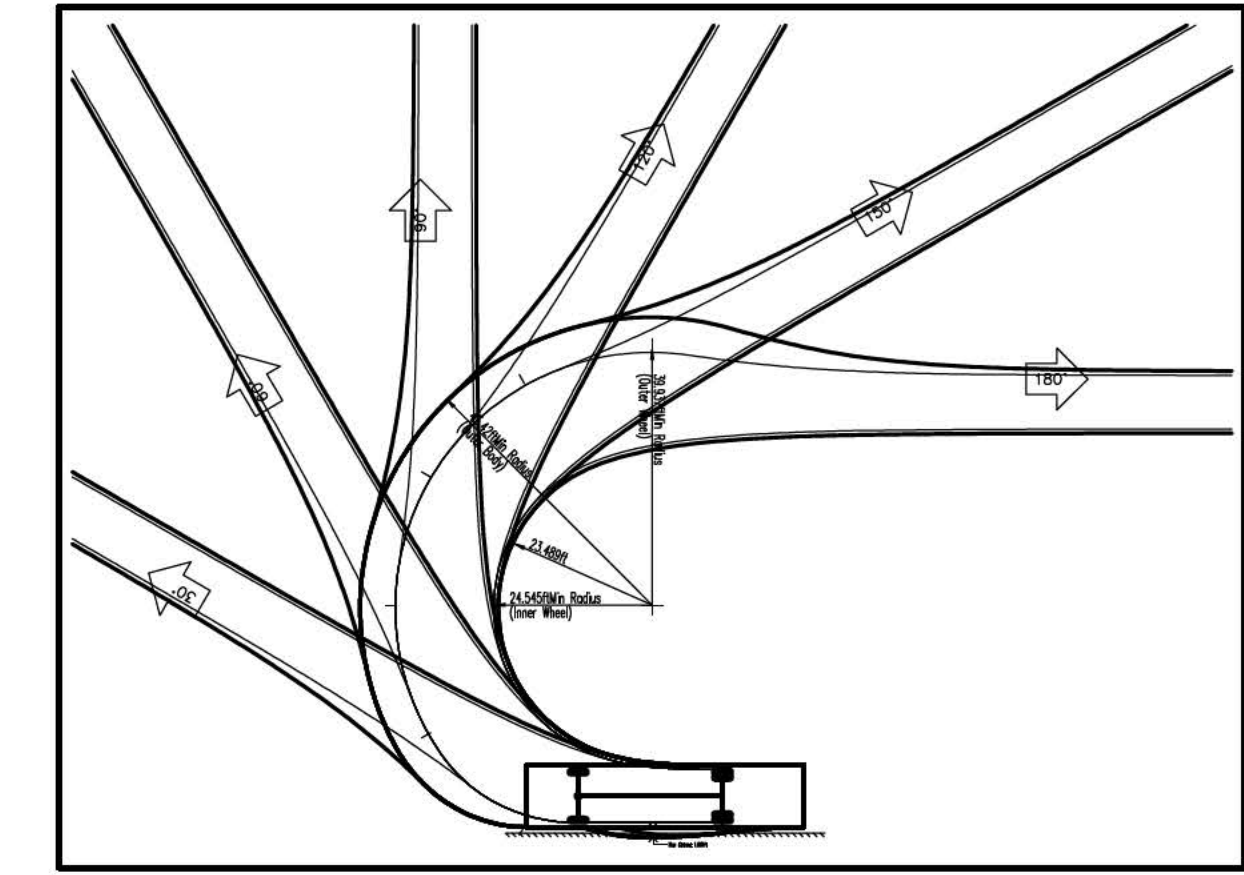
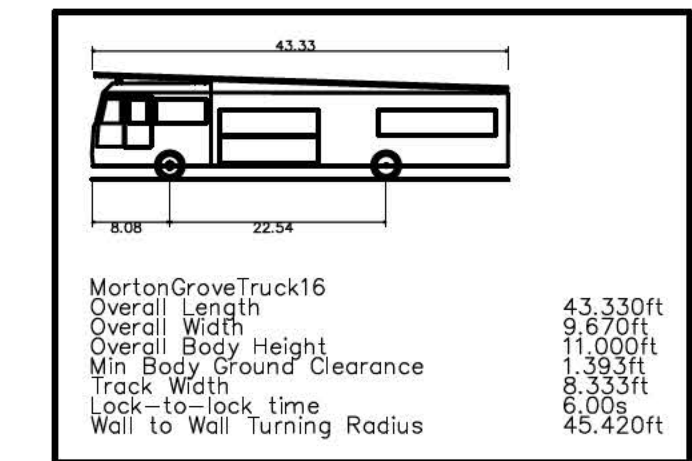
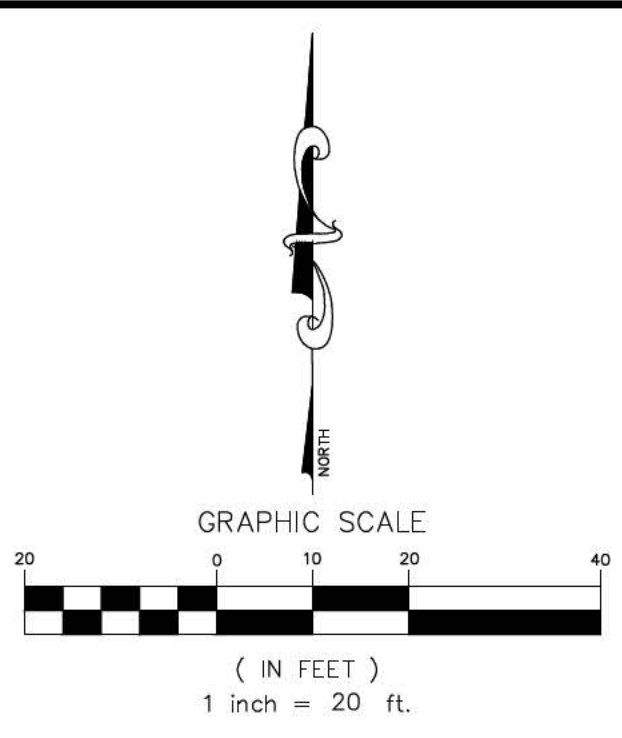
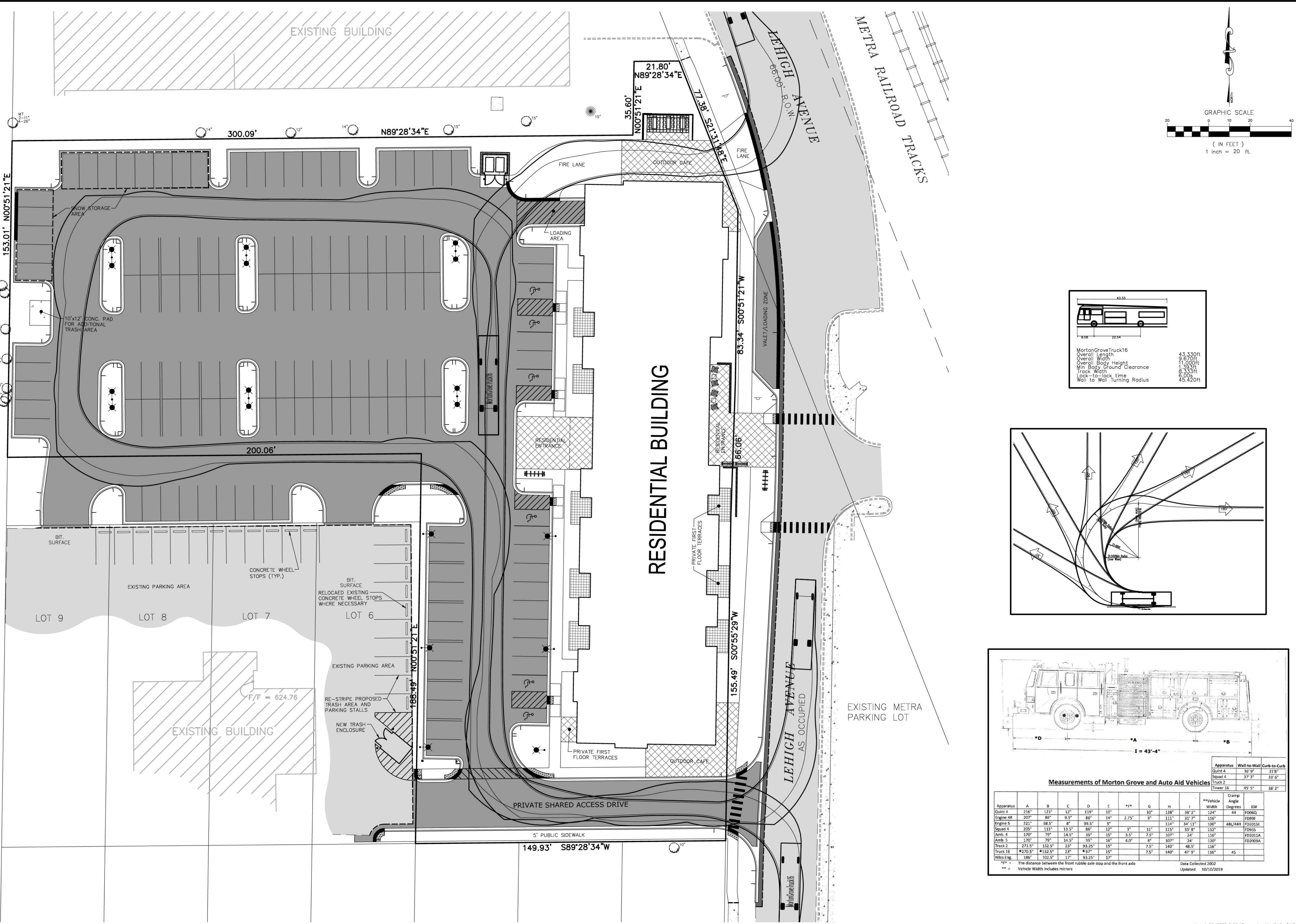
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DRAWN BY: \_\_\_\_\_  
REVISIONS: \_\_\_\_\_  
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COOK COUNTY FOREST PRESERVE

EXISTING BUILDING

# RESIDENTIAL BUILDING



I = 43'-4"

Apparatus	A	B	C	D	E	**F	G	H	I	**Vehicle Angle	Crank Angle	IDF
Quint 4	216"	123"	12"	119"	10"	10"	138"	38' 2"	124"	44	FD06G	
Engine 4R	207"	80"	9.5"	80"	14"	2.75"	8"	111"	31.7"	116°	FD09E	
Engine 5	221"	88.5"	8"	93.5"	9"	124"	34.11"	100°		48L/48R	FD013M	
Squad 4	205"	113"	13.5"	36"	12"	3"	11"	115"	33.8"	112°	FD03S	
Amb. 4	170"	79"	14.5"	35"	15"	3.5"	7.5"	107°	24"	116°	FD011A	
Amb. 2	170"	79"	14.5"	35"	15"	4.0"	8"	107°	24"	120°	FD2009A	
Truck 4	271.5"	152.5"	23"	93.25"	15"	7.5"	140"	48.5"	116°			
Truck 16	270.5"	152.5"	23"	93.25"	15"	7.5"	140"	47.9"	116°	45		
Truck Eng.	186"	102.5"	17"	93.25"	17"							

Apparatus Wall-to-Wall Curb-to-Curb  
 Quint 4 36' 9" 31' 8"  
 Squad 4 37' 3" 33' 6"  
 Truck 2  
 Tower 16 45' 5" 38' 2"

Measurements of Morton Grove and Auto Aid Vehicles

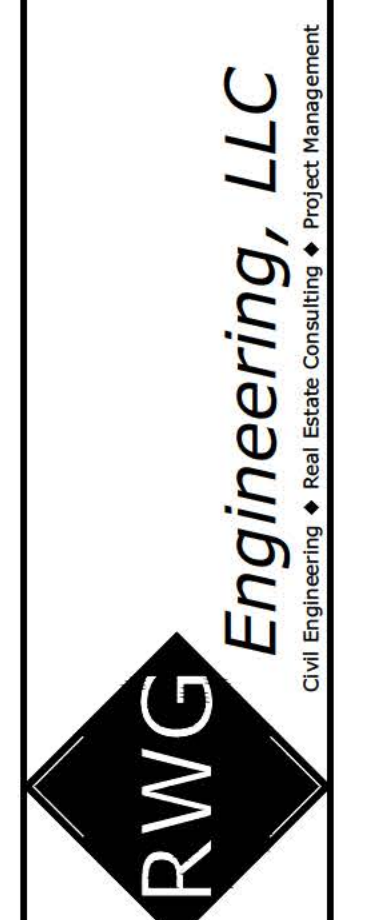
\*\*F = The distance between the front rubber axle stop and the front axle  
 \*\* = Vehicle Width includes mirrors

Date Collected 2002  
 Updated 10/15/2019

DATE	
REVISIONS	
DRAWN BY	

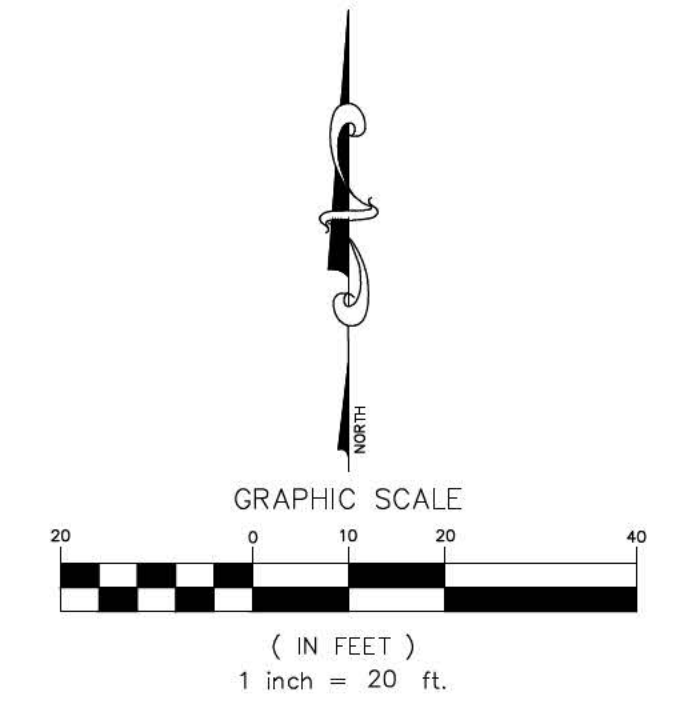
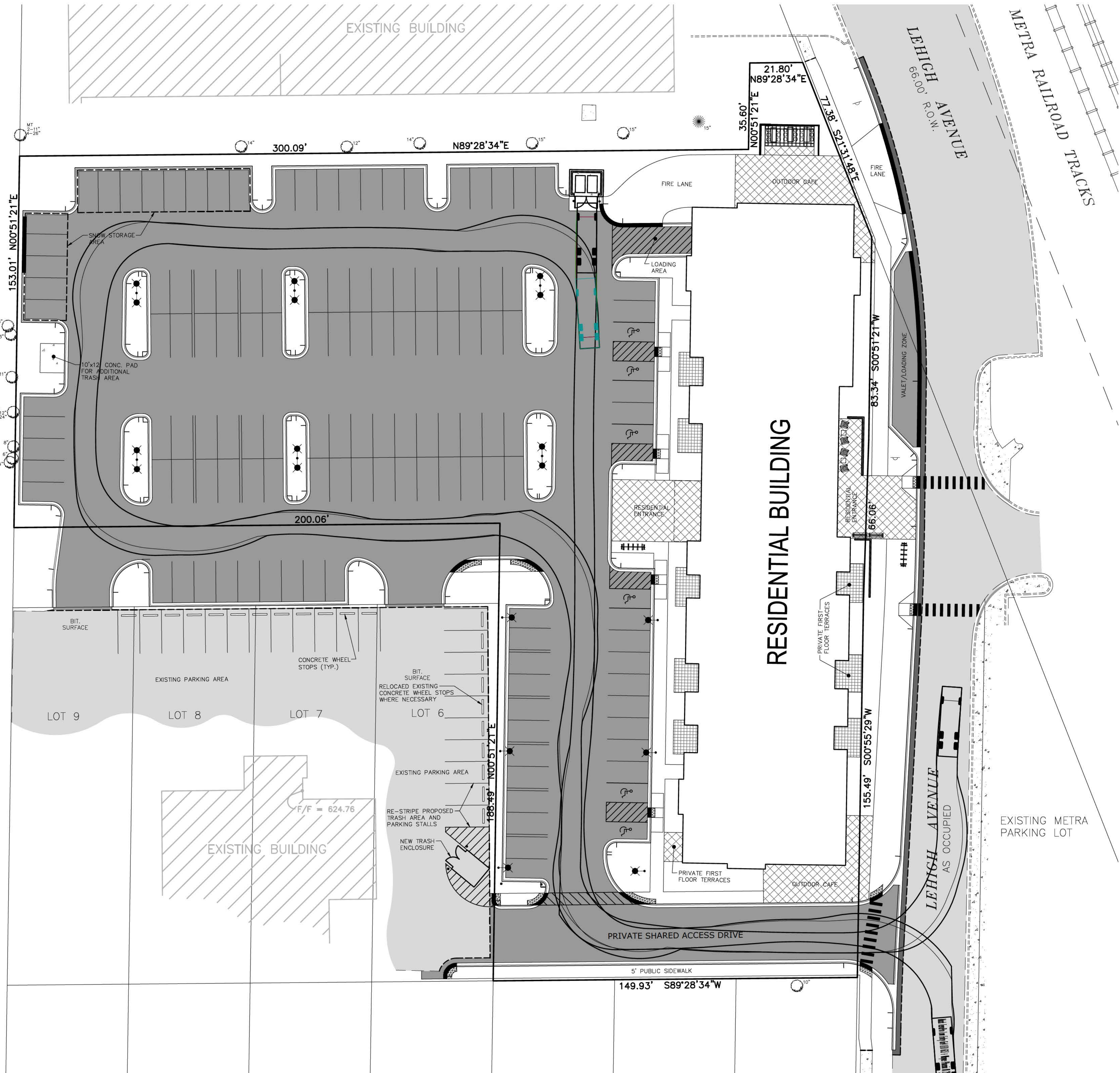
## MORTON GROVE RESIDENTIAL MORTON GROVE, ILLINOIS FIRE TRUCK MANEUVERING PLAN

975 E. 22nd St. Suite 400  
 Wheaton, IL 60189  
 630.480.7889  
 www.rwg-engineering.com



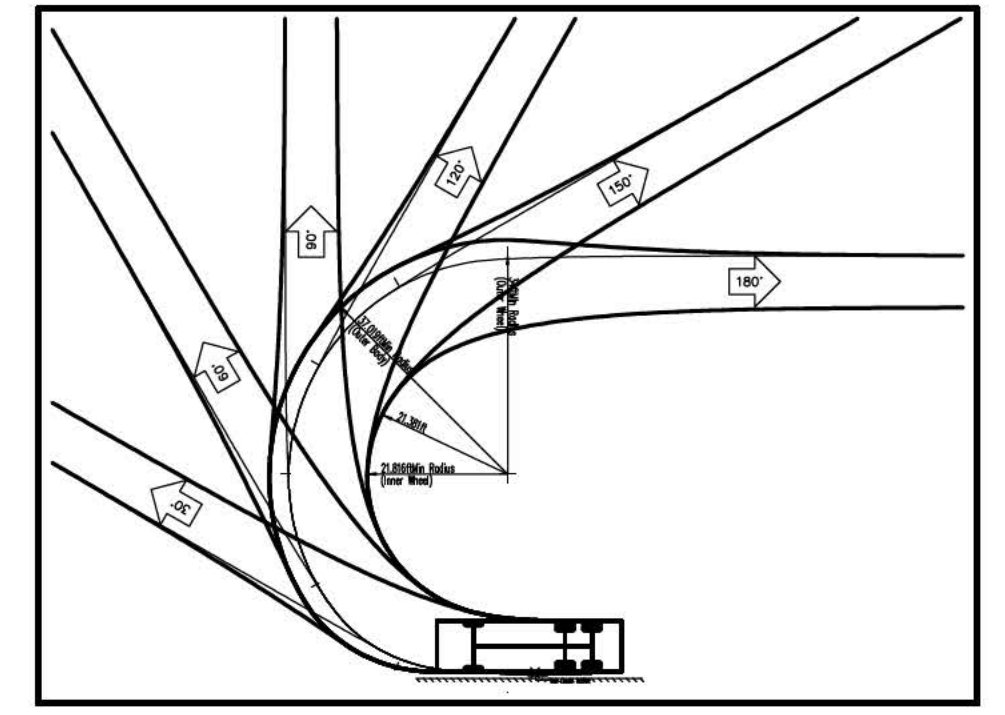
PROJECT NO. 81528025  
 DATE 08/08/23  
 SCALE 1"=20'  
 PROJ. MGR. MRM  
 PROJ. ASSOC. MRM  
 DRAWN BY TLM

COOK COUNTY FOREST PRESERVE



Overall Length	28.742'
Overall Width	14.231'
Overall Body Height	8.000'
Min. Body Ground Clearance	1.3111'
Truck Width	8.000'
Lock-to-lock time	6.00s
Curb to Curb turning Radius	34.000ft

Model: TerraPro Low Entry 6x4 LEU 613 + Wayne Phoenix III 25Yd



DATE	
REVISIONS	
DRAWN BY	

**MORTON GROVE RESIDENTIAL**  
MORTON GROVE, ILLINOIS  
GARBAGE TRUCK MANEUVERING PLAN

**RWG Engineering, LLC**  
Civil Engineering • Real Estate Consulting • Project Management

975 E. 22nd St, Suite 400  
Wheaton, IL 60189  
630.480.7889  
www.rwg-engineering.com

PROJECT NO.	81528025
DATE	08/08/23
SCALE	1"=20'
PROJ. MGR.	MRM
PROJ. ASSOC.	MRM
DRAWN BY	TLM

August 06, 2023 2:07:37 p.m. AcadVer: 24.2a (LMS Tech)  
Drawing: S:\81528025 - MORTON GROVE RESIDENTIAL\300\_ENGINEERING\CAD\VPRI\815\_815\_PRI.MXD



Photometric calculations are being provided to the recipient per the following disclaimer. This light level analysis is an estimate only, and is based on standard interior reflectance values of 0.8 ceilings, 0.5 walls, and 0.2 floors, unless otherwise specified. Any variance from reflectance values, obstructions, light loss factors or dimensional data will affect the actual light levels obtained. This analysis is a mathematical model and can only be as accurate as is permitted by the third party software and the IES files provided by our manufacturers.

Calculation by:  
Chris Collins  
Email:  
applications@amirep.com

REVISIONS  
COMMENTS

# DATE

Calculation For:

LETech

Project:  
**Morton Grove Apartments**

Date: 7/31/2025  
Scale: NTS Page 1 of 1



Luminaire Schedule			Mfr	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
Symbol	Qty	Tag						
□	6	P-4F-IS	LSI	VALS-09L-4F-40K7-IS	0.900	6198	54	324
□ □	6	P-5Q + P-4F-IS (2 @ 180)	LSI	VALS-09L-5Q-40K7 + VALS-09L-4F-40K7-IS (2@180) + 25' POLE	0.900	24310	162	972

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Plane @
PROPERTY_LINE	Illuminance	Fc	0.69	2.5	0.0	N.A.	N.A.
SITE	Illuminance	Fc	2.18	6.0	0.0	N.A.	0
NORTH_PARKING_GROUND	Illuminance	Fc	2.96	6.0	1.0	2.96	
SOUTH_PARKING_GROUND	Illuminance	Fc	2.37	3.5	1.4	1.69	

## MEMORANDUM

To: **Mr. Steve Spinell**  
Kinzie Real Estate Services, LLC

From: Justin Opitz, AICP  
Sofia Camp, EIT

Date: August 8, 2025

Subject: Mixed-Use Transit Oriented Development (TOD)  
8500-8550 Lehigh Avenue  
Morton Grove, Illinois

---

Kimley-Horn, Inc. (KH) was engaged to evaluate the traffic and parking characteristics of a proposed mixed-use development to be located at 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

The proposed development would be located across Lehigh Avenue from the Morton Grove Metra station, providing service between Grayslake and Downtown Chicago via the MD-N Metra rail line. Given its proximity to transit, the development is considered a transit-oriented development (TOD), and, as such, its traffic and parking patterns may differ from other developments with the same land uses.

This memorandum estimates the anticipated traffic and parking patterns of the proposed TOD to determine any potential impacts to the surrounding road network or any deficiencies in the capacity of the proposed site parking lot.

### Site Characteristics

The proposed mixed-use TOD would be a multi-family residential building with ground floor commercial space, with the following composition of land uses:

- 60 residential units
- 3,000 square-foot restaurant
- 1,100 square-foot cafe

As part of the plan, Chestnut Street west of Lehigh Avenue would be removed, and a new full-access drive approximately 200 feet south of Chestnut Street would provide shared access to the proposed TOD and the existing Morton Grove Moose Lodge located directly southwest of the site.

The development would include a 124-space surface parking lot, including 97 spaces dedicated to the residents and visitors of the multi-family residential units, and 27 spaces dedicated to employees and patrons of the commercial developments.

Pertinent attachments, including the proposed development site plan and supporting documentation, are included as attachments.

## Traffic Evaluation

Kimley-Horn estimated site traffic for comparison to recent daily traffic volume data along Lehigh Avenue by the Illinois Department of Transportation (IDOT). This evaluation is qualitative in nature and is meant to provide context around the development's potential traffic impact.

## ITE Trip Generation

In order to estimate trip generation for the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Eleventh Edition. Site traffic was calculated using trip generation rates for the ITE Land Use Codes (LUCs) corresponding to the land uses comprising the proposed development. A copy of the ITE trip generation data is provided as an attachment.

Further, given the context of the site location and development characteristics, site generated trips are expected to exhibit multiple routing patterns when traveling to and from the site, as described below:

- **Non-Auto** – Non-auto traffic represents trips generated via alternative modes of transportation, such as transit networks. Based on the site's location 350 feet away from a Metra rail station and supporting US census data, 15% of the trips generated were assumed to be transit-oriented. Relevant US census data is provided as an attachment.
- **Internal** – Internal trips represent movements between two land uses within the study area. According to data from the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition, internally captured trips between the residential and commercial uses could represent approximately 10 percent of site generated trips.
- **Pass-by** – Pass-by traffic represents motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. While ITE's Trip Generation Manual, 11<sup>th</sup> Edition, does not provide pass-by data for a Café (LUC 936), the data for High-Turnover (Sit-Down) Restaurant (LUC 932) indicates that roughly 43 percent of vehicles are pass-by trips during the weekday evening peak hour. To maintain a conservative estimate, a 20 percent pass-by rate was assumed for the restaurant and café trips, which is consistent with the maximum pass-by reduction that is typically recommended by IDOT.

As summarized in **Table 1**, the trip generation estimates were calculated for weekday daily, morning peak hour, and evening peak hour times using the ITE data provided as an attachment.

**Table 1. Site Trip Generation (ITE Data)**

Land Use	Size	Weekday Site Trips						
		Daily <sup>1</sup>	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multi-Family Housing (Low-Rise) – LUC 220	60 DU	460	10	32	42	29	17	46
Café – LUC 936 <sup>2</sup>	1,100 SF	500	52	50	102	18	18	36
Restaurant – LUC 932	3,000 SF	320	16	13	29	17	11	28
<b>Subtotal</b>		<b>1,280</b>	<b>78</b>	<b>95</b>	<b>173</b>	<b>64</b>	<b>46</b>	<b>110</b>
<i>Less Non-Auto Trips<sup>3</sup></i>	<i>-15%</i>	<i>-200</i>	<i>-12</i>	<i>-15</i>	<i>-27</i>	<i>-10</i>	<i>-8</i>	<i>-18</i>
<i>Less Internal Capture<sup>3</sup></i>	<i>-10%</i>	<i>-120</i>	<i>-8</i>	<i>-8</i>	<i>-16</i>	<i>-4</i>	<i>-4</i>	<i>-8</i>
<i>Less Pass-by Trips<sup>4</sup></i>	<i>-20%</i>	<i>-160</i>	<i>-13</i>	<i>-13</i>	<i>-26</i>	<i>-7</i>	<i>-7</i>	<i>-14</i>
<b>Total New Trips</b>		<b>800</b>	<b>45</b>	<b>59</b>	<b>104</b>	<b>43</b>	<b>27</b>	<b>70</b>

<sup>1</sup> Daily trips rounded to the nearest multiple of 10

<sup>2</sup> No ITE data is available for Weekday Daily Café (LUC 936) trips and thus estimates were based on Fast-Food Restaurant without Drive Through Window (LUC 933)

<sup>3</sup> Non-Auto and Internal Capture trip reductions applied to all development land uses

<sup>4</sup> Pass-By trip reduction applied only to Café and Restaurant.

### Traffic Evaluation

Kimley-Horn obtained traffic volumes along Lehigh Avenue from IDOT's Traffic Count Database System (TCDS) using the most recent year (2023) 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. The IDOT count data is provided as an attachment.

**Table 2. Existing and Future Traffic Volume Comparison**

Future Development	Weekday		
	Daily	AM Peak	PM Peak
<b>Existing Volumes</b>			
Existing Counts <sup>1</sup>	3,573	223	320
<b>Approved Development Trip Generation<sup>2</sup></b>			
GIL Sewing Corporation + Pickleball Facility (6451 Main Street)	736	105	111
Metro on Main Residential Development (Lehigh Avenue/Main Street)	640	45	50
Badminton Gym/Training Facility (8150 Lehigh Avenue)	240	-- <sup>3</sup>	100
Pediatric Therapy Office (8210 Lehigh Avenue)	74	16	14
<b>Subtotal EXISTING + APPROVED</b>	<b>5,263</b>	<b>389</b>	<b>595</b>
<b>Proposed Development Trip Generation</b>			
Mixed-Use Transit-Oriented Development (8500-8550 Lehigh Avenue)	930	104	66
<b>Future Total EXISTING + FUTURE APPROVED + PROPOSED</b>	<b>6,193</b>	<b>493</b>	<b>661</b>

<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.

Per the Highway Capacity Manual (HCM), Lehigh Avenue has a capacity of about 10,000 vehicles per day before experiencing significant congestion and delay. As highlighted in Table 2, with the addition of the proposed mixed-use development traffic, Lehigh Avenue is anticipated to carry approximately 6,193 vehicles per day. Thus, Lehigh Avenue would have capacity for approximately 3,800 additional daily trips before segments of the roadway reach their limit for efficient traffic operations.

Additionally, the projected site trips would increase the traffic along Lehigh Avenue to 493 and 661 trips in the morning and evening peak hours, respectively. In other words, this level of traffic equates to roughly 8-11 vehicles per minute in the peak hours.

Based on the traffic projections, Lehigh Avenue is anticipated to accommodate the site traffic without material impacts to its operations.

### Similar Development Comparison

Since ITE trip generation rates are based on data collected nationwide, they often do not fully reflect context- and location-specific traffic patterns. Kimley-Horn conducted 24-hour driveway counts at The Reserve at Glenview, a residential TOD similar to the proposed development, located adjacent to the Golf Metra station in Glenview, Illinois. The development consists of 239 multi-family units with access provided via two full-access driveways on Overlook Drive. The driveway counts were used to develop daily, morning peak hour, and afternoon peak hour trip

generation rates that may be more representative of the residential site traffic for the proposed development.

**Table 3** summarizes the entry and exit data at The Reserve at Glenview and calculates a per-residential unit trip generation rate for the site, which was then applied to the residential portion of the proposed development in Morton Grove to obtain an overall trip generation estimate for the site based on local data.

**Table 3. Site Trip Generation (Local Residential Data)**

Description	Size	Weekday Site Trips						
		Daily <sup>1</sup>	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>The Reserve at Glenview</b>								
Multifamily Residential – Local Data	239 DU	1210	36	54	90	60	37	97
Trip Generation Rate	Per DU	5.1	40%	60%	0.38	62%	38%	0.41
<b>Proposed Development</b>								
Multifamily Residential – Local Data	60 DU	310	9	14	23	15	9	24
Café – LUC 9361	1,100 SF	500	52	50	102	18	18	36
Restaurant – LUC 932	3,000 SF	320	16	13	29	17	11	28
<b>Subtotal</b>		<b>1,130</b>	<b>77</b>	<b>77</b>	<b>154</b>	<b>50</b>	<b>38</b>	<b>88</b>
<i>Less Non-Auto Trips<sup>3</sup></i>	-15%	-120	-10	-9	-19	-5	-4	-9
<i>Less Captive Trips<sup>3</sup></i>	-10%	-80	-7	-6	-13	-3	-3	-6
<i>Less Pass-by Trips<sup>3</sup></i>	-20%	-160	-13	-13	-26	-6	-6	-12
<b>Total New Trips</b>		<b>770</b>	<b>47</b>	<b>49</b>	<b>96</b>	<b>36</b>	<b>25</b>	<b>61</b>

<sup>1</sup> Daily trips rounded to the nearest multiple of 10

<sup>2</sup> No ITE data is available for Weekday Daily Café (LUC 936) trips and thus estimates were based on Fast-Food Restaurant without Drive Through Window (LUC 933)

<sup>3</sup> Non-Auto, Captive, and Pass-by trip reductions applied only to Café and Restaurant.

The trip generation rate developed from the local data from The Reserve at Glenview is lower than the rate provided for ITE’s multifamily residential LUC. As a result, the site traffic estimate for the residential portion of the proposed development, and therefore the overall projected site trip generation, is approximately 3 to 13 percent lower than the estimate using ITE data. As such, the conclusions provided in the Traffic Evaluation section on Page 4 remain applicable.

## Previous Development Plan Traffic Study

Kimley-Horn conducted a traffic and parking study, dated January 2022, for a previous proposed development at the subject location, whose plan included 24 multi-family residential units and approximately 9,700 square feet of ground-floor commercial space. Relative to this previous development plan, the new proposed plan includes 36 additional residential units (60 total units) and 5,600 fewer square feet of commercial space (4,100 total square feet)

**Table 4** compares the trip generation for the previous and new development plans.

**Table 4. Previous and New Development Plan Trip Generation Comparison**

Land Uses	Weekday						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Previous Development Plan (24 DU + 9,700 SF ground-floor commercial space)	890	47	53	100	54	39	93
New Development Plan (60 DU + 4100 SF ground-floor commercial space)	800	45	59	104	43	27	70
<b>Net Change</b>	<b>-90</b>	<b>-2</b>	<b>+6</b>	<b>+4</b>	<b>-11</b>	<b>-12</b>	<b>-23</b>

<sup>1</sup> Daily trips rounded to the nearest multiple of 10

As compared to the previous development plan, the new development is projected to generate 10 percent less daily trips, 4 percent more trips in the morning peak hour, and 25 percent less trips in the evening peak hour.

## Parking Evaluation

Parking at the mixed-used TOD at 8500-8550 Lehigh Avenue is planned to be provided via a parking lot located on the western portion of the site. The mixed-use building plans to provide 124 overall off-street parking spaces, including six dedicated ADA spaces, of which 97 are dedicated to residents of the multi-family housing and 27 are dedicated to employees and patrons of the ground-floor commercial tenants.

Kimley-Horn reviewed the following two metrics to evaluate the adequacy of the proposed parking supply for the mixed-use TOD:

1. Parking requirements based on Village of Morton Grove Unified Development Code.
2. Estimated parking demand based on national industry resources.

### Part 1. Village Code Requirements

**Table 5** presents the parking requirements per the Village of Morton Grove Unified Development Code for the uses in the proposed plan. The Village code defines parking requirements based on dwelling units and SF of gross floor area for the multi-family housing and commercial uses, respectively.

Section 12-5-7:2 of the Village code permits a 15 percent reduction in parking spaces for TOD developments within 1/8 mile (660 feet) of a commuter rail station. The proposed development is located approximately 350 feet from the Morton Grove Metra Station, and therefore is eligible for the parking requirement reduction.

**Table 5. Village Code Off-Street Parking Requirements**

Code Categorization / Land Use	Size	Required Space by Use	Required Spaces	Required Spaces (Less 15% TOD Reduction)
Multi-Family Housing (Low-Rise)	60 DU	1.75 space per dwelling unit plus 0.15 space per dwelling unit for guest parking <sup>1</sup>	114 (105 + 9 guest)	97 (89 + 8 guest)
Café	1,100 SF	1.0 space per 150 square feet of gross area	7	6
Restaurant	3,000 SF	1.0 space per 150 square feet of gross area	20	17
<b>Total Required Off-Street Parking Spaces</b>			<b>141</b>	<b>120</b>

<sup>1</sup> Guest parking required for developments with greater than 10 multi-family housing units

Based on Village code requirements for a TOD, a total of 120 off-street parking spaces are required, including 97 (89 resident spaces and 8 guest spaces) for the proposed multi-family housing units, 6 for the café, and 17 for the restaurant.

As such, the proposed supply of 124 off-street parking spaces exceeds the Village requirement for the overall development by four spaces. The development plan meets the individual

requirement for residential parking supply and exceeds the requirement for commercial parking by four spaces.

### Part 2. National Industry Resources

Kimley-Horn reviewed parking demand data provided in the Institute of Transportation Engineers (ITE) Parking Generation Manual – 6<sup>th</sup> Edition to determine off-street parking demand for the proposed plan per industry research. A copy of the ITE parking generation data is provided as an attachment.

Table 6. ITE Peak Parking Demand Projections

Tenant	ITE Land Use	Size	Average Peak Demand			
			Weekday		Saturday	
			Rate	Projection	Rate	Projection
Multi-Family Housing	Multi-Family Housing (Low-Rise) – LUC 220	60 DU	S = 1.27(X)	77 spaces	S = 1.18(X)	71 spaces
Café	Coffee/Donut Shop without Drive Through – LUC 936	1,100 SF	S = 10.36(X)	12 spaces	S = 14.44(X)	16 spaces
Restaurant	High-Turnover (Sit-Down) Restaurant – LUC 932	3,000 SF	S = 8.97(X)	27 spaces	S = 11.50(X)	34 spaces
<b>Total Average Peak Parking Demand</b>			<b>116 spaces</b>		<b>121 spaces</b>	

S = number of spaces      X = Dwelling Units or 1,000 SF GFA

As shown in **Table 6**, based on ITE parking demand data, the proposed parking supply of 124 spaces meets the average peak demand for the overall development with a surplus of eight parking spaces during the weekday and three spaces on Saturday.

The ITE demand projections for the café and restaurant exceed the supply of spaces currently allocated to the commercial uses (27 spaces), while the projected residential parking demand is below its designated supply (97 spaces) by up to 16 spaces. As the development becomes occupied, parking demand among the various uses should be monitored, and parking space designations can be adjusted accordingly. Further, the transit-oriented nature of the development may reduce parking demand, as the ITE projections are based on data that is not specific to transit-oriented developments.

## Conclusion

Kimley-Horn evaluated the traffic projections, parking requirements, and projected operations of the proposed mixed-use transit-oriented development to be located 8500-8550 Lehigh Avenue.

### Traffic Evaluation

The site traffic expected to be added to Lehigh Avenue is not anticipated to significantly impact operations along the study area roadway. Installation of pedestrian crosswalk striping along the south leg of the Lehigh Avenue and Chestnut Avenue intersection should be considered as the residents of the proposed multi-family housing would use this intersection to access the adjacent Morton Grove Metra station.

Outbound traffic at the proposed private shared access drive serving the mixed-use TOD should operate under minor-leg stop control operations with Lehigh Avenue and provide a stop sign, stop bar, and pedestrian crosswalk striping along the west leg. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the private street access with Lehigh Avenue to ensure that adequate horizontal distance is maintained.

### Parking Evaluation

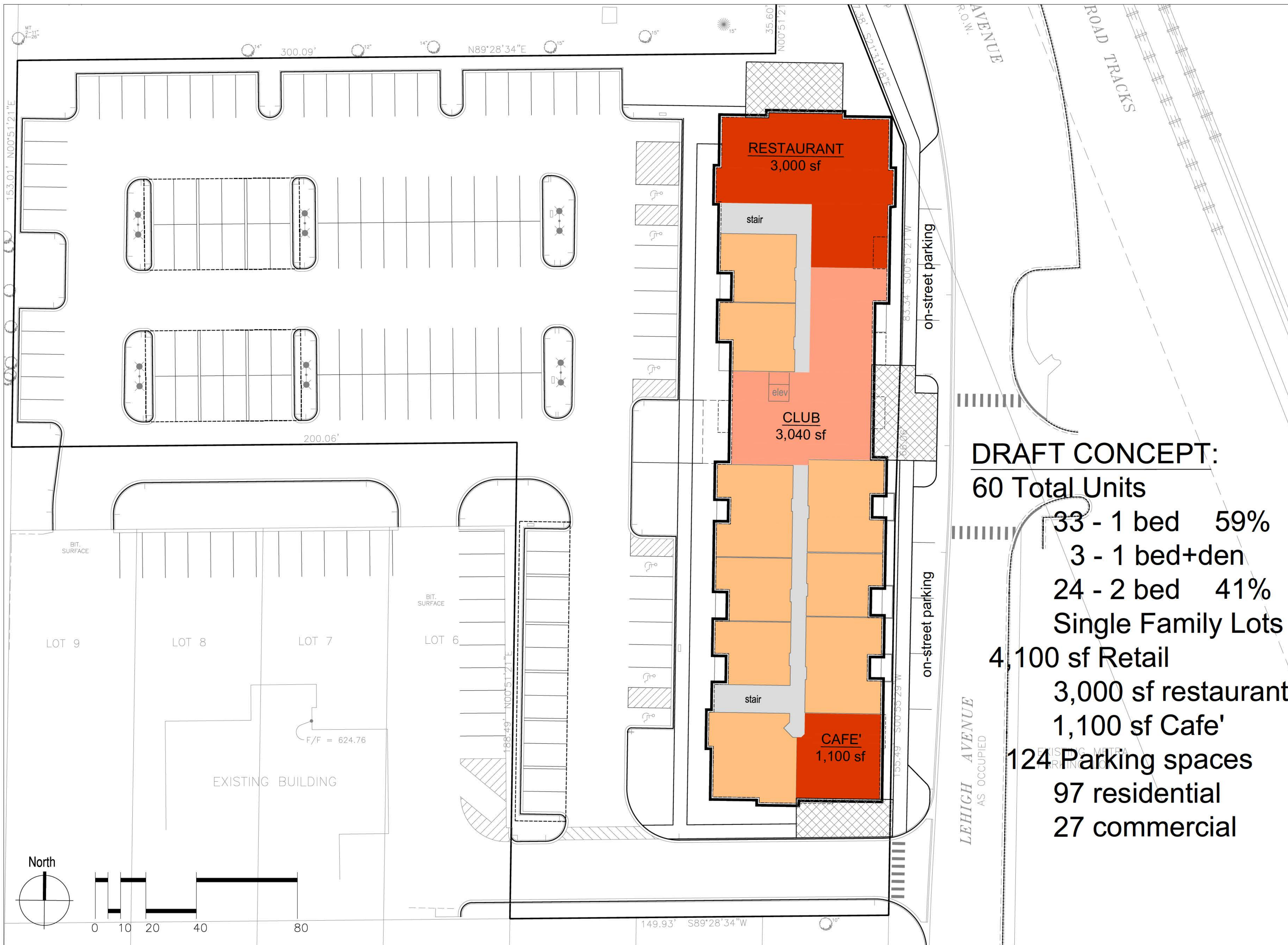
The proposed supply of 124 off-street parking spaces exceeds the Village requirement for the overall development by four spaces. The development plan meets the individual requirement for residential parking supply and exceeds the requirement for commercial parking by four spaces. Further, the proposed parking supply is projected to accommodate the average peak parking demand for the overall development based on data from ITE's Parking Generation Manual, 6<sup>th</sup> Edition.

As the development becomes occupied, parking demand for each of the uses should be monitored, and parking designations can be updated accordingly to accommodate actual demand.

**ATTACHMENTS**

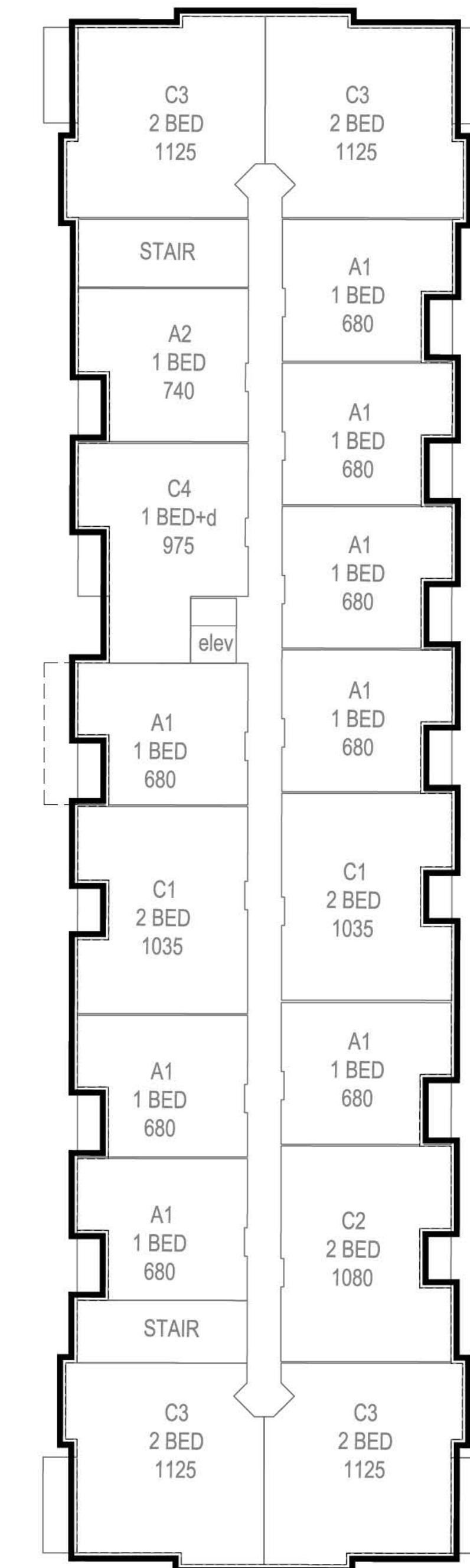
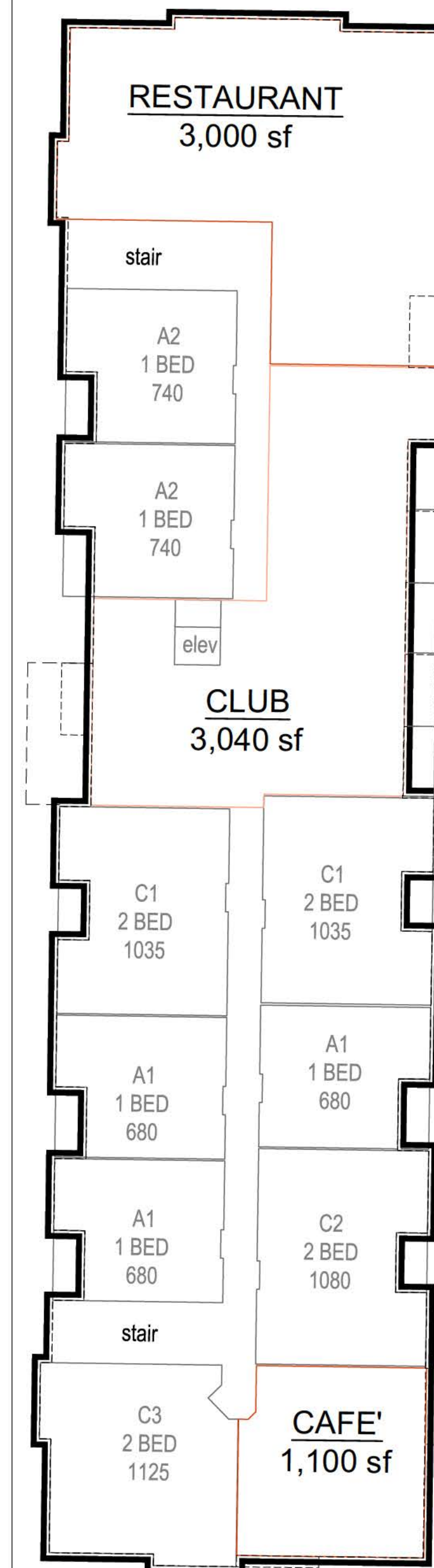
1. Site Plan
2. ITE Trip Generation Manual, 11<sup>th</sup> Edition Excerpts
3. IDOT Traffic Volume Data
4. ITE Parking Generation Manual, 6<sup>th</sup> Edition Excerpts





**DRAFT CONCEPT:**  
60 Total Units

- 33 - 1 bed 59%
- 3 - 1 bed+den
- 24 - 2 bed 41%
- Single Family Lots
- 4,100 sf Retail
- 3,000 sf restaurant
- 1,100 sf Cafe'
- 124 Parking spaces
- 97 residential
- 27 commercial



Site Illustrative Plan

Floor Plates

B3-COMPANIES.COM  
847.208.8211  
5215 OLD ORCHARD RD, STE 130  
SKOKIE 60077

StationView  
Morton Grove, Illinois



April 28, 2025



ITE TRIP GENERATION MANUAL, 11TH EDITION EXCERPTS

# Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

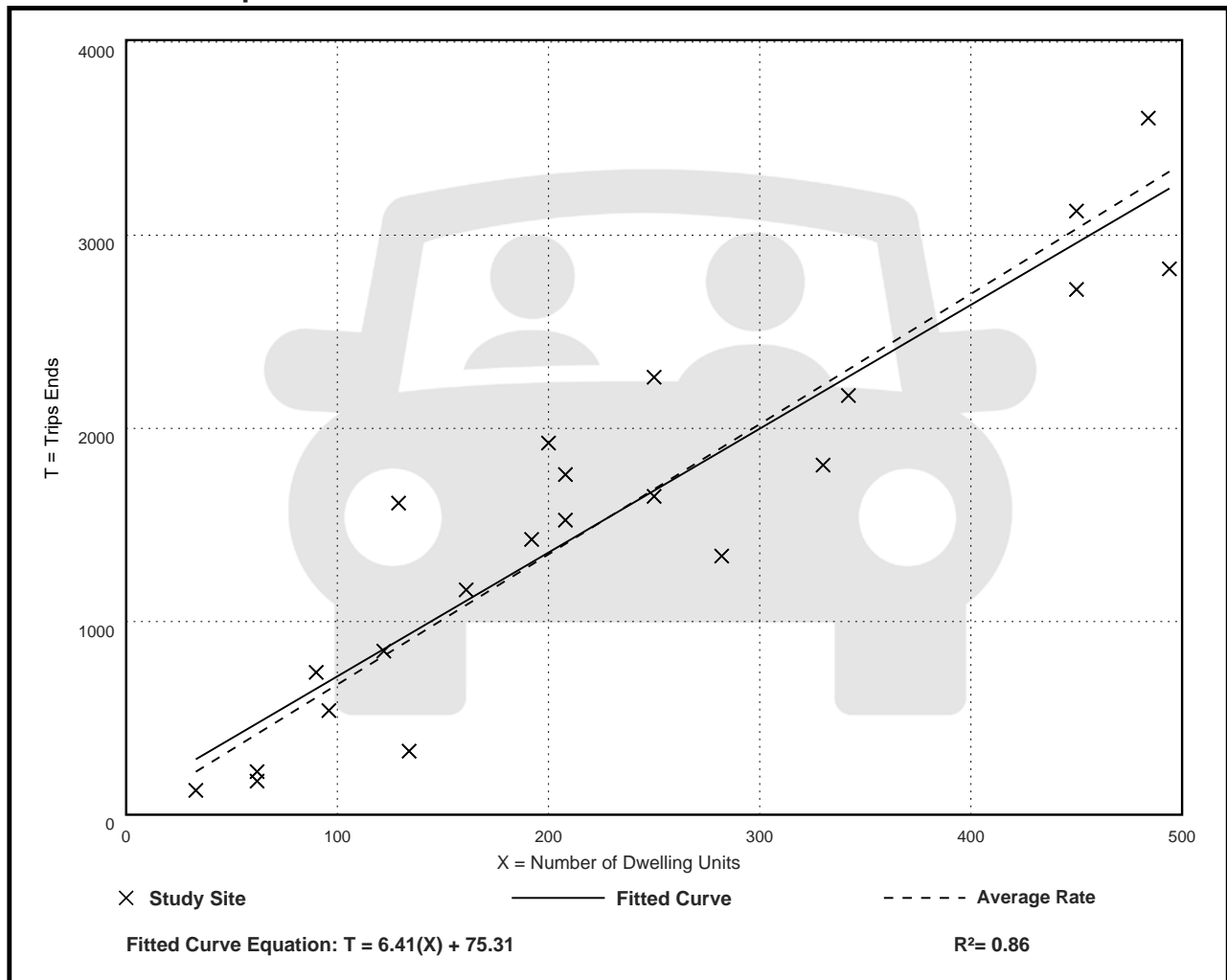
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

## Data Plot and Equation



# Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

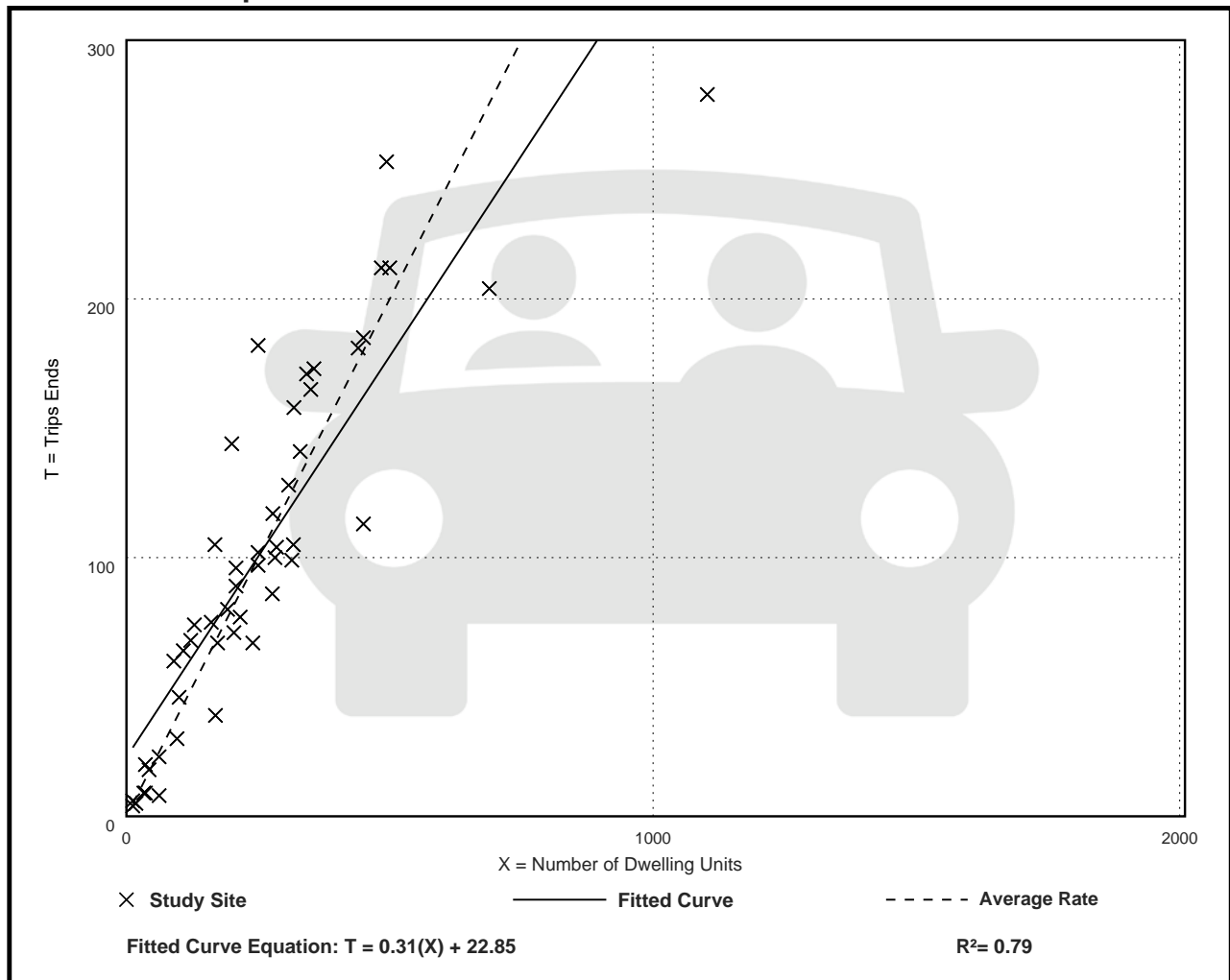
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

## Data Plot and Equation



# Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

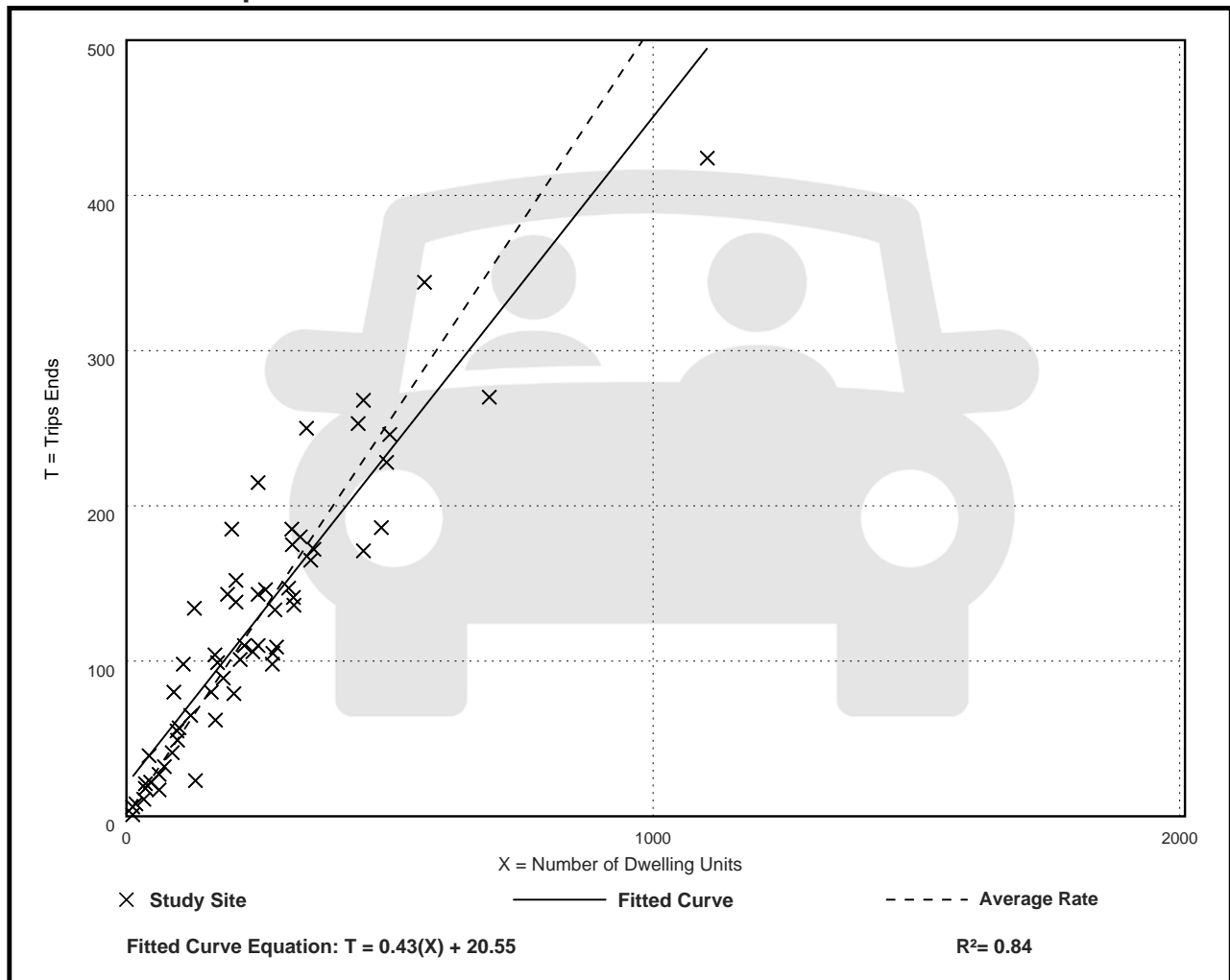
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

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

Setting/Location: General Urban/Suburban

Number of Studies: 50

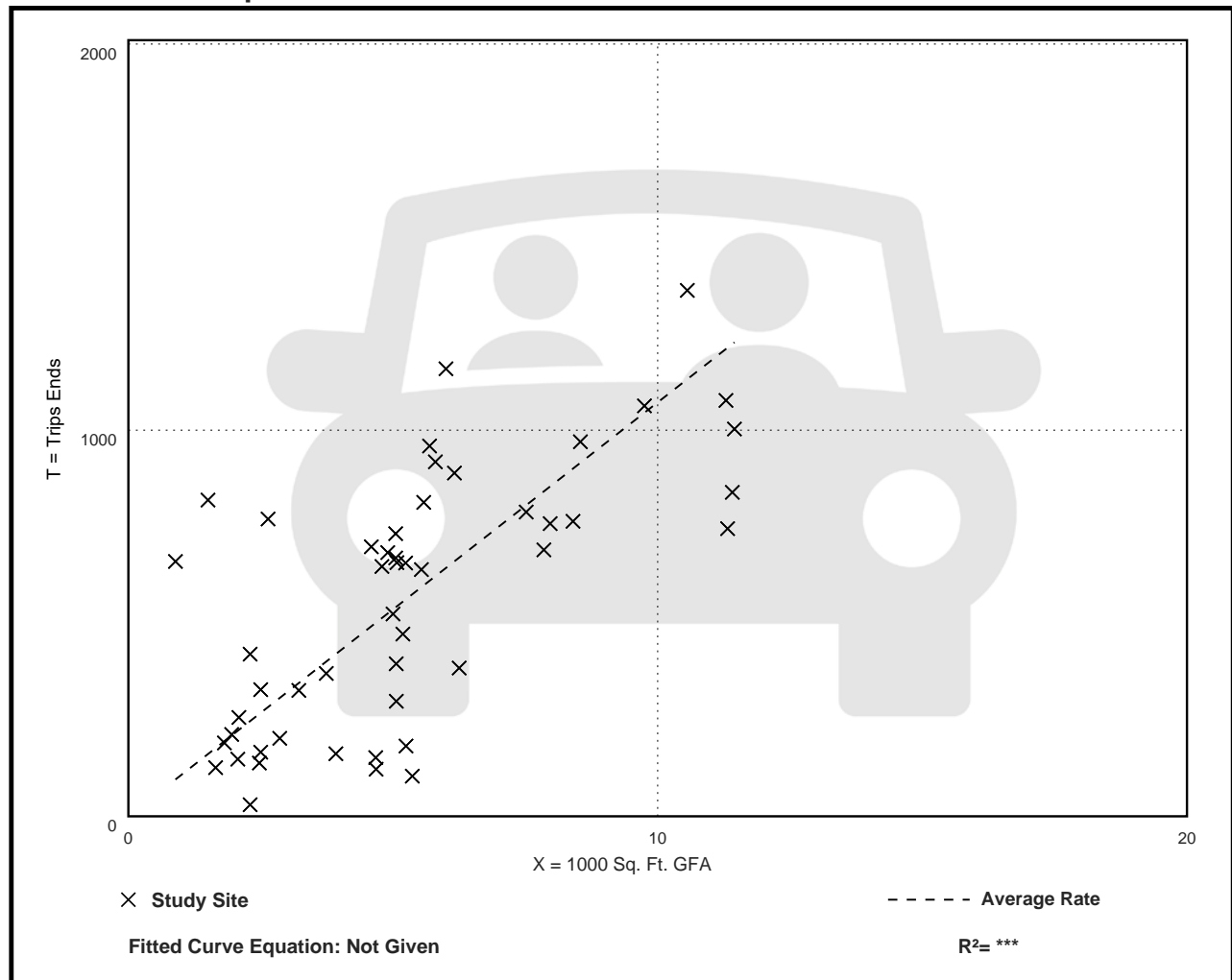
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

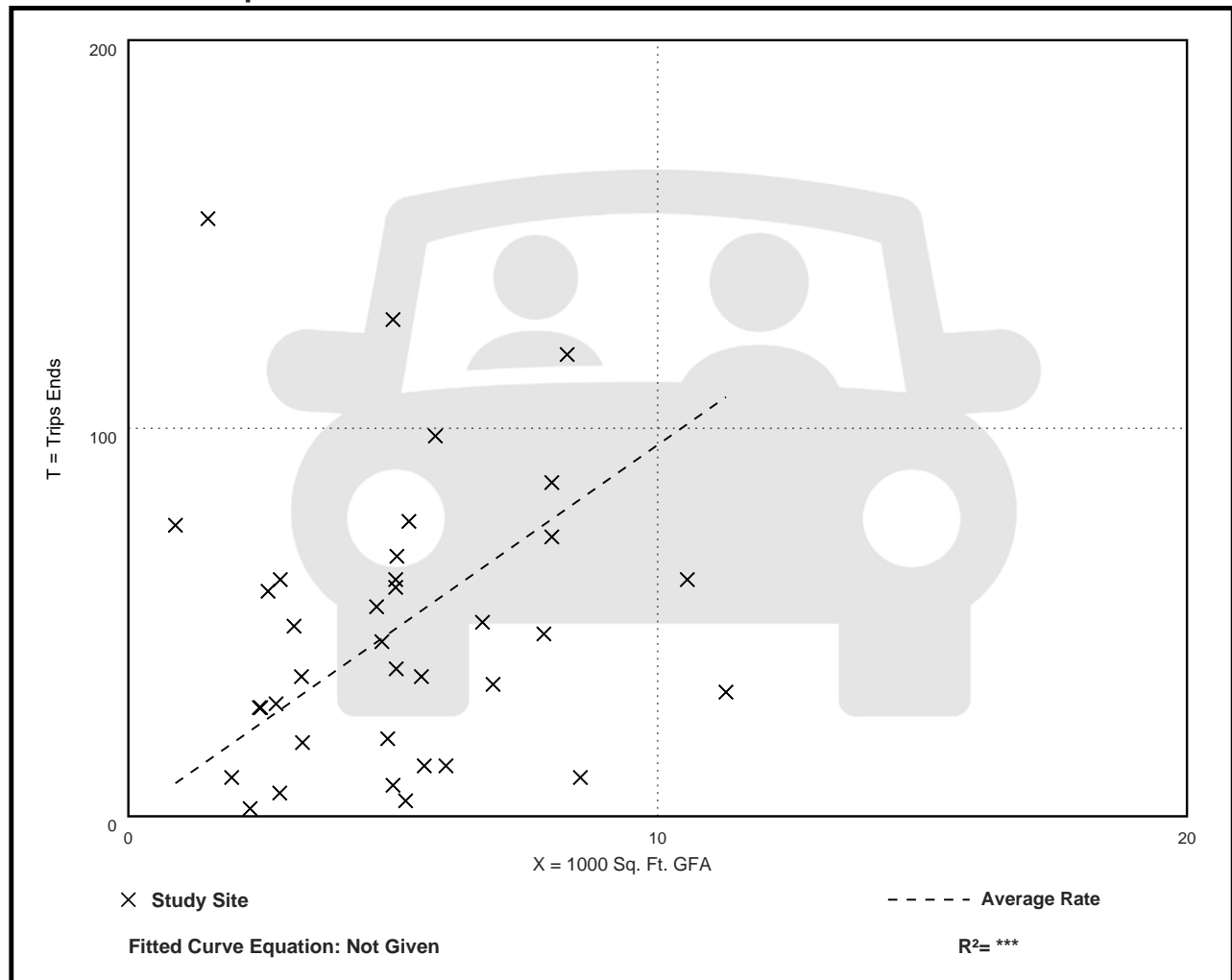
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

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

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

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: 104

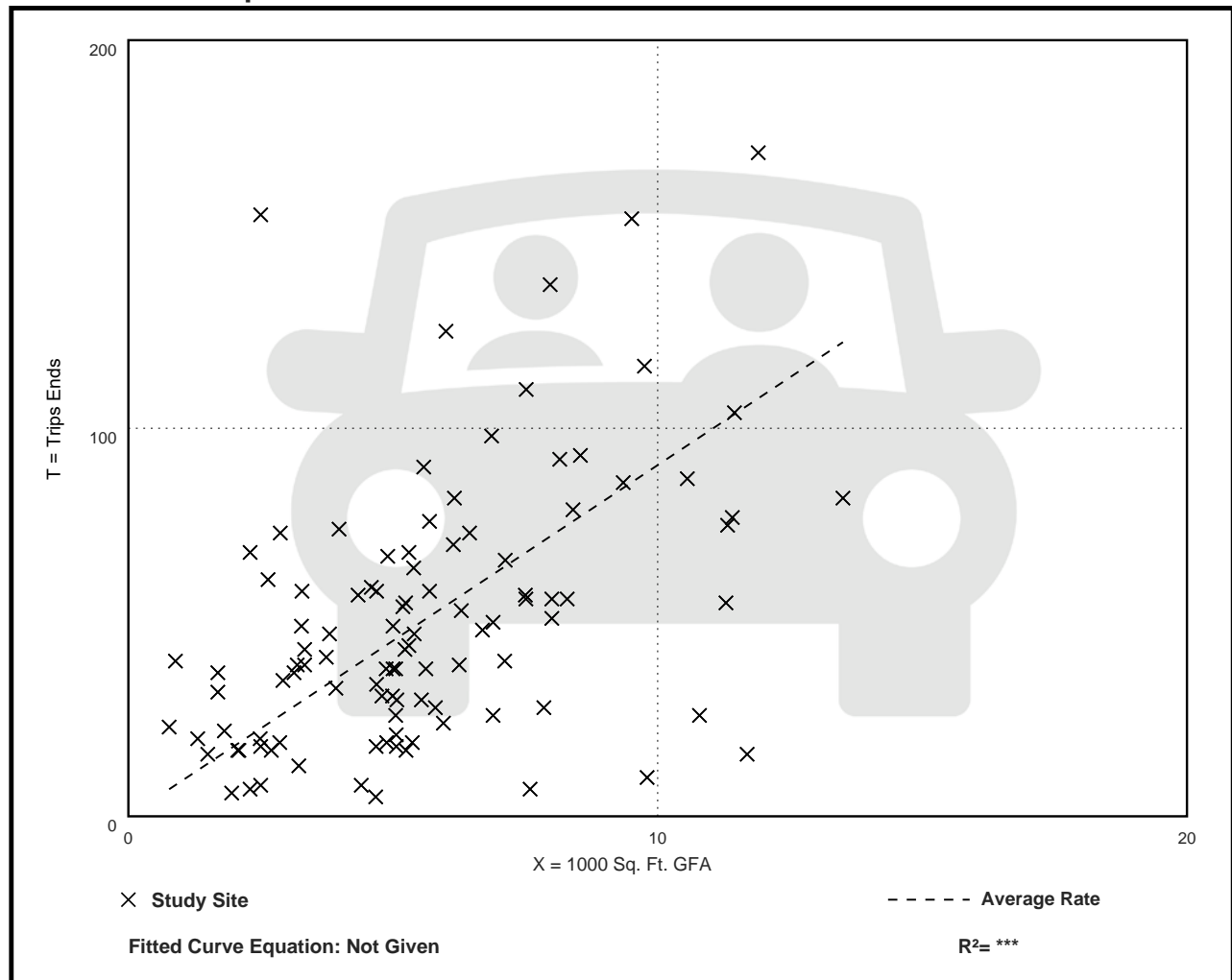
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

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

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

## Data Plot and Equation



# Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

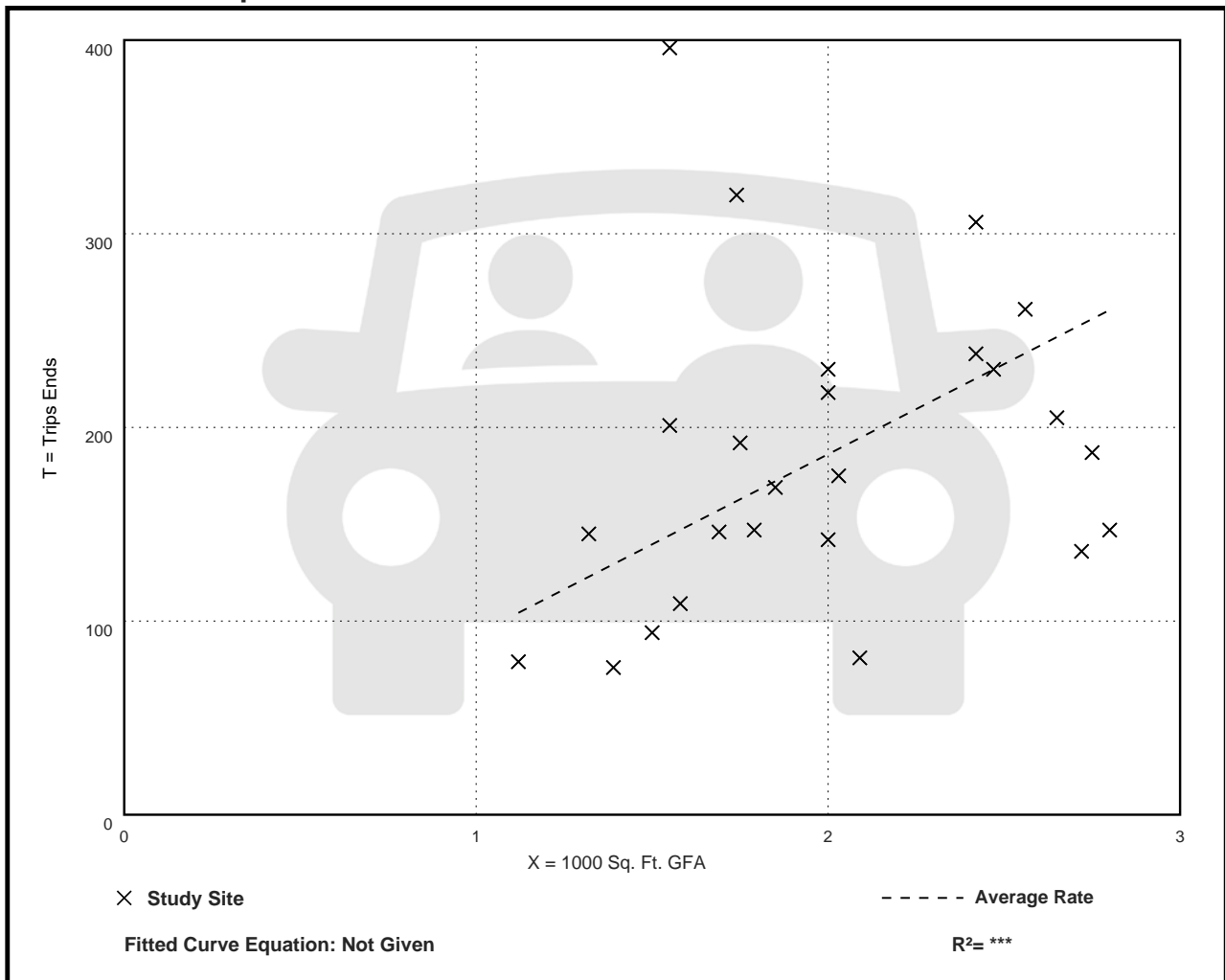
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

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

Average Rate	Range of Rates	Standard Deviation
93.08	38.76 - 255.48	42.71

## Data Plot and Equation



# Coffee/Donut Shop without Drive-Through Window (936)

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: 16

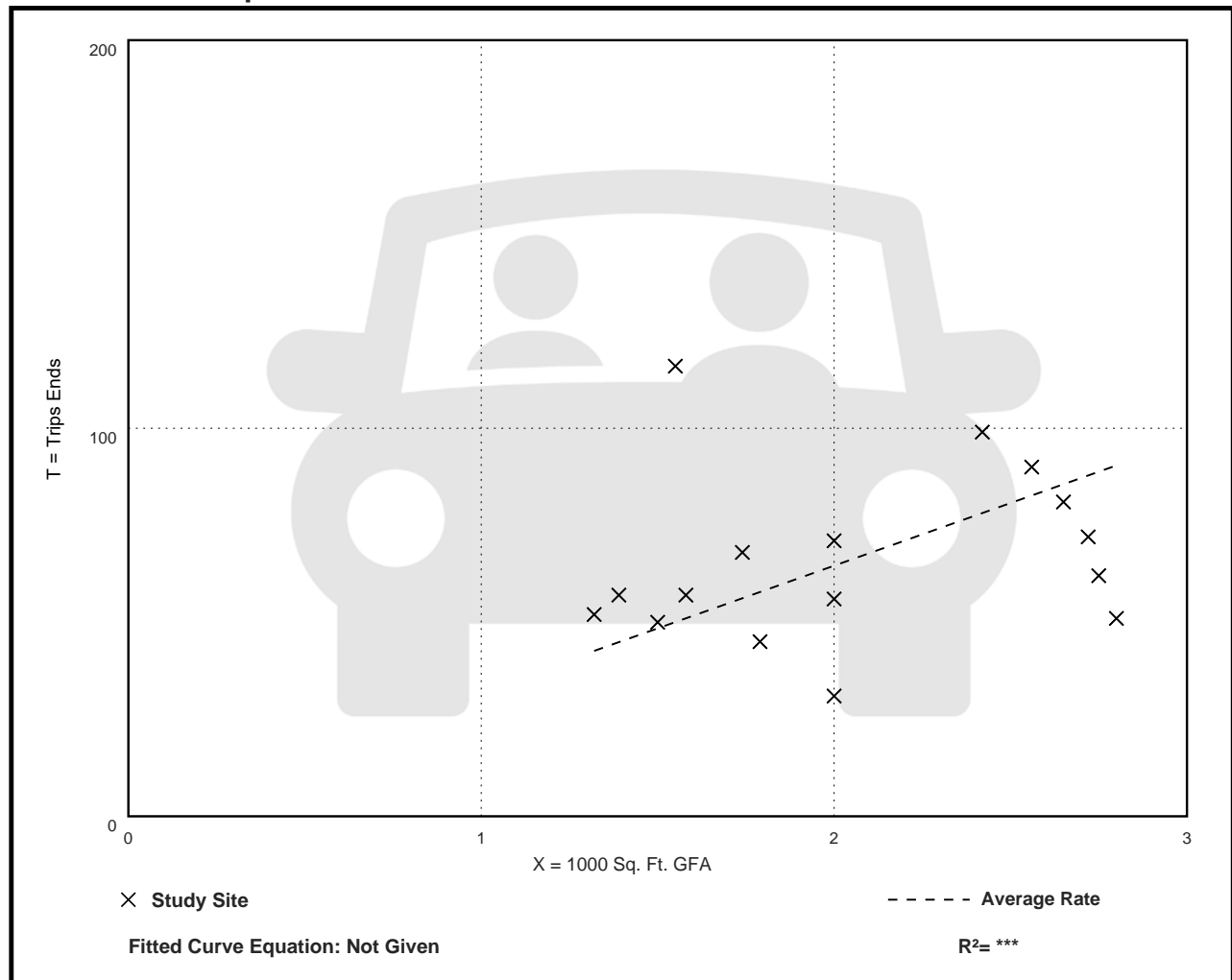
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
32.29	15.50 - 74.84	12.64

## Data Plot and Equation





US CENSUS DATA

# Means of Transportation to Work by Vehicles Available



Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Morton Grove village, Illinois		
Label	Estimate	Margin of Error
▼ Total:	11,874	±607
No vehicle available	236	±134
1 vehicle available	1,663	±406
2 vehicles available	5,775	±832
3 or more vehicles available	4,200	±635
➤ Car, truck, or van - drove alone:	8,006	±507
➤ Car, truck, or van - carpooled:	1,175	±262
➤ Public transportation (excluding taxicab):	522	±157
➤ Walked:	171	±114
➤ Taxicab, motorcycle, bicycle, or other means:	146	±75
➤ Worked from home:	1,854	±322

# Table Notes

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## Means of Transportation to Work by Vehicles Available

**Survey/Program:** American Community Survey

**Universe:** Workers 16 years and over in households

**Year:** 2023

**Estimates:** 5-Year

**Table ID:** B08141

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see [Geography Boundaries by Year](#).

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see [Comparing ACS Data](#).

Workers include members of the Armed Forces and civilians who were at work last week.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

\*\*

The margin of error could not be computed because there were an insufficient number of sample observations.

\*\*\*

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

\*\*\*\*

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

IDOT TRAFFIC VOLUME DATA



# Volume Count Report

LOCATION INFO	
Location ID	016 1212
Type	LINK
Funct'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	Tue 8/8/2023
End Date	Wed 8/9/2023
Start Time	9:00:00 AM
End Time	9:00:00 AM
Direction	2-WAY
Station	
Study	
Speed Limit	
Description	
Sensor Type	NA
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	11
1:00-2:00	6
2:00-3:00	5
3:00-4:00	7
4:00-5:00	19
5:00-6:00	49
6:00-7:00	100
7:00-8:00	223
8:00-9:00	195
9:00-10:00	189
10:00-11:00	200
11:00-12:00	229
12:00-13:00	225
13:00-14:00	272
14:00-15:00	268
15:00-16:00	286
16:00-17:00	290
17:00-18:00	320
18:00-19:00	219
19:00-20:00	159
20:00-21:00	144
21:00-22:00	81
22:00-23:00	44
23:00-24:00	32
<b>Total</b>	<b>3,573</b>
<b>AM Peak</b>	<b>11:00-12:00 229</b>
<b>PM Peak</b>	<b>17:00-18:00 320</b>

NOTES/FILES			
	Note	Date	



ITE PARKING GENERATION MANUAL, 6TH EDITION EXCERPTS

# Multifamily Housing - 2+ BR (Low-Rise) Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

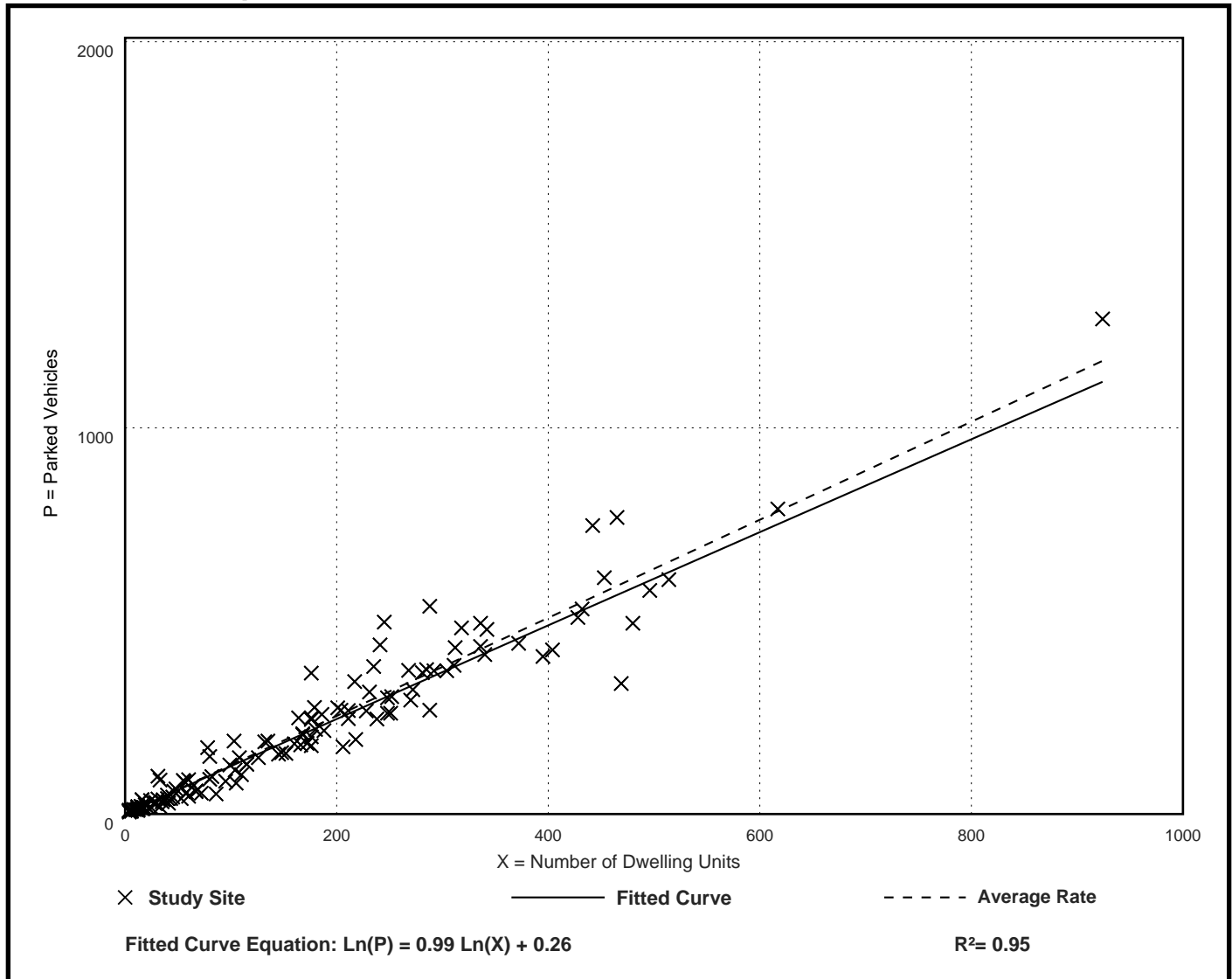
Number of Studies: 143

Avg. Num. of Dwelling Units: 154

## Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 ( 23% )

## Data Plot and Equation



# High-Turnover (Sit Down) Restaurant Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

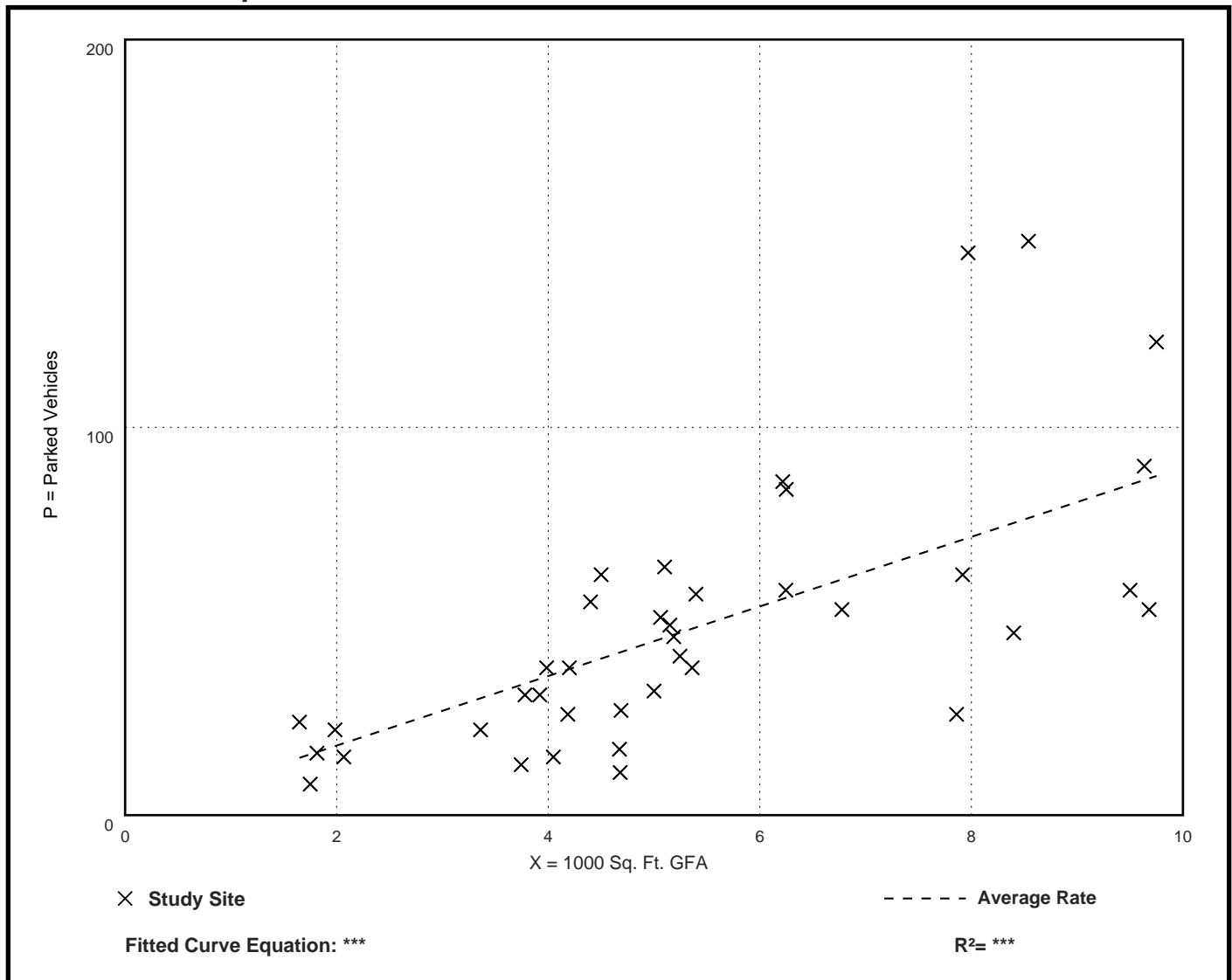
Number of Studies: 39

Avg. 1000 Sq. Ft. GFA: 5.4

## 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)
8.97	2.35 - 18.20	6.66 / 13.44	7.71 - 10.23	4.03 ( 45% )

## Data Plot and Equation



# Coffee/Donut Shop without Drive-Through Window (936)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

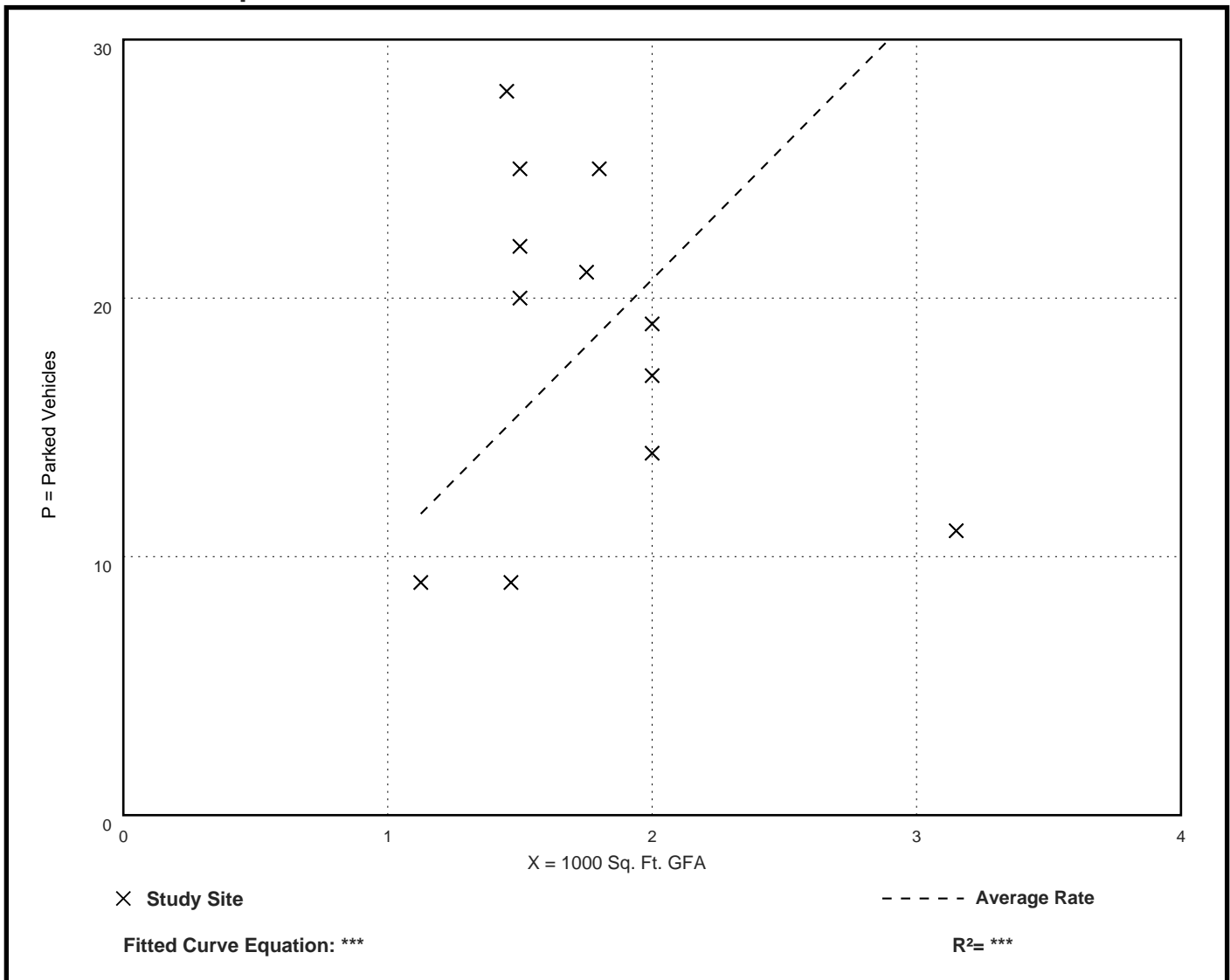
Number of Studies: 12

Avg. 1000 Sq. Ft. GFA: 1.8

## 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)
10.36	3.49 - 19.31	8.15 / 16.80	***	4.84 ( 47% )

## Data Plot and Equation



## Legislative Summary

<b>Ordinance 25-43</b>
------------------------

**APPROVING A PLAT OF VACATION OF A PORTION OF THE CHESTNUT STREET RIGHT-OF-WAY  
LOCATED DIRECTLY WEST OF LEHIGH AVENUE AND MEASURING APPROXIMATELY 0.531  
ACRES IN MORTON GROVE, ILLINOIS**

<b>Introduction:</b>	December 9, 2025
<b>Purpose:</b>	To approve the vacation of a 0.531-acre portion of Chestnut Street public right of way to facilitate private redevelopment of Village-owned property at 8500-8550 Lehigh Avenue
<b>Background:</b>	<p>8500 MG LLC and the Loyal Order of Moose No. 376 (“Applicants”) submitted a complete application (“Application”) requesting a vacation of a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres. Applicant 8500 MG LLC submitted the request concurrent to a request for approval of a Preliminary Plat of Subdivision and Special Use Permit for a 60-unit mixed-use development, which was considered by the Plan Commission under Case PC 25-07 on September 16, 2025.</p> <p>The proposed vacation will make available for redevelopment by 8500 MG LLC approximately 350 linear feet of a 66-foot-wide Village right of way, a portion of which will be dedicated to the Loyal Order of the Moose No. 376 for the construction of nine parking spaces, improved with an asphalt roadway, pedestrian facilities, landscape areas, utilities, and signage. Chestnut Street currently dead ends to the west at property owned and operated by the Forest Preserve District of Cook County. The street currently services the Moose Family Center at 6149 Chestnut Street, vacant property owned by the Village at 8500 Lehigh Avenue, and a commuter parking lot owned by the Village at 8550 Lehigh Avenue, which was constructed as a temporary use. The property at 8500-8550 Lehigh Avenue and the portion of public right of way proposed for vacation are collectively described as “Site E” by the Lehigh-Ferris Framework Plan adopted under Ordinance 09-01. The Plan identifies Site E as a preferred site for higher density residential development. The proposed vacation provides the developer with additional contiguous land area to facilitate the 60-unit mixed-use redevelopment of Village-owned property proposed under Case PC 25-07.</p> <p>On September 4, the Traffic Safety Commission reviewed Cases PC 25-07 and PC 25-08 and unanimously voted to recommend approval of the proposed vacation. On November 18, 2025, the Applicants appeared before the Plan Commission to present the request for approval of the Application made under Case PC 25-08. Based on the Application, supporting staff report, and testimony presented at the public hearings, the Plan Commission voted unanimously (5-0) to recommend approval of the Plat of Vacation, with conditions relating to subdivision and vesting of title, plat preparation and recordation, easements, and Board approval of PC 25-07.</p>
<b>Groups Affected</b>	Department of Community and Economic Development
<b>Fiscal Impact:</b>	N/A
<b>Source of Funds:</b>	N/A
<b>Workload Impact:</b>	The vacation of the public street and required recording of the Plat of Vacation will be implemented and supervised by staff as part of their normal work activities.
<b>Administrative Recommendation:</b>	Approval as presented
<b>2<sup>nd</sup> Reading:</b>	January 13, 2026

**Special  
Considerations  
or  
Requirements:** | None

Submitted by – Charles L. Meyer, Village Administrator  
Reviewed by - Teresa Hoffman Liston, Corporation Counsel  
Prepared by – Brandon Nolin, Community Development Administrator

## **ORDINANCE 25-43**

### **APPROVING A PLAT OF VACATION OF A PORTION OF THE CHESTNUT STREET RIGHT-OF-WAY LOCATED DIRECTLY WEST OF LEHIGH AVENUE AND MEASURING APPROXIMATELY 0.531 ACRES IN MORTON GROVE, ILLINOIS**

WHEREAS, the Village of Morton Grove, located in Cook County, Illinois, is a home rule unit of government under the provisions of Article 7 of the 1970 Constitution of the State of Illinois, and can exercise any power and perform any function pertaining to its government and affairs, including, but not limited to, the power to tax and incur debt; and

WHEREAS, pursuant to Section 12-9-5 of the Unified Development Code, the Board of Trustees of the Village of Morton Grove has the power and authority to vacate streets and alleys or portions thereof within the jurisdiction of the Village; and

WHEREAS, 8500 MG LLC and the Loyal Order of Moose No. 376 (“Applicants”) made a complete application (“Application”) to the Plan Commission of the Village of Morton Grove under Case PC 25-08 requesting a vacation of a 0.531-acre portion of Chestnut Street public right of way located directly west of Lehigh Avenue (“Subject Property”), in accordance with the Plat of Vacation and legal description prepared by Terra Technology Land Surveying, Inc., dated December 28, 2021, a copy of which is attached hereto and made a part hereof and marked as “Exhibit A”; and

WHEREAS, the Subject Property is currently improved with an asphalt roadway, pedestrian facilities, landscape areas, utilities, and signage; and WHEREAS, the 0.531-acre Subject Property is bordered to the south by property owned by the Loyal Order of Moose No. 376 and having a common address of 6149 Chestnut Street, and property owned by the Village of Morton Grove and having a common address of 8500 Lehigh Avenue (“8500 Lehigh Avenue”), and is bordered to the north by property owned by the Village of Morton Grove and having a common address of 8550 Lehigh Avenue (“8550 Lehigh Avenue”), which are collectively known as “Site E,” per the Lehigh-Ferris Framework Plan adopted under Ordinance 09-01; and

WHEREAS, the Application requests that the Subject Property be divided and vested to the owners of the abutting property, where each owner shall take title to the centerline of the vacated right of way adjacent to their property. That portion of the Subject Property to be dedicated to the Loyal Order of the Moose No. 376 shall be referred to as the “Moose Vacated Property” and that portion of the Subject Property to be dedicated to 8500 MG LLC shall be referred to as the “Developer Vacated Property”; and

WHEREAS, pursuant to a competitive public request for proposals process, 8500 MG LLC (“Developer”) was selected by Village staff as the preferred developer of the Developer Vacated Property, 8500 Lehigh Avenue, and 8550 Lehigh Avenue (collectively, the “Development Site”), subject to the Developer obtaining all necessary entitlements for the Development Site and negotiating a redevelopment agreement, including a purchase and sale agreement, between the Developer and Village, all subject to final approval by the Village Board; and

WHEREAS, the Lehigh-Ferris Framework Plan identified Site E as a potential redevelopment site for higher density residential uses based on its proximity to the Village’s proposed future downtown along Lincoln and Lehigh Avenues and the Morton Grove Metra commuter rail station; and

WHEREAS, the Developer proposes to improve the Development Site with a mixed-use development consisting of a four-story structure with ground-floor commercial uses, 60 residential units, and approximately 124 accessory surface parking facilities, a shared access drive to support vehicular traffic associated with the Loyal Order of Moose No. 376 and mixed-use development (“Development”), which has been considered by the Plan Commission under a request for approval of Special Use Permits and a Preliminary Plat of Subdivision submitted by 8500 MG LLC and reviewed as Case PC 25-07; and

WHEREAS, the Developer Vacated Property will be incorporated area of the Development Site in order to facilitate the highest and best development opportunity for this combined area of Village-owned property: and

WHEREAS, the incorporation of the Developer Vacated Property into the Development Site will provide 8500 MG LLC the necessary additional contiguous property to support the proposed 60-unit mixed-use development proposed under Case PC 25-07; and

WHEREAS, the proposed vacation will benefit the public interest by optimizing the project site footprint to support a walkable and vibrant mixed-use development that meets the requirements of the C/R Commercial/Residential District and the objectives of the Lehigh/Ferris Framework Plan; and

WHEREAS the Development would not be possible without the vacation of the Subject Property; and

WHEREAS, alternative access to 6149 Chestnut Street and the Development by means of new shared access drive is not anticipated to be detrimental to traffic circulation, emergency services, utility facilities, or other similar right of way purposes; and

WHEREAS, the proposed shared access drive will measure 25 feet from back-of-curb to back-of-curb, which will support two 12-foot-wide driving lanes as recommended by the Illinois Department of Transportation's (IDOT) Bureau of Local Roads and Streets; and

WHEREAS, easements shall be retained and established across the Development Site, the Subject Property, and abutting property as deemed necessary and appropriate by the Village to (1) ensure appropriate access to and maintenance of public utilities located within the Development Site and as otherwise requested or required by the Village and (2) authorize public use of the proposed access drive and other areas of pedestrian and vehicular circulation serving the Loyal Order of Moose No. 376 and the Development; and

WHEREAS, the Subject Property shall be divided and vested to the owners of the abutting property, where each owner shall take title to the centerline of the vacated right of way adjacent to their property; and

WHEREAS, appropriate valuation of and reasonable compensation for the property, as required by Section 12-9-5:B.1.h of the Unified Development Code, shall be determined by the Village as part of a forthcoming redevelopment agreement between the Village and 8500 MG LLC; and

WHEREAS, the Developer has agreed to construct approximately nine (9) parking spaces within the Moose Vacated Property; and

WHEREAS, pursuant to the applicable provisions of the Municipal Code, public notice for a public hearing on the Application to be held on November 18, 2025, was published in the *Morton Grove Champion*, a newspaper of general circulation in the Village of Morton Grove, on October 30, 2025, written notification was sent to property owners within 250 feet of the subject property on October 30, 2025, and a sign was posted on the Subject Property on October 30, 2025, as required by ordinance; and

WHEREAS, the Morton Grove Plan Commission held a public hearing relative to the above referenced case on November 18, 2025, at which time all concerned parties were given the opportunity to be present and express their views for the consideration by the Plan Commission, and, as a result of said hearing, the Plan Commission made certain recommendations and conditions through a report dated December 2, 2025, a copy of which is attached hereto and made a part hereof and marked as "Exhibit B"; and

WHEREAS, the Plan Commission considered all the evidence and testimony presented to it, discussed the merits of the Application in light of applicable laws, including Section 12-9-5 of the Unified Development Code, and voted to recommend approval of the vacation, with conditions; and

WHEREAS, pursuant to the provisions of the Village of Morton Grove Unified Development Code, the Corporate Authorities have considered the report of the Plan Commission and find the proposed vacation of a portion of this public right of way is appropriate, in the public interest, and in accordance with applicable ordinances of the Village of Morton Grove for a vacation of a public right-of-way.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1. Incorporation by Reference. The Corporate Authorities do hereby incorporate the foregoing WHEREAS clauses into this Ordinance, as though fully set forth herein, thereby making the findings as hereinabove set forth.

SECTION 2. Approval of Vacation and Conditions. The Corporate Authorities do hereby approve the application for Case PC 25-08, a request for approval of the vacation of a 0.531-acre portion of Chestnut Street public right of way located directly west of Lehigh Avenue, subject to the following conditions:

1. The final recorded Plat of Vacation shall be in substantial compliance with the Plat of Vacation prepared by Terra Technology Land Surveying, Inc., December 28, 2021, and attached hereto as “Exhibit A,” subject to review and approval by the Village Administrator or his/her designee.
2. The Subject Property shall be subdivided and vested to the Applicants and owners of the abutting property to the immediate north (PINs 10-19-203-013-0000, 10-19-203-025-0000, 10-19-203-023-0000, 10-19-203-022-0000, 10-19-203-021-0000) and south (PINs 10-19-204-020-0000, 10-19-204-004-0000, 10-19-204-003-0000, 10-19-204-019-0000) of the Subject Property, where each respective owner will take title to the centerline of the vacated right of way adjacent to their property.
3. The Developer shall construct surface parking spaces, access drives, and landscape areas within the Subject Property in substantial conformance with the final site plan authorized under the Special Use Permit requested under Case PC 25-07, subject to final review and approval by the Village Administrator or his/her designee.

4. For so long as the property located at 6149 Chestnut Street remains an independent zoning lot, there shall exist, at all times and in perpetuity, a perpetual easement for the benefit of said property, providing and maintaining two-way vehicular access to and from Lehigh Avenue over, across, and through the properties commonly known as 8500 and 8550 Lehigh Avenue. Such access shall be designed and constructed in accordance with the standards of the Village of Morton Grove and shall be continuously maintained in a safe, serviceable, and code-compliant condition. This easement shall run with the land and shall be binding upon, and inure to the benefit of, the respective heirs, successors, and assigns of the parties and properties benefited and burdened thereby, and shall be recorded against the title to each such property to provide constructive notice of its existence and enforceability.
5. 8500 MG LLC and all subsequent owners of the Development Site shall be responsible for the maintenance of the Subject Property in its entirety, including but not limited to repair and replacement as needed to maintain compliance with Village standards, debris removal, landscaping, salting, and snow and ice removal, in perpetuity unless otherwise agreed to by the parties and authorized by the Village.
6. 8500 MG LLC and all subsequent owners of the Development Site, at their sole expense, shall install and maintain pavement markings, access drive lighting, signage, and related amenities needed to safely direct pedestrians from Lehigh Avenue to the Loyal Order of Moose No. 376 property at 6149 Chestnut Street. All such pavement markings, access drive lighting, signage, and related improvements shall be designed and installed in compliance with Village standards and shall be subject to review and approval by the Village Administrator.
7. 8500 MG LLC shall provide a construction phasing plan, subject to review and approval by the Village Administrator, that maintains drivable minimum 24-foot-wide vehicular access to the Loyal Order of Moose No. 376 property at 6149 Chestnut Street throughout construction of the Development, except as expressly approved in writing by both the Loyal Order of the Moose No. 376 and the Village.
8. The shared access drive serving the Development and the Loyal Order of Moose No. 376 property shall be designated as "Chestnut Street" and the Loyal Order of Moose No. 376 property shall retain the common address of 6149 Chestnut Street, unless otherwise agreed to in writing by the Loyal Order of Moose and the Village. Signage identifying the shared

access drive as 'Chestnut Street' shall be installed and continuously maintained by the Developer, in accordance with Village standards and subject to review and approval by the Village Administrator.

9. The final Plat of Vacation and Ordinance shall be prepared and recorded with the Cook County Clerk in accordance with all requirements of Section 12-9-5 of the Morton Grove Municipal Code.
10. The Village shall reserve the right to retain any easements, including but not limited to those deemed appropriate for access to and maintenance of public utilities and general access, and as otherwise deemed appropriate by the Village Administrator, subject to final approval by the Village Administrator or his/her designee. All required plats of easement or a modified final Plat of Vacation with reservation of required easements for the Development Site or abutting property shall be reviewed and approved by the Village Administrator or his/her designee and shall be recorded concurrently with recordation of the final Plat of Vacation, or as otherwise authorized in writing by the Village Administrator or his/her designee.
11. Prior to recordation of the final Plat of Vacation, the Village and the Developer shall enter into a fully executed redevelopment agreement, including purchase and sale agreement, for the Development Site, which shall establish valuation of and reasonable compensation for the Subject Property. The Plat of Vacation shall not be recorded unless and until such agreement is approved and executed by all required parties, and conditions relative to recordation of the final Plat of Vacation have been met, and permits authorizing construction of the Development's site improvements have been issued, after which recordation shall occur promptly, or as otherwise stipulated by agreement between the Village and Developer.
12. This Ordinance shall not take effect until the Village Board of Trustees has passed an ordinance approving the Preliminary Plat of Subdivision and Special Use Permits requested under Case PC 25-07. Should the Village Board of Trustees vote to deny the Preliminary Plat of Subdivision and Special Use Permits, this Ordinance shall be deemed null and void.

SECTION 3. Village Records. The Village Clerk is hereby authorized and directed to amend all pertinent records of the Village of Morton Grove to show and designate the vacation as granted hereunder.

SECTION 4. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form according to law, and the Applicants or their successors have recorded the Plat of Vacation and Ordinance in accordance with Section 12-9-5 of the Morton Grove Municipal Code, recorded this Ordinance with the Clerk of Cook County, Illinois, and has provided the evidence of such to the Village of Morton Grove.

Passed this 13<sup>th</sup> day of January 2026.

Trustee Khan \_\_\_\_\_  
Trustee Minx \_\_\_\_\_  
Trustee Shiba \_\_\_\_\_  
Trustee Thill \_\_\_\_\_  
Trustee Travis \_\_\_\_\_  
Trustee White \_\_\_\_\_

Approved by me this 13<sup>th</sup> day of January 2026.

\_\_\_\_\_  
Janine Witko, Village President  
Village of Morton Grove  
Cook County, Illinois

Approved and filed in my office this 14<sup>th</sup> day of January 2026.

\_\_\_\_\_  
Eileen Scanlon Harford, Village Clerk  
Village of Morton Grove  
Cook County, Illinois

**LIST OF EXHIBITS**

- EXHIBIT A            Plat of Vacation and Legal Description, dated December 28, 2021  
EXHIBIT B            Plan Commission Report for PC 25-08, dated December 2, 2025

**EXHIBIT A**

**PLAT OF VACATION AND LEGAL DESCRIPTION**

Dated December 28, 2021

**EXHIBIT B**

**PLAN COMMISSION REPORT FOR PC 25-08**

Dated December 2, 2025

# PLAT OF VACATION

## OF ROAD RIGHT OF WAY

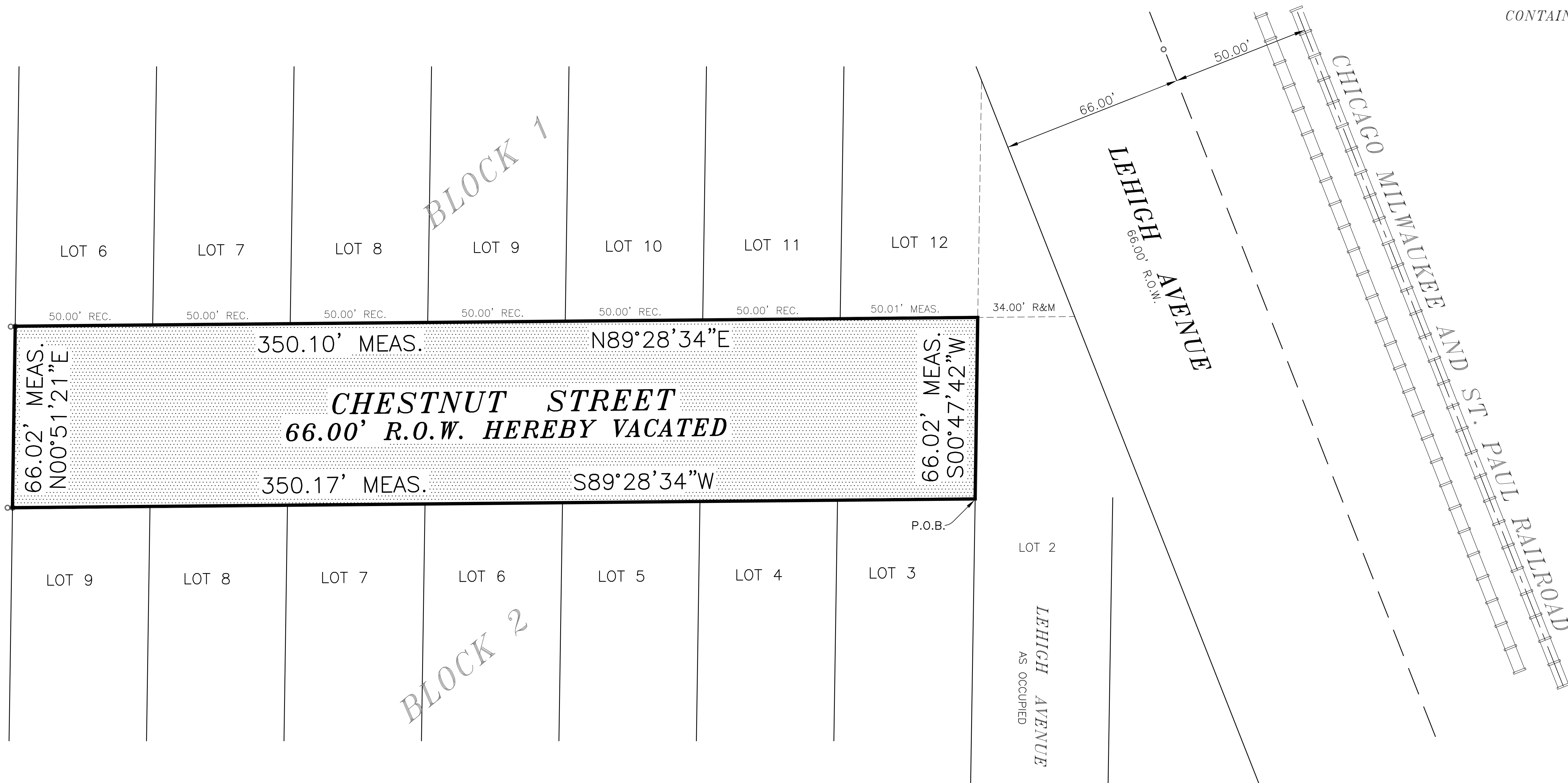
### WITHIN THE

# VILLAGE of MORTON GROVE, ILLINOIS

**CHESTNUT STREET VACATION:**

THAT PART OF CHESTNUT STREET IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LYING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LYING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 3 IN BLOCK 2 IN SAID MORTON GROVE; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST ALONG THE SOUTH LINE OF SAID CHESTNUT STREET, 350.17 FEET TO THE NORTHWEST CORNER OF LOT 9 IN BLOCK 2 IN SAID MORTON GROVE; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST, 66.02 FEET TO THE SOUTHWEST CORNER OF LOT 6 IN BLOCK 1 IN SAID MORTON GROVE; THENCE NORTH 89 DEGREES 28 MINUTES 34 SECONDS EAST ALONG THE NORTH LINE OF SAID CHESTNUT STREET, 350.10 FEET TO A POINT 34.00 FEET WEST OF THE SOUTHEAST CORNER OF LOT 12 IN BLOCK 1 IN SAID MORTON GROVE; THENCE SOUTH 00 DEGREES 47 MINUTES 42 SECONDS WEST, 66.02 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.531 ACRES MORE OR LESS, ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 0.531 ACRES +/-



**CERTIFICATE OF MUNICIPALITY**

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF COOK )

Approved and accepted by the President and Board of Trustees of the Village of Morton Grove, Cook County, Illinois, this \_\_\_\_ day of \_\_\_\_\_, 2022.

Dated this \_\_\_\_ day of \_\_\_\_\_, A.D. 2022.

Signed: \_\_\_\_\_  
 Village President

Attest: \_\_\_\_\_  
 Village Clerk

**COUNTY RECORDER**

STATE OF ILLINOIS )  
 ) S.S.  
 COUNTY OF COOK )

THIS INSTRUMENT NO. \_\_\_\_\_, WAS FILED FOR RECORD IN THE RECORDER OF DEEDS OFFICE OF COOK COUNTY, ILLINOIS, AFORESAID, ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2022 AT \_\_\_\_\_ O'CLOCK \_\_\_\_ .M.

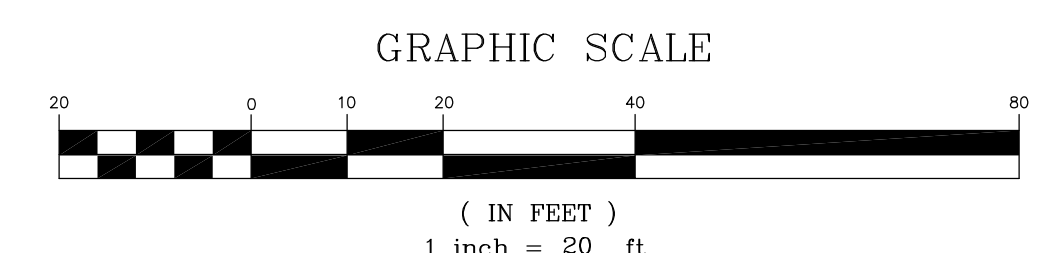
\_\_\_\_\_  
 COOK COUNTY RECORDER

STATE OF ILLINOIS )  
 ) SS.  
 COUNTY OF LAKE )

I, Vydas Z. Rekasius, an Illinois Professional Land Surveyor, do hereby certify that I have surveyed the property described above and that the plat shown hereon is a correct representation of said survey.

DATED THIS 12th DAY OF JANUARY, A.D. 2022.

BY: \_\_\_\_\_  
 Illinois Professional Land Surveyor No. 3210  
 License Renewal Date : 11/30/2022  
 DESIGN FIRM NO. 184-004538 RENEWAL DATE: 4/30/2023



**TERRA TECHNOLOGY**  
**LAND SURVEYING, INC.**

24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047  
 PHONE: (847) 540-8606 E-MAIL: TTLS.1@SBCGLOBAL.NET

JOB NO. : 21-0080 SURVEY DATE : 12/28/2021  
 DRAWING FILE : DATA/21/0080/SITE-VACATION.DWG

To: Village President and Board of Trustees

From: Chris Kintner, Plan Commission Chairperson  
Charles Meyer, Village Administrator  
Teresa Hoffman Liston, Corporation Counsel  
Brandon Nolin, Community Development Administrator

Date: December 2, 2025

Re: Plan Commission Case PC 25-08

Request for approval of a Plat of Vacation for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres, in accordance with Section 12-9-5 of the Morton Grove Municipal Code. The applicants are 8500 MG LLC and Loyal Order of Moose No. 376.

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### Executive Summary

On October 28, 2025, 8500 MG LLC and the Loyal Order of Moose No. 376 submitted a complete application to the Department of Community and Economic Development requesting a vacation in accordance with Section 12-9-5 of the Morton Grove Unified Development Code for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres. Applicant 8500 MG LLC submitted the request concurrent to a request for approval of a Preliminary Plat of Subdivision with associated waivers, in accordance with Chapter 12-8, and Special Use Permits with associated waivers for a 60-unit mixed-use development with ground floor commercial space, all of which will be considered by the Plan Commission and Board of Trustees under Case PC 25-07. The Plan Commission voted unanimously (6-0) to approve the preliminary plat of subdivision and special use permit on September 16, 2025.

The proposed Plat of Vacation was considered by the Plan Commission at the regularly scheduled meeting on November 18, 2025 and recommended by a vote of 5-0 that the Village Board of Trustees should approve the application with certain conditions outlined in this report.

### Application Overview

The proposed vacation of Chestnut Street right of way will eliminate approximately 350 linear feet of an existing 66-foot-wide Village right of way currently improved with an asphalt roadway measuring 32.33 feet from back of curb to back of curb. The right of way also includes concrete and asphalt pedestrian facilities, landscape areas, utilities, and signage. Parking on the north side of Chestnut Street is restricted to 90-minute parking between 8:00 AM and 6:00 PM, Monday through Friday, and parking on the south side of the street is prohibited.

Chestnut Street currently dead ends to the west at property owned and operated by the Forest Preserve District of Cook County. The street services the Moose Family Center at 6149 Chestnut Street, vacant property owned by the Village at 8500 Lehigh Avenue, and a 110-space commuter parking lot owned by the Village at 8550 Lehigh Avenue. The commuter parking lot was contemplated by the Village to be a temporary use until redevelopment of the site occurred.

If Chestnut Street is successfully vacated and the Village-owned property is successfully transferred to the developer, the property will be subdivided into two lots as depicted in the Preliminary Plat of Subdivision submitted under Case PC 25-07, where the Loyal Order of Moose (No. 376) and 8500 MG LLC will take title to the centerline of the vacated right of way adjacent to their property.

### Access and Circulation

The proposed vacation will expand and optimize the site footprint to support a mixed-use development featuring 60 residential units, ground-floor retail space, an outdoor café area, and accessory parking areas. A 24-foot-wide (25 feet measured from back of curb) shared access drive located along the southern edge of the project site will provide two-way vehicular access from Lehigh Avenue to the proposed development and 6149 Chestnut Street. A secondary emergency accessway to Lehigh Avenue will be provided at the north end of the development through an outdoor café area. The café area will be designed with mountable curbs and will maintain a 24-foot-wide clearance at all times. Development plans are included in the hearing packet for Case PC 25-07.

With the exception of peripheral site improvements and a new trash enclosure, no changes are proposed to the Moose Family Center property or its operation. The property will be accessible to vehicles through one access drive along the east lot line, leading directly to the new shared access drive, and two drives along the north lot line, which are existing and lead to a 24-foot parking lot aisle. A shared access easement will entitle members, visitors, and service providers of the Moose Family Center to use drive aisles throughout the entire development site. The developer is required to demonstrate that the site design can accommodate full circulation through the property by a garbage truck, the largest sized emergency vehicle available locally, and the largest sized truck expected to provide service to the property. Turning path diagrams were submitted and are included in the hearing packet for Case PC 25-07.

### Commission Review

#### *Traffic Safety Commission*

On September 4, 2025, the Traffic Safety Commission reviewed Cases PC 25-07 and PC 25-08 in accordance with Section 12-16-4:A. After reviewing the submitted application, the Traffic Safety Commission unanimously voted to recommend **approval of the proposed development (see “Attachment A”). Because the comments were only in relation to the proposed redevelopment of the subject property, and did not address the proposed vacation, they are addressed in Case PC 25-07.**

#### *Appearance Commission Review*

Appearance Commission review was not required in the case of PC 25-08, because the request will have an insignificant impact on the community from an appearance perspective.

### Departmental Review

**The application and all supporting materials were distributed to staff within the Village’s Fire, Building, Public Works (Engineering), and Police Departments for review. The comments received by staff are as follows:**

- Police Department: No issues identified at this time.
- Fire Department: No issues identified at this time.
- Building Department: No issues identified at this time.
- Public Works Department/Engineering: In review of the proposed project, the Village Engineer issued several comments dated August 28, 2025 related to PC 25-07, the Special Use Permit for the development tied to the Plat of Vacation (see “Attachment B”).

### Plan Commission Public Hearing

The Village provided Public Notice for the October 30, 2025, Plan Commission public hearing for PC 25-08 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on October 30, 2025. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on October 30, 2025.

Plan Commission – November 18, 2025, Proceedings: *Five members of the Plan Commission were in attendance at the public hearing for Case PC 25-08 held on November 18, 2025.*

*Brandon Nolin, Community Development Administrator, provided a brief introduction to the application. The staff report dated November 12, 2025, and attached hereto as “Attachment C,” was entered into the public record.*

*In the case of PC 25-08, the applicants 8500 MG LLC and the Loyal Order of Moose No. 376 are requesting to vacate a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres. The request was submitted concurrent to a request for approval of a Preliminary*

Plat of Subdivision and Special Use Permit with associated waivers for a 60-unit mixed-use development with ground floor commercial space, all of which will be considered by the Plan Commission and Board of Trustees under Case PC 25-07. The Plan Commission voted unanimously (6-0) to approve the preliminary plat of subdivision and special use permit on September 16, 2025.

The Village Administrator and staff find that:

- The proposed vacation will benefit the public interest by optimizing the project site footprint to support a walkable and vibrant mixed-use development (PC 25-07); and that
- Easements should be retained for the maintenance of public utilities and vehicular and pedestrian access;
- It is also recommended that each owner take title to the centerline of the right of way
- And appropriate compensation for the property will be determined by the Village as part of a forthcoming redevelopment agreement.

Chairman Kintner noted the case is related to PC-07 and the vacation will not go forward unless PC 25-07 is approved by the Village Trustees.

The applicants were sworn in, Mr. Citron, attorney for the proposed development and Mr. Maschek of BSB Design. They have no concerns with the staff report.

There were no questions from the Commissioners.

There was no public comment. Staff received an email with the title referencing PC 25-08, though it was germane to PC 25-07.

Commissioner Ingram made a motion to approve Case PC 25-08, a request for approval of a Plat of Vacation for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres, in accordance with Section 12-9-5 of the Morton Grove Municipal Code, subject to the following conditions:

1. Upon vacation, the property shall be subdivided and vested to the owners of the abutting property, where each owner will take title to the centerline of the vacated right of way adjacent to their property.
2. The final plat of vacation shall be prepared and recorded with the Cook County Clerk in accordance with Section 12-9-5 of the Morton Grove Municipal Code.
3. The Village reserves to right to retain any easements deemed necessary for access to and maintenance of public utilities, general access, and as otherwise deemed appropriate by the Village Administrator.

Commissioner Stein seconded the motion and Chairman Kintner called for the vote

Commissioner Dorgan voting aye  
Commissioner Ingram voting aye  
Commissioner Mohr voting aye  
Commissioner Stein voting aye  
Chairman Kintner voting aye

Motion (5-0)

### Final Plans and Supporting Documents

The application's final plans and supporting documents recommended for approval by the Plan Commission include the following and are attached **hereto as** "Attachment E":

1. *Special Use Application, submitted by DLA Architects, Ltd., received October 8, 2025*
2. *Boundary and Topographic Survey, prepared by WT Group, received October 8, 2025*
3. *Final Landscape Plan and Tree Preservation Plan, prepared by Gary R Weber Associates, Inc., dated November 3, 2025*
4. *Photometric Plans, submitted by DLA Architects, Ltd., revised November 4, 2025*
5. *Proposed Site Plan, prepared by DLA Architects, Ltd., received October 8, 2025*
6. *Existing and Proposed First Floor Plan, prepared by DLA Architects, Ltd., received October 8, 2025*
7. *Materials Palette, prepared by DLA Architects, Ltd., received October 8, 2025*
8. *Building Elevations, prepared by DLA Architects, Ltd., received October 8, 2025*
9. *Dumpster Enclosure Plans, prepared by DLA Architects, Ltd., received October 8, 2025*
10. *Building Renderings, prepared by DLA Architects, Ltd., received October 8, 2025*
11. *Equipment Screening Renderings, prepared by DLA Architects, Ltd., received October 29, 2025*
12. *Site Demolition Plans, prepared by WT Group, received October 8, 2025*
13. *Site Geometric Plans, prepared by WT Group, received October 8, 2025*
14. *Site Development Plans, prepared by WT Group, received October 8, 2025*
15. *Site Grading Plans, prepared by WT Group, received October 8, 2025*
16. *Site Utility Plans, prepared by WT Group, received October 8, 2025*
17. *Stormwater Pollution Prevention Plans, prepared by WT Group, received October 8, 2025*
18. *MWRD Summary, prepared by WT Group, received October 8, 2025*
19. *Site Circulation Plans, prepared by WT Group, received October 8, 2025*
20. *Site Circulation Plan (Fire Truck west access), prepared by WT Group, Ltd., dated October 30, 2025*
21. *Stormwater Management Report, prepared by TYLin, dated October 7, 2025*
22. *Traffic Impact and Parking Study, prepared by TYLin, dated October 7, 2025*

### Attachments

- Attachment A – Plan Review Comment Form for PC 25-07, prepared by Amit Shah, Traffic Safety Commission Chair, dated September 5, 2025
- Attachment B – Plan Review Comment Forms for PC 25-07, prepared by Chris Tomich, Village Engineer, dated August 28, 2025
- Attachment C – Staff Report to the Plan Commission for PC 25-08, prepared by Brandon Nolin, Community Development Administrator, dated November 12, 2025
- Attachment D – Final Plans and Supporting Documents for PC 25-08

Attachment A  
Plan Review Comment Form for PC 25-07,  
Prepared by Amit Shah, Traffic Safety Commission Chair  
Dated September 5, 2025

REVIEWING:

**BUILDING**

**FIRE**

POLICE

**PUBLIC WORKS/ENGINEERING**

**TSC**

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

**DATE DISTRIBUTED:** 8/15/2025

**CASE NUMBER:** PC 25-07

**APPLICATION:** Request for approval of Special Use Permits for a 57-unit mixed-use development with ground floor commercial space in a C/R Commercial/Residential District (12-4-3:D) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), location of outdoor seating areas in a public right of way (12-5-5:C), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

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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, September 5, 2025**.

Thank you,  
Brandon Nolin, AICP  
Community Development Administrator

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**COMMENTS OR CONCERNS**

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1. Contact Metra to evaluate whether any changes to signal timing and gating are needed due to increased traffic related to the proposed development.
2. Developer should coordinate with the Village Engineer to properly locate crosswalks and include signage or traffic control such as a signal to ensure proposed crosswalks across Lehigh Avenue are safe for pedestrians.

---

These comments accurately represent existing Village regulations or policies.

Name (please print): Amit Shah, Traffic Safety Commission Chairman

Signed: 

Date: 9/5/2025

Attachment B  
Plan Review Comment Forms for PC 25-07,  
Prepared by Chris Tomich, Village Engineer,  
Dated August 28, 2025

REVIEWING:

BUILDING

FIRE

POLICE

PUBLIC WORKS/ENGINEERING

TSC

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VILLAGE OF MORTON GROVE, ILLINOIS  
PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 6/25/2025

CASE NUMBER: PC 25-07

APPLICATION: Request for approval of Special Use Permits for a 60-unit mixed-use development with a restaurant and café in a C/R Commercial/Residential District (12-4-3:D) with variations for rear yard impermeable coverage (12-2-5:B.3), setback for open accessory parking spaces and balconies (12-2-6:G), location of outdoor seating areas in a public right of way (12-5-5:C), facade transparency (12-5-7:A.3.k), dwelling units per acre (12-5-7:C), residential unit location (12-5-7:D.1), parkway trees (12-11-2:B.4), and parking lot screening abutting private property (12-11-3:B.2) for the property commonly known as 8500-8550 Lehigh Avenue in Morton Grove, Illinois.

---

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, July 11, 2025.

Thank you,  
Brandon Nolin, AICP  
Community Development Administrator

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COMMENTS OR CONCERNS

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The Fire Department would be concerned with tight clearances to the rear of the building for emergency access. With the amount of parking spaces this could further hinder our access if numerous vehicles were trying to exit the only pathway during an emergency.

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These comments accurately represent existing Village regulations or policies.

Name (please print): Dennis Kennedy

Signed: *Dennis Kennedy*

Date: July 10, 2025

---

**RE: 8500-50 Lehigh Comment Form**

---

**From** Chris Tomich <ctomich@mortongroveil.org>

**Date** Mon 6/30/2025 12:23 PM

**To** Brandon Nolin <bnolin@mortongroveil.org>; James English <jenglish@mortongroveil.org>; Rick Dobrowski <rdobrowski@mortongroveil.org>

**Cc** Anne Ryder Kirchner <akirchner@mortongroveil.org>; Michael Lukich <mlukich@mortongroveil.org>

Brandon,

I did not review all 209 pages of the submittal, so my comments may reflect some knowledge gaps.

Fundamentally, the Village wants no proposed public infrastructure on this property. Existing public infrastructure will need to be reevaluated for abandonment to the extent practical. The existing infrastructure within the site is aged and should be renewed to the extent possible.

The proposed emergency overland flow path will need to be directed toward Lehigh Avenue.

I have concerns about reporting a lower traffic count from a larger residential development. It is intuitive that nearly all retail/commercial trips will happen by car and the previous development showed that when compared with the new development. TOD is expected to produce less trips, but that is highly dependent on the TOD location and purchasers. Some "error analysis" should be performed for the new development, unless the developer can control the number of vehicles residents will own. See traffic study narrative below. The information provided is too voluminous for me to review everything. The developer should acknowledge high reliance on the previous development and provide a solid reassessment of the original development and clearly identify the changes and the affects/effects of those changes.

### **Development Traffic Impact Comparison**

Per information published in the Highway Capacity Manual (HCM) and as described in the January 2022 traffic study, Lehigh Avenue has a capacity of about 10,000 vehicles per day (vpd), while the street currently carries about 2,950 vpd based on average daily traffic data from IDOT. Based on the AADT on Lehigh Avenue near the site and the daily trip projections for the original and new development plans, the impact to Lehigh Avenue is summarized below:

- Original Development Plan: 937 new daily trips \ ~3,890 vpd on Lehigh Avenue
- New Development Plan: 751 new daily trips \ ~3,700 vpd on Lehigh Avenue (*5% lower*)

The approximately 3,700 vpd on Lehigh Avenue is anticipated to be accommodated given the roadway's daily capacity of 10,000 vpd.

I would push them on the TOD successes their promotional literature provides. The Reserve and Drake Mixed Use in Glenview may be good TOD with longevity on its side. Let us get them to do a reassessment of what they projected for those developments and what the traffic counts look like now.

The turning path plans should provide better clearances for the Fire Department. The previously approved development had a straight emergency access route between the two buildings. This route has been eliminated the redundant route.

The proposed storm and proposed sanitary shown in the utility plan sheet need to be separated into a storm manhole and sanitary manhole for a future time when the combined sewer is separated into storm and sanitary

sewers.

The sanitary sewer is begging for refinement. First, the Moose building sewer should be realigned directly to Lehigh Avenue and be maintained by the Moose as a private sewer. More engineering work needs to be done with the feasibility of the Moose realignment. Second, the need for a grease basin could be reassessed. If needed, the sewer alignment is acceptable. If the grease basin could be eliminated, then the building sewer could be shortened.

The existing Chestnut Avenue sanitary sewer needs to be reevaluated because there is no known domestic waste upstream of the dead end of Chestnut. The developer would be responsible to determine upstream connections and abandon, if possible.

This is a tight site with a single entrance (emergency entrance eliminated by proposed building changes) in a high profile location. We need a higher level of confidence of success than at other locations within the Village. This is the reason for my concern between what is promised in an application and what is developed.

The existing conditions for the development should illustrate the train station improvements currently being constructed. The traffic study and proposed plans should be modified to incorporate all of the contracted train station improvements (entrance, crosswalks, lighting, etc.) as part of the initial submittal.

The Village should engage with the applicant with regard to public improvements within the Lehigh Avenue ROW as part of the initial application. The utility burial, streetscape, pavement improvements, etc. should be coordinated internally and articulated to the applicant.

Chris

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**From:** Brandon Nolin <bnolin@mortongroveil.org>

**Sent:** Friday, June 27, 2025 12:55 PM

**To:** James English <jenglish@mortongroveil.org>; Chris Tomich <ctomich@mortongroveil.org>; Rick Dobrowski <rdobrowski@mortongroveil.org>

**Cc:** Anne Ryder Kirchner <akirchner@mortongroveil.org>

**Subject:** 8500-50 Lehigh Comment Form

Hi All,

Attached is the comment form and preliminary submission from the selected development team for 8500-50 Lehigh. As you will see, the proposed concept is very similar to the revised concept Stec was pitching. 4 stories, 60 units, a restaurant space and a cafe. We would like to give the development team (led by B3 Companies) direction on needed revisions before we would bring into the formal Special Use/PUD process. I can set up a review meeting with B3 once we've collected your comments.

If possible, please provide comments by Friday, July 11. We are going to work with B3 to revise things and submit for formal review by Appearance, TSC, and PC in September.

Please let me know if you have any questions. Thank you.

- Brandon

**Brandon Nolin, AICP**

Community Development Administrator

Village of Morton Grove

6101 Capulina Avenue, Morton Grove, IL 60053

E-mail: [bnolin@mortongroveil.org](mailto:bnolin@mortongroveil.org)

Phone: 847-663-3063

[www.mortongroveil.org](http://www.mortongroveil.org)

Attachment C  
Staff Report to the Plan Commission for PC 25-08,  
Prepared by Brandon Nolin, Community Development Administrator,  
Dated November 12, 2025

To: Chairperson Kintner and Members of the Plan Commission

From: Brandon Nolin, AICP, Community Development Administrator  
Anne Ryder Kirchner, Planner/Zoning Administrator

Date: November 12, 2025

Re: Plan Commission Case PC 25-08

Request for approval of a Plat of Vacation for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres, in accordance with Section 12-9-5 of the Morton Grove Municipal Code. The applicants are 8500 MG LLC and Loyal Order of Moose No. 376.

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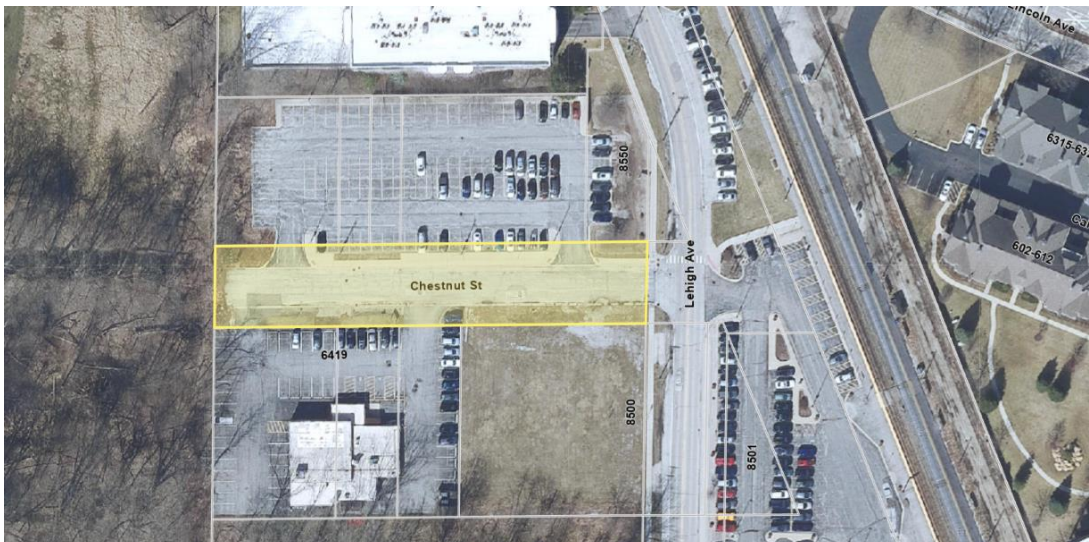
## STAFF REPORT

### Public Notice

The Village provided Public Notice for the November 18, 2025, Plan Commission public hearing for PC 25-08 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on October 30, 2025. The Village notified surrounding property owners via mail and placed a public notice sign on the subject property on October 30, 2025.

### Application Summary

On October 28, 2025, 8500 MG LLC and the Loyal Order of Moose No. 376 submitted a complete application to the Department of Community and Economic Development requesting a vacation in accordance with Section 12-9-5 of the Morton Grove Unified Development Code for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres. Applicant 8500 MG LLC submitted the request concurrent to a request for approval of a Preliminary Plat of Subdivision with associated waivers, in accordance with Chapter 12-8, and Special Use Permits with associated waivers for a 60-unit mixed-use development with ground floor commercial space, all of which will be considered by the Plan Commission and Board of Trustees under Case PC 25-07. The Plan Commission voted unanimously (6-0) to approve the preliminary plat of subdivision and special use permit on September 16, 2025.



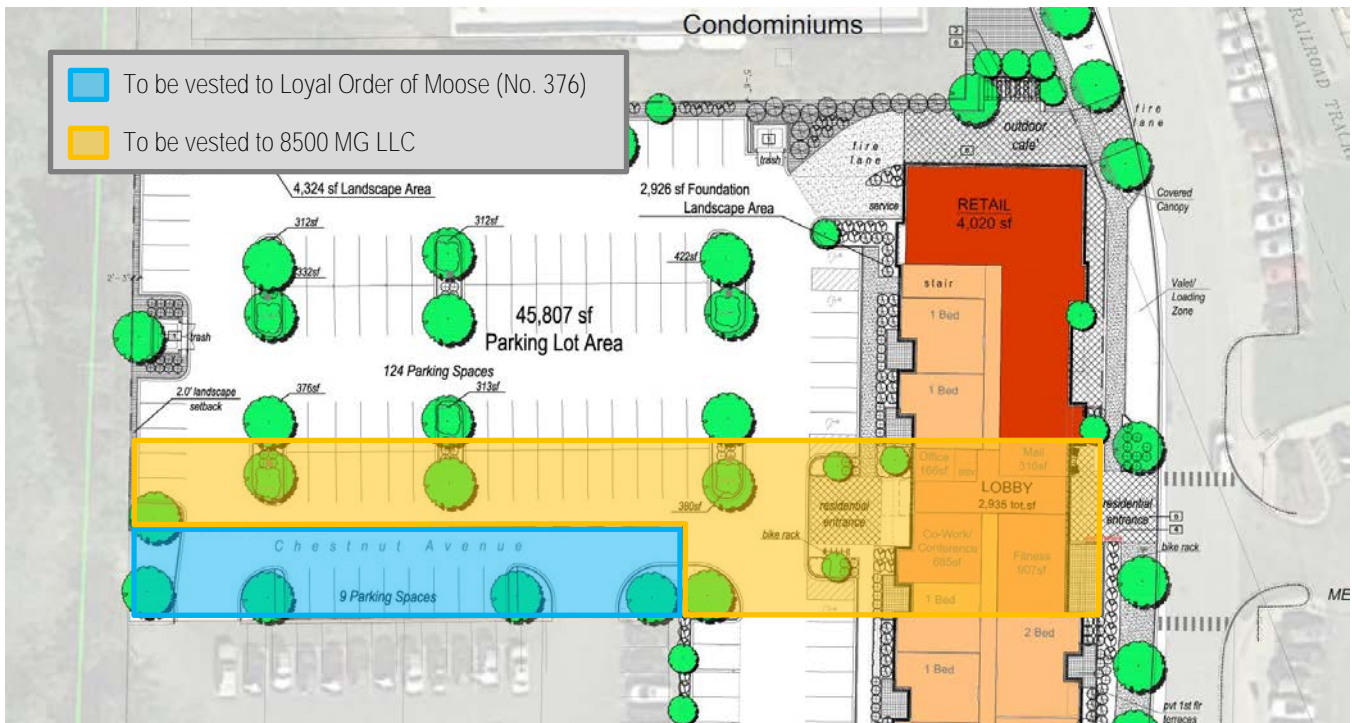
*Proposed Area of Vacation*

### Subject Property

The proposed vacation of Chestnut Street right of way will eliminate approximately 350 linear feet of an existing 66-foot-wide Village right of way currently improved with an asphalt roadway measuring 32.33 feet from back of curb to back of curb. The right of way also includes concrete and asphalt pedestrian facilities, landscape areas, utilities, and signage. Parking on the north side of Chestnut Street is restricted to 90-minute parking between 8:00 AM and 6:00 PM, Monday through Friday, and parking on the south side of the street is prohibited.

Chestnut Street currently dead ends to the west at property owned and operated by the Forest Preserve District of Cook County. The street services the Moose Family Center at 6149 Chestnut Street, vacant property owned by the Village at 8500 Lehigh Avenue, and a 110-space commuter parking lot owned by the Village at 8550 Lehigh Avenue. The commuter parking lot was contemplated by the Village to be a temporary use until redevelopment of the site occurred.

If Chestnut Street is successfully vacated and the Village-owned property is successfully transferred to the developer, the property will be subdivided into two lots as depicted in the Preliminary Plat of Subdivision submitted under Case PC 25-07, where the Loyal Order of Moose (No. 376) and 8500 MG LLC will take title to the centerline of the vacated right of way adjacent to their property, as shown in the graphic below.



Proposed Vesting of Title

The proposed vacation will expand and optimize the site footprint to support a mixed-use development featuring 60 residential units, ground-floor retail space, an outdoor café area, and accessory parking areas. A 24-foot-wide (25 feet measured from back of curb) shared access drive located along the southern edge of the project site will provide two-way vehicular access from Lehigh Avenue to the proposed development and 6149 Chestnut Street. A secondary emergency accessway to Lehigh Avenue will be provided at the north end of the development through an outdoor café area. The café area will be designed with mountable curbs and will maintain a 24-foot-wide clearance at all times. Development plans are included in the hearing packet for Case PC 25-07.

With the exception of peripheral site improvements and a new trash enclosure, no changes are proposed to the Moose Family Center property or its operation. The property will be accessible to vehicles through one access drive along the east lot line, leading directly to the new shared access drive, and two drives along the north lot line, which are existing and lead to a 24-foot parking lot aisle. A shared access easement will entitle members, visitors, and service providers of the Moose Family Center to use drive aisles throughout the entire development site. The developer is required to demonstrate that the site design can

accommodate full circulation through the property by a garbage truck, the largest sized emergency vehicle available locally, and the largest sized truck expected to provide service to the property. Turning path diagrams were submitted and are included in the hearing packet for Case PC 25-07.

### Village Administrator & Staff Review

Pursuant to section 12-9-5:B.2, the Village Administrator and staff must verify the information provided by the applicant and report on any known public interests served by the parcel, recommendations with regard to retention of easements for the benefit of public utilities and pedestrian or bicycle accessways, recommendations regarding the vesting of title to the property upon vacation, and recommendations as to whether the applicants should pay the Village reasonable compensation for the property or whether compensation should be waived. This report must then be forwarded to the Plan Commission for review and consideration.

The findings of the Village Administrator and staff are as follows:

- Any known public interests served by the parcel: Staff finds that the proposed vacation will benefit the public interest by optimizing the project site footprint to support a walkable and vibrant mixed-use development that meets the requirements of the C/R Commercial/Residential District and the objectives of the Lehigh/Ferris Framework Plan. The proposed development would not be possible without the proposed vacation.

Alternative access to 6149 Chestnut Street and the proposed development by means of new shared access drive is not anticipated to be detrimental to traffic circulation, emergency services, utility facilities, or other similar right of way purposes. The current Chestnut Street right of way measures 32.33 feet from back of curb to back of curb, which supports two driving lanes and one parking lane. The proposed shared access drive will measure 25 feet from back of curb to back of curb, which will support two 12-foot-wide driving lanes. For reference, a 12-foot travel lane is **recommended by the Illinois Department of Transportation's (IDOT) Bureau of Local Roads & Streets for travel lanes** with a 45-mile-per-hour speed, where truck traffic is significant, or in industrial areas.

- Retention of easements for the benefit of public utilities and pedestrian or bicycle accessways: Staff recommends the retention of (1) easements to ensure appropriate access to and maintenance of public utilities located within the area of vacation and as otherwise needed or required by the Village, (2) easements to authorize use of the proposed access drive and other areas of pedestrian and vehicular circulation by the Moose Family Center, and (3) easements as deemed appropriate by the Village to authorize use of vehicular and pedestrian areas by the Village and general public.
- Vesting of title to the property upon vacation: Staff recommends that the property within the area of vacation is divided and vested to the owners of the abutting property, where each owner will take title to the centerline of the vacated right of way adjacent to their property.
- Compensation for the property: Appropriate compensation for the property will be determined by the Village as part of a forthcoming redevelopment agreement.

### Traffic Safety Commission Review

On September 4, 2025, the Traffic Safety Commission reviewed Cases PC 25-07 and PC 25-08 in accordance with Section 12-16-4:A. After reviewing the submitted application, the Traffic Safety Commission unanimously voted to recommend approval of the proposed development (see "Attachment A") and forwarded comments issued by the Village Engineer dated August 28, 2025 (see "Attachment B"). Because the comments were only in relation to the proposed redevelopment of the subject property, and did not address the proposed vacation, they are addressed in Case PC 25-07.

### Appearance Commission Review

Appearance Commission review was not required in the case of PC 25-08, because the request will have an insignificant impact on the community from an appearance perspective.

### Departmental Review

The application and all supporting materials were distributed to staff within the Village's Fire, Building, Public Works (Engineering), and Police Departments for review. The comments received by staff are as follows:

- Police Department: No issues identified at this time.
- Fire Department: No issues identified at this time.
- Building Department: No issues identified at this time.
- Public Works Department/Engineering: No issues identified at this time.

### Recommendation

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

*Motion to recommend approval of Case PC 25-08, a request for approval of a Plat of Vacation for a portion of Chestnut Street right of way located directly west of Lehigh Avenue right of way in Morton Grove, Illinois, and measuring approximately 0.531 acres, in accordance with Section 12-9-5 of the Morton Grove Municipal Code, subject to the following conditions:*

1. *Upon vacation, the property shall be subdivided and vested to the owners of the abutting property, where each owner will take title to the centerline of the vacated right of way adjacent to their property.*
2. *The final plat of vacation shall be prepared and recorded with the Cook County Clerk in accordance with Section 12-9-5 of the Morton Grove Municipal Code.*
3. *The Village reserves the right to retain any easements deemed necessary for access to and maintenance of public utilities, general access, and as otherwise deemed appropriate by the Village Administrator.*
4. *[Any other condition(s) deemed appropriate by the Plan Commission]*

### Attachments

- Attachment A – Plan Review Comment Form for PC 25-07, prepared by Amit Shah, Traffic Safety Commission Chair, dated September 5, 2025
- Attachment B – Plan Review Comment Forms for PC 25-07, prepared by Chris Tomich, Village Engineer, dated August 28, 2025
- Attachment C – Final Plans and Supporting Documents for PC 25-08

Attachment D  
Final Plans and Supporting Documents for PC 25-08

1. *Vacation Application, submitted by 8500 MG, LLC, received August 11, 2025*
2. *Plat of Survey, prepared by Terra Technology Land Surveying, dated December 28, 2021*
3. *Preliminary Plat of Subdivision, prepared by Terra Technology Land Surveying, dated December 28, 2021*
4. *Plat of Vacation, prepared by Terra Technology Land Surveying, dated December 28, 2021*

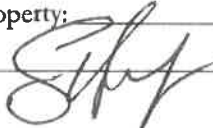
# VACATION APPLICATION

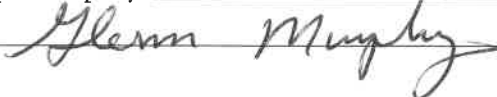


Village of Morton Grove  
Department of Community & Economic Development  
6101 Capulina Avenue Morton Grove, Illinois 60053  
847-663-3063 commdev@mortongroveil.org


CASE NUMBER: PC 25-08 DATE APPLICATION FILED: \_\_\_\_\_

## APPLICANT INFORMATION

Applicant Name: 8500 MG, LLC  
Applicant Organization: C/O Simon Berger  
Applicant Address: 5215 Old Orchard Rd, Suite 130  
Applicant City / State / Zip Code: Skokie, IL 60077-1098  
Applicant Phone: Work: (847) 208-8211 Cell: \_\_\_\_\_  
Applicant Email: simon@B3-companies.com  
Applicant Relationship to Property: Future contract purchaser/developer  
Applicant Signature: 

Applicant Name: Loyal Order of Moose No. 376  
Applicant Organization: Loyal Order of Moose No. 376  
Applicant Address: 6419 Chestnut Street  
Applicant City / State / Zip Code: Morton Grove, IL 60053  
Applicant Phone: Work: 847-965-2928 Cell: \_\_\_\_\_  
Applicant Email: Lodge376@mooseunits.org  
Applicant Relationship to Property: Abutting Property Owner  
Applicant Signature:  Administrator

## PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Village of Morton Grove  
Owner Address: 6101 Capulina Avenue  
Owner City / State / Zip Code: Morton Grove, IL 60053  
Owner Phone: Work: (847) 663-3063 Cell: \_\_\_\_\_  
Owner Email: commdev@mortongroveil.org  
Owner Signature: 

## PROPERTY INFORMATION

Common Address of Property: 8500-8550 Lehigh Avenue  
Property Identification Number (PIN): See attached  
Legal Description (Attach additional sheets as necessary): See attached project narrative

Provide responses to the Subdivision standards as listed in Section 12-16-4.D.3 of the Unified Development Code. The Subdivision standards are as follows:

a. Orderly Development: The proposed subdivision will encourage orderly and harmonious development within the Village.

~~The development of a high quality project on under-utilized land will encourage orderly and harmonious development within the Village consistent with the Village's goals.~~

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b. Coordination of Streets: The streets within the proposed subdivision will coordinate with other existing and planned streets.

~~The development allows the consolidation of two Village parcels bisected by Chestnut Avenue, thereby creating an efficient development of the land which will not impact other existing and planned streets. With the vacation of Chestnut, access from Lehigh to the adjacent parcel will be by way of a cross-access easement.~~

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c. Coordination of Utilities: The utilities within the proposed subdivision will coordinate with other existing and planned utilities, and create a uniform system of utilities within the Village.

~~The development is designed to coordinate and enhance existing and planned utilities within the Village.~~

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d. Consistency with Comprehensive Plan: The proposed subdivision will be evaluated based on its consistency with the overall land use policies of the Village as may be expressed in the Village's comprehensive plan.

~~The site is designated for mixed-use and specifically calls for the promotion of large-scale mixed use development with residential and commercial uses.~~

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**OWNER'S CERTIFICATE**

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) ss.

DOES HEREBY CERTIFY THAT IT, [AS SUCH TRUSTEE], TITLE HOLDER OF THE PROPERTY DESCRIBED HEREON; DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON SHOWN; HEREBY DEDICATES THE PUBLIC ROADS, STREETS, ALLEYS, WALKS AND OTHER AREAS INDICATED HEREON FOR PUBLIC USE; AND ESTABLISHES AND GRANTS ANY OTHER EASEMENTS SHOWN HEREON. [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FURTHER CERTIFIES TO THE BEST OF ITS KNOWLEDGE, THAT THE LAND INCLUDED IN THE PLAT HEREON DRAWN FALLS WITH SCHOOL DISTRICTS: \_\_\_\_\_

DATED AT \_\_\_\_\_, ILLINOIS, THIS DAY OF \_\_\_\_\_, 2025.

BY: \_\_\_\_\_ TITLE: \_\_\_\_\_  
MORTON GROVE MUNICIPAL CODE (ORDINANCE 07-07).

**NOTARY'S CERTIFICATE**  
STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ ) ss.

I, [INSERT NAME OF NOTARY], A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE OF \_\_\_\_\_, DO HEREBY CERTIFY THAT [INSERT NAME OF FIRST SIGNATOR ABOVE] AND [INSERT NAME OF ATTEST SIGNATOR ABOVE] OR [INSERT NAME OF OWNER, OWNER ENTITY, TRUST], PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS [INSERT TITLE OF FIRST SIGNATOR ABOVE] AND [INSERT TITLE OF ATTEST SIGNATOR ABOVE], RESPECTIVELY, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID [INSERT NAME OF OWNER, OWNER ENTITY, TRUST] FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

**SURFACE WATER DRAINAGE CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

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

BY: \_\_\_\_\_ OWNER DATED: \_\_\_\_\_  
BY: \_\_\_\_\_ ILLINOIS PROFESSIONAL ENGINEER DATED: \_\_\_\_\_

**VILLAGE ENGINEER CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

VILLAGE ENGINEER \_\_\_\_\_

**COOK COUNTY RECORDER CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

THIS INSTRUMENT WAS FILED FOR RECORD IN THE OFFICE OF THE COOK COUNTY RECORDER OF DEEDS, ILLINOIS, ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, A.D. 2025 AT \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M., AND WAS RECORDED AS DOCUMENT NO. \_\_\_\_\_

RECORDER OF DEEDS \_\_\_\_\_

**PLAN COMMISSION CERTIFICATE**

APPROVED BY THE CHAIRPERSON OF THE PLAN COMMISSION OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025, PURSUANT TO ORDINANCE 20-08 AND TITLE 12, CHAPTER 8, OF THE MORTON GROVE MUNICIPAL CODE (ORDINANCE 07-07).

BY: \_\_\_\_\_ CHAIRPERSON  
ATTEST: \_\_\_\_\_ SECRETARY

**VILLAGE CLERK CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

BY: \_\_\_\_\_ VILLAGE CLERK

**VILLAGE BOARD CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

APPROVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

VILLAGE PRESIDENT \_\_\_\_\_

VILLAGE CLERK \_\_\_\_\_

**COOK COUNTY CLERK CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF COOK ) ss.

I DO NOT FIND ANY DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST THE TRACT OF LAND IN THE ABOVE PLAT.

COUNTY CLERK \_\_\_\_\_

DATE: \_\_\_\_\_

**PRELIMINARY PLAT OF  
SUBDIVISION & CONSOLIDATION  
8500-8500 LEHIGH SUBDIVISION**

BEING A SUBDIVISION OF PART OF SECTIONS 19 AND 20, TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK, ILLINOIS.

**LAND SURVEYOR CERTIFICATE**

STATE OF ILLINOIS )  
COUNTY OF LAKE ) ss.

I, VYDAS Z. REKASIUS, AN ILLINOIS PROFESSIONAL SURVEYOR, HEREBY CERTIFIES THAT I HAVE SURVEYED THE FOLLOWING DESCRIBED PROPERTY:

THE SOUTH 120 FEET OF LOTS 6, 7, 8, 9, 10, AND 11 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOTS 3, 4, AND 5, IN BLOCK 2 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

THAT PART OF VACATED CHESTNUT STREET DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 IN BLOCK 1 IN MORTON GROVE, BEING A SUBDIVISION OF THE EAST 4.63 CHAINS OF THAT PART OF THE NORTHEAST QUARTER LING SOUTH OF GROSS POINT ROAD AND THE NORTH 3 ACRES OF THE EAST 10 ACRES OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 19, AND THAT PART OF THE NORTHWEST QUARTER OF SECTION 20 LING SOUTH OF GROSS POINT ROAD AND WEST OF CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD, IN TOWNSHIP 41 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 89 DEGREES 28 MINUTES 34 SECONDS EAST ALONG THE NORTH LINE OF SAID CHESTNUT STREET, 351.36 FEET TO A POINT ON THE SOUTH LINE OF LOT 12 IN SAID SUBDIVISION, SAID POINT BEING 34 FEET (AS MEASURED ALONG THE SOUTH LINE OF LOT 12) WEST OF THE INTERSECTION OF THE WESTERLY LINE OF LEHIGH AVE. AND THE NORTH LINE OF CHESTNUT ST.; THENCE SOUTH 01 DEGREES 53 MINUTES 26 SECONDS WEST, 66.06 FEET TO THE INTERSECTION OF SAID WESTERLY LINE OF LEHIGH AVE. AND THE WESTERLY LINE OF SAID CHESTNUT STREET, 150.11 FEET TO THE NORTH WEST CORNER OF 9' IN BLOCK 2 IN SAID SUBDIVISION; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 5, EXTENDED NORTH, 33.01 FEET TO THE CENTERLINE OF VACATED CHESTNUT STREET; THENCE SOUTH 89 DEGREES 28 MINUTES 34 SECONDS WEST, 200.06 FEET; THENCE NORTH 00 DEGREES 51 MINUTES 21 SECONDS EAST, 33.01 FEET TO THE PLACE OF BEGINNING, CONTAINING 0.380 ACRES MOR OR LESS, ALL IN COOK COUNTY, ILLINOIS.

CONTAINING 1.900 ACRES +/-

AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

I FURTHER CERTIFY THAT BASED UPON AN EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NO. 17031C0241L, SHOWS THAT THE PROPERTY SURVEYED HEREON IS NOT SUBJECT TO FLOOD RISK AND THAT SAID PROPERTY FALLS WITHIN ZONE X (AREA OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN).

I FURTHER CERTIFY THAT THE LAND INCLUDED BY SAID SURVEY IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF MORTON GROVE, COOK COUNTY, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND IS EXERCISING ITS EXTRAJURISDICTIONAL POWER AS AUTHORIZED PURSUANT TO AND IN ACCORDANCE WITH SEC. 11-12-5, 65 ILCS 5/11-12-5, OF THE ILLINOIS MUNICIPAL CODE AND ITS HOME RULE POWERS)

I FURTHER CERTIFY THAT IRON PIPE SURVEY STAKES OR THE CONCRETE MONUMENTS AS SHOWN ON THE PLAT HEREON DRAWN, HAVE BEEN ESTABLISHED AT THE LOT CORNERS.  
DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 036-003210  
License Renewal Date : 11/30/2026  
DESIGN PLAN NO. 164-004538  
RENEWAL DATE 4/30/27

REV. 8/6/25 - NEA



TERRA TECHNOLOGY  
LAND SURVEYING, INC.  
24198 ROSE AVE. LAKE ZURICH, ILLINOIS 60047  
PHONE: (847) 540-8606 E-MAIL: TTI.S@BCL09A.NET  
JOB NO. : 21-0080 SURVEY DATE : 12/28/2021  
DRAWING FILE : DATA\21\0080\SITE-SUBDIVISION.DWG

