

RIVER FOREST DEVELOPMENT REVIEW BOARD MEETING AGENDA

A meeting of the River Forest Development Review Board will be held on Thursday, June 18, 2020 at 7:30 P.M. in First Floor Community Room of the Village Hall, 400 Park Avenue, River Forest, Illinois.

Physical attendance at this public meeting is limited to 10 individuals, with Development Review Board officials, staff and consultants having priority over members of the public. Public comments and any responses will be read into the public meeting record. You may submit your public comments via email in advance of the meeting to: Lisa Scheiner at <u>lscheiner@vrf.us</u>. You may view or listen to the meeting by participating online or via telephone. Join the meeting at <u>https://us02web.zoom.us/j/89382962963</u> using meeting ID: 893 8296 2963, or call (312) 626-6799 and use meeting ID 893 8296 2963. If you would like to participate online or over the phone, please email <u>lscheiner@vrf.us</u> by 5:00 PM on Thursday, June 18, 2020 with your name and the last four digits of the phone number you will be using to call in.

- I. Call to Order/Roll Call
- II. Minutes of the November 7, 2019 Development Review Board Meeting
- III. Minutes of the March 5, 2020 Development Review Board Meeting
- IV. Minutes of the May 7, 2020 Development Review Board Meeting
- V. Continued Public Hearing Application #20-01: Application for a Planned Development to Construct a 19-unit Townhome Development at 1101-1111 Bonnie Brae Place
- VI. Public Comment
- VII. Adjournment

VILLAGE OF RIVER FOREST DEVELOPMENT REVIEW BOARD MEETING MINUTES November 7, 2019

A meeting of the Village of River Forest Development Review Board was held at 7:30 p.m. on Thursday, November 7, 2019 in the Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois.

I. CALL TO ORDER

The meeting was called to order at 7:30 p.m. Upon roll call, the following persons were:

Present: Members Fishman, Dombrowski, O'Brien, Schubkegel, and Chairman Martin

Absent: Members Crosby and Kilbride

Also Present: Assistant Village Administrator Lisa Scheiner, Assistant Village Administrator

II. APPROVAL OF MINUTES OF THE SEPTEMBER 20, 2018 DEVELOPMENT REVIEW BOARD MEETING

A MOTION was made by Member Fishman and SECONDED by Member O'Brien to approve the minutes of the March 21, 2019 Development Review Board Meeting.

Ayes:Members Fishman, O'Brien, Schubkegel, and Chairman MartinNays:NoneAbstain:Member Dombrowski (he did not attend the September meeting)Motion Passed.

III. PRE-FILING PMEETING AND CONSIDERATION OF REQUEST FOR APPLICATION REQUIREMENT WAIVERS: Proposed Planned Development – 1101-1111 Bonnie Brae Place

Chairman Martin explained the purpose of the pre-filing conference for the property at 1101-1111 Bonnie Brae Place. He stated that there is no application on file so there is no recommendation to make but that the Development Review Board may be asked to discuss and vote on a request for the waiver of certain application requirements.

John Schiess, JSA Architects at 7706 Central, River Forest, introduced the proposed multifamily townhome development at 1101-1111 Bonnie Brae Place. He stated the owner and petitioner is Art Gurevich, Bonnie Brae LLC. Mariano Mollo, Avenue One, is their marketing and sales consultant.

Mr. Schiess presented information regarding the conditions of the development site which currently includes a parking lot at the corner of Bonnie Brae and Thomas with a driveway along Thomas. There is a three-story six-unit apartment building and detached garages on the adjacent lot to the north.

Mr. Schiess presented the proposed site plan, which includes 19 three-level townhomes in four buildings that run perpendicular to Thomas and parallel to Bonnie Brae. Each townhome has a two-car garage underneath. He stated that each townhome is generally 37 feet long by 20 feet wide and approximately 2,000 square feet of living space.

Mr. Schiess pointed out the building arrangement and the two buildings along the eastern elevation with a gap between them to mimic the existing street rhythm. He noted that the garages on the western elevation are accessible from the alley. He noted how guests would access the units and identified the location of two guest parking spaces on the northwest corner of the site as well as two guest spaces along the east elevation. He noted that the curb cut along Thomas would be moved west.

Mr. Schiess stated that the townhomes are each three levels with a bedroom on the lower level that could be used as a guest room or office since they come with a full bathroom in the basement. The garage space is in the back of each townhome. The second floor open floor plan includes a kitchen, dining room, great room, bathroom, and cantilevered balcony. The third floor plan includes two bedrooms and two bathrooms. Each unit has a top floor with access to a roof deck. All the decks face the back and would be hidden from view from someone walking down the sidewalk along Bonnie Brae. He noted the washer/dryer is on the third floor for each unit.

Mr. Schiess displayed the west elevation demonstrating that the gray elements are cast stone building material and they are proposing the use of two colors of masonry brick. He pointed to areas where bay elements will protrude from the building facade. He then displayed the south elevation showing the roof access and noted that the roof decks are visible from the street, but only from a distance. He noted the location of the cantilevered balconies, driveway, and undulating courtyard.

Mr. Schiess displayed a preliminary landscape plan and noted that they plan to mimic the rhythm of the street and plant parkway trees in addition to the existing trees. They have recommended plant species but they are open to the suggestions from the Village.

Mr. Schiess stated that the lot area for the development site is 27,681 square feet. They are proposing 19 townhomes in four buildings. The parking for the townhomes is two spaces per unit for a total of 38 spaces plus four guest parking spaces.

Mr. Schiess presented the zoning analysis which indicates the zoning relief that would be needed for this project. He stated that permitted lot coverage is 70% and they are requesting 75% lot coverage. He stated that the required front yard setback is 20 feet and they are requesting a 15-foot setback. The required side yard/south setback is 25 feet and they are requesting a 5-foot setback. The required rear yard setback is 27 feet 8 inches and they are requesting a 2-foot setback.

Mr. Schiess noted that the property previously had an approved planned development that has expired with certain site development allowances. He said compared to that development, the building height that is now proposed is lower. The petitioner is seeking the Development Review Board's feedback on what they're proposing tonight.

Mr. Schiess said the petitioner is requesting only one waiver from the planned development requirements, which is a professional traffic study.

Art Gurevich, manager of Bonnie Brae Construction, LLC, petitioner, and also the general contractor for the project stated that the reason for their request is because the traffic pattern for this proposed development is less intensive than what was proposed in the previously approved project for which a traffic study was conducted. He stated that the impact of the project is deminimis and they are requesting a waiver to have to conduct a new traffic study. Mr. Schiess further explained the traffic study that was conducted for the previously approved planned development.

Mr. Schiess stated that a lack of market support for the previously approved condominium project resulted in it not being built. Based on the analysis conducted by Mr. Mollo of Avenue One, the petitioner believes there is market demand for this project. Mr. Schiess also discussed the financing requirements for the previously approved condominium project compared to the financing and construction phasing requirements for a townhome development that create advantages for a townhome development.

Mr. Schiess stated that there are compensating benefits for this proposed planned development including sustainable development, smart growth, supportive housing types specific for River Forest, and that this type development will support property values.

Member Fishman asked why the petitioner believes a townhome project is more marketable than a condominium project as well their target buyers. Mariano Mollo, Avenue One, stated that they are finding that their target buyers have roots in River Forest or in surrounding areas that are looking to downsize but still entertain family. They have empty nesters looking for townhome products as well as young couples and professionals. They're also looking for new construction and low maintenance, avoiding high homeowners' association fees. The previous sale price of the condominium project of \$600,000 to \$800,000 per unit lacks a market. He noted that the price point of the townhomes will be marketed from \$599,000 to \$615,000, which in his experience is a sweet spot for buyers.

Member Fishman stated that she is not sure that empty nesters would be drawn to multiple levels. She asked if this would be sold to families starting out with more children impacting school system. Mr. Mollo replied that their buyer would likely be couples planning on having a family but once they start their family they start moving on to single family homes. He noted that the townhomes are starter homes.

Chairman Martin stated that, when this was last before the Development Review Board, the petitioner had a similar presentation from the sales staff at that time that their product was what the Village wanted and needed. They had done studies and focus groups and people

were interested in their product. Two years later the petitioner is presented a different economic analysis and they need to be prepared to defend it. The Development Review Board has to make sure the project will succeed and they will not waste their time like they did a few years ago by getting a project approved that they could not build. The petitioner will have to convince him it is economically justified.

Mr. Gurevich stated that he still believes there is a buyer for the previous project, however, before they sold it they needed to build it and finance their very expensive project without pre-sales. The average age of the buyer for that project was around 70 and those buyers were not willing to make a four to five commitment for the project. The townhomes are different because there are no presale requirements making it easier to finance, sell, market and build in a shorter timeframe. He still believes the previous project would work but the financial commitment was beyond what anyone would make.

Member Dombrowski noted that there is a townhome project on Madison with units that have not been sold and have been listed for two years. He asked how this development is different and why that project still has unsold townhomes. Mr. Mollo stated that his company worked on the townhome project across the street that sold out in a year's time. The townhomes on Madison Street were built with an outdated design that doesn't appeal to buyers. There are more than four townhomes left in that development. He noted success he has had with another project across the street.

Chairman Martin stated that they will have to explain what the difference is between the two types of townhomes. Mr. Mollo stated that it has a lot to do with the elevations, there is nothing different about any of the elevations, and it's a prairie style. Today's buyers are looking for large windows and units that don't look identical to each other.

Mr. Schiess discussed the history of the transition from the previous project to the current project. Mr. Mollo's team came in to analyze the previous development and determined that it could not be salvaged. The team advised the petitioner what needed to be done to develop a marketable product. Mr. Schiess acknowledged that he was a part of the previous development team as well, but not as the architect.

Chairman Martin asked if there's anything else they want to present at this point. Hearing none he invited members of the public to speak. He stated that this is a helpful meeting and that there is no concrete proposal for the Development Review Board to vote on.

Edmond Burke, 1809 Bonnie Brae Place, stated that he lives in Valencia House. He noted that traffic is tight on Bonnie Brae and discussed his wife's driving behavior to avoid this area. He stated that Dominican University runs a shuttle six times per day six days per week. These shuttles are wide vehicles and it's hard for cars to come down the block north/south, plus there are college students and Grace Lutheran students in the area. He and others have concerns about traffic. He noted that it always busy on Augusta and Division. There are older residents in the Valencia building who still drive. His principal concern is the traffic impact of the proposed development.

Collen Dunnigan, 1009 Bonnie Brae, asked whether parking is located underground or at grade. Mr. Schiess replied that it is at grade and drivers will pull in off the entrance.

Ms. Dunnigan asked where HVAC units will be located for each unit and whether they would be inside or outside. Mr. Schiess stated that these units are attached single family homes so all the HVAC units, plumbing systems, water heaters, etc. are individual and all that is shared is a wall and some of the driveways.

Ms. Dunnigan stated that each unit will have 3.5 baths and asked whether they would access sewer on Bonnie Brae or Harlem and whether the sewers would be adequate for the development. Mr. Schiess replied that the civil engineering team will look at that and submit their calculations to the Village. The Village will review that data and determine the impact of the development.

Ms. Dunnigan asked whether other residents hop on to other utilities such as telecommunications. There was a brief discussion regarding telecommunication and electric utilities. Mr. Schiess stated that they have to work with the utilities.

Ms. Scheiner explained the Village's role in examining the impact of the proposed development on Village services, including public utilities such as water and sewer infrastructure.

Chairman Martin explained the role in the Development Review Board in examining appearance, architecture, safety, and details of the application that will be provided.

Ms. Dunnigan asked if there would be three floors of stairs and whether any of the units would have elevators. Mr. Schiess confirmed the presence of stairs and stated that no elevators will be provided. Ms. Dunnigan asked how people will move in and how older residents will handle those stairs. Mr. Schiess replied that this townhome prototype is not new to the area. He stated that there are buyers his age that are mobile and find these units desirable. He stated that young buyers will use these units with one child who is not yet in school and will move to a single family home once the second child comes. The maintenance of these units are low and the association will take care of snow removal and landscaping, which also makes the units desirable.

Chairman Martin stated that the developer has to show the market viability and the applicant will have to present information that these units can be sold.

Ms. Dunnigan asked about presale requirements and how many units would be rented. Chairman Martin replied that they have to give the Development Review Board a letter from a bank stating presale requirements in order to obtain financing. Mr. Schiess stated that the letter they submitted indicates that there are no presale requirements.

Gene Sullivan, 1009 Bonnie Brae, stated the he and his wife have lived there for 10 years. There is limited parking on Bonnie Brae. The parking lot at the school only allows students to park there. He's concerned that there is insufficient guest parking. He's very interested in the traffic concerns and traffic impact of the development particularly given the narrow road and proximity to other schools and the new assisted living facility. He discussed traffic patterns in the area and that he doesn't think the previous traffic study is a valid way to examine this.

Chairman Martin stated that the Zoning Ordinance dictates the number of parking spaces that are required per unit and how the developer may or may not need relief from those requirements. He stated that they requested that the traffic study requirement be waived but the Development Review Board has not ruled on that yet.

Mr. Sullivan asked when the Zoning Ordinance was written and whether it is appropriate for today. Chairman Martin stated that since the Zoning Ordinance was adopted it has been modified several times and the Development Review Board is bound by those requirements. If a traffic study is required, then that it will deal with traffic flow, parking, turning maneuvers and other matters.

Ms. Scheiner replied that the last time the multi-family parking requirements were modified was 1995. Anecdotally, the Village hears from developers that the Zoning Ordinance requires more parking than what is needed, meaning the code is too restrictive and requires too much parking. Ms. Scheiner stated that she is not an expert and cannot say whether that is true or not. For a three-bedroom unit, developers are required to provide 2.5 spaces per unit plus guest parking. The petitioner is requesting something less than what the Zoning Ordinance requires and the Development Review Board will have to take that into consideration when they review the formal application.

Mary Sullivan, 1009 Bonnie Brae, stated she agrees with the statements of the previous speaker.

Member Dombrowski asked whether the apartment building and garage would be demolished. Mr. Schiess confirmed that they would and noted that the petitioner owns both properties.

Mr. Schiess concluded his comments.

Chairman Martin stated that since this is a pre-filing conference the Development Review Board is not recommending anything to the Village Board of Trustees. If anyone on the Development Review Board wishes to ask the petitioner to address anything now is the time to give them suggestions.

Member O'Brien stated that there are 29 townhome units on Madison with similar floorplans and approximately 16 have sold. She said she is anxious that 19 of the same thing could be difficult. With three-story living and all stairs, some people are looking for ranch style and master bedrooms on the first floor. A revised floor plan may result in fewer units, but she believes 19 identical units is a tough sale. Member Fishman asked about the sale price of the units along Madison Street. Member O'Brien replied that the range is \$479,000 to \$549,000. Chairman Martin summarized for the petitioner that they have heard that they will be questioned about parking, pedestrian safety, appearance, and feasibility of the project. The petitioner is required to bring in material samples.

Chairman Martin stated that the petition has presented one request to waive the traffic study requirement. Member O'Brien stated that she does not think the Development Review Board can waive it and noted other projects in the area including the new Concordia dormitory. Member Dombrowski noted that the Fenwick field may have been under construction at the time and that there is more activity now than three years ago. Chairman Martin noted that three years ago there wasn't the project at Chicago and Harlem and that there are a number of different conditions. He does not favor using a study from one application in another application.

Chairman Martin asked the petitioner whether they will withdraw the request or if a Development Review Board vote is requested. Mr. Gurevich replied that, in their previous request/proposal there were 49 to 50 parking spaces and it was a more intensive use. That study said there is no significant traffic impact as a result of that proposed development. The new proposed project is less intense. Mr. Schiess stated on behalf of the petitioner that the request for a waiver of the traffic study has been withdrawn.

Chairman Martin stated that there is nothing more for the Development Review Board to do now. When the application is complete then a public hearing will be scheduled.

IV. PUBLIC COMMENT

None.

V. ADJOURNMENT

A MOTION was made by Member Fishman and SECONDED by Member Dombrowski to adjourn the meeting of the Development Review Board at 8:40 p.m.

Ayes: Members Fishman, Dombrowski, O'Brien, Schubkegel, and Chairman Martin Nays: None Motion Passed.

Respectfully Submitted:

Lisa Scheiner Secretary

Frank R. Martin Chairman, Development Review Board Date

VILLAGE OF RIVER FOREST DEVELOPMENT REVIEW BOARD MEETING MINUTES March 5, 2020

A meeting of the Village of River Forest Development Review Board was held at 7:30 p.m. on Thursday, March 5, 2020 in the Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois.

I. CALL TO ORDER

The meeting was called to order at 7:32 p.m. Upon roll call, the following persons were:

Present: Members Fishman, Dombrowski, O'Brien, Crosby, and Chairman Martin

Absent: Members Schubkegel and Kilbride

Also Present: Assistant Village Administrator Lisa Scheiner, Assistant Village Administrator, Village Attorney Michael Marrs, Planning Consultant John Houseal

II. APPROVAL OF MINUTES OF THE NOVEMBER 7, 2019 DEVELOPMENT REVIEW BOARD MEETING

No action taken.

III. PUBLIC HEARING – APPLICATION #20-01: APPLICATION FOR A PLANNED DEVELOPMENT TO CONSTRUCT A 19-UNIT TOWNHOME DEVELOPMENT AT 1101-1111 BONNIE BRAE PLACE

Chairman Martin opened the public hearing.

Assistant Village Administrator Scheiner stated that the petitioner has requested that the public hearing be continued to a date in late April so that the application may be amended.

Member Fishman made a MOTION, which was SECONDED by Member Crosby, to continue the public hearing to May 7, 2020.

Ayes:Members Fishman, Dombrowski, O'Brien, Crosby, and Chairman MartinNays:NoneMotion Passed.

IV. ADJOURNMENT

A MOTION was made by Member O'Brien and SECONDED by Member Fishman to adjourn the meeting of the Development Review Board at 7:35 p.m.

Ayes: Members Fishman, Dombrowski, O'Brien, Crosby, and Chairman Martin

Nays: None Motion Passed.

Respectfully Submitted:

Lisa Scheiner Secretary

Frank R. Martin Chairman, Development Review Board Date

VILLAGE OF RIVER FOREST DEVELOPMENT REVIEW BOARD MEETING MINUTES

May 7, 2020

A meeting of the Village of River Forest Development Review Board was held at 7:30 p.m. on Thursday, May 7, 2020 in the Community Room of the River Forest Village Hall, 400 Park Avenue, River Forest, Illinois.

I. CALL TO ORDER

The meeting was called to order at 7:33 p.m. Upon roll call, the following persons were:

Present: Members Fishman, Dombrowski, O'Brien, Crosby, Schubkegel, and Chairman Martin

Absent: Member Kilbride

Also Present: Assistant Village Administrator Lisa Scheiner, Village Attorney Greg Smith

II. APPROVAL OF MINUTES OF THE NOVEMBER 7, 2019 DEVELOPMENT REVIEW BOARD MEETING

No action taken.

III. APPROVAL OF MINUTES OF THE MARCH 5, 2020 DEVELOPMENT REVIEW BOARD MEETING

No action taken.

IV. PUBLIC HEARING – APPLICATION #20-01: APPLICATION FOR A PLANNED DEVELOPMENT TO CONSTRUCT A 19-UNIT TOWNHOME DEVELOPMENT AT 1101-1111 BONNIE BRAE PLACE

Chairman Martin opened the public hearing. He noted that the Development Review Board has determined it is in the Village's best interest to continue the hearing to a date certain.

Member O'Brien made a MOTION, which was SECONDED by Member Crosby, to continue the public hearing to June 18, 2020.

Ayes: Members Fishman, Dombrowski, O'Brien, Crosby, Schubkegel, and Chairman Martin Nays: None Motion Passed.

V. ADJOURNMENT

A MOTION was made by Member O'Brien and SECONDED by Member Dombrowski to adjourn the meeting of the Development Review Board at 7:37 p.m.

Ayes:Members Fishman, Dombrowski, O'Brien, Crosby, and Chairman MartinNays:NoneMotion Passed.

Respectfully Submitted:

Lisa Scheiner Secretary

Frank R. Martin Chairman, Development Review Board Date



Village of River Forest Village Administrator's Office 400 Park Avenue

River Forest, IL 60305 Tel: 708-366-8500

MEMORANDUM

Date: June 12, 2020

- To: Development Review Board
- From: Lisa Scheiner, Assistant Village Administrator
- Subj: Planned Development Application #20-01 Townhome Development (Bonnie Brae & Thomas)

The Development Review Board (DRB) is scheduled to hold a continued public hearing on Thursday, June 18, 2020 at 7:30 p.m. on the planned development application for a new 19-unit townhome development. The location of the proposed development is the northeast corner of Bonnie Brae Place and Thomas Street. The applicant and property owner is Art Gurevich, Bonnie Brae Construction LLC.

In accordance with the Planned Development process articulated in the Zoning Ordinance, the following have occurred:

<u>Task</u>	<u>Date</u>
Introduction to Village Board of Trustees	7/22/19
Pre-Filing Conference with the DRB	11/7/19
Notice of Neighbor Meetings Mailed	9/17/19
Neighbor Meetings Held	10/9/19
Technical Review Meeting with Staff	1/22/20
Notice of Public Hearing Mailed	2/19/20
Public Hearing Signage Posted at Site	2/19/20
Legal Notice in Wednesday Journal	2/19/20
Public Hearing	3/5/20, 5/7/20, 6/18/20

Consultant & Village Staff Reviews

The Village's Police, Public Works and Fire Departments have reviewed the Planned Development application. Each department has reviewed the amended application. There is no change to the Police Department's previous analysis. However, the Fire and Public Works Departments have provided updated analysis. The Village's Planning Consultant has also updated his analysis. The previously supplied analysis from the traffic consultant and the

Village's water infrastructure consultant remain unchanged as the amended site plan reduces the unit count and demand on public infrastructure, nor have ingress/egress access points changed.

Standards of Review

There are 15 standards of review for the DRB to consider in reviewing the proposed project. The standards are listed in Section 10-9-3 of the Planned Development Ordinance, which was included in your previous packet, and is available online at https://codelibrary.amlegal.com/codes/riverforestil/latest/overview. As noted previously, Standard K was amended in 2019. Please also note that the Comprehensive Plan that was adopted in 2019 is also available online at www.vrf.us/comprehensive-plan.

Other Considerations

Attached please find written public comments that have been submitted.

Since its last meeting, the Village Board of Trustees has adopted an Affordable Housing Plan, which is attached for your information. Although the plan is currently marked "draft" it is the final plan that was adopted and staff is awaiting a final copy.

<u>Next Steps</u>

Following the conclusion of the public hearing and discussion/deliberation by the DRB regarding this application, the DRB shall make specific written findings of fact addressing each of the planned development standards of review. The Village Board of Trustees will consider the DRB's recommendation to approve or deny the application within 60 days after the recommendation is made.

After the Development Review Board concludes its deliberations, should a recommendation be made to the Village Board of Trustees that the project be approved, Staff requests consideration of the following conditions in addition to those that may be included or result from the individual Village Department memos:

- A requirement that the Petitioner provide a final landscape plan for approval by the Village's Planning Consultant prior to issuance of a building permit;
- A requirement that the Petitioner post a letter of credit or cash deposit with the Village equal to 125% of the Engineer's estimate for any public improvements that are required, such as public sidewalks, and that the letter of credit or cash deposit be held for a period of time after the issuance of the final certificate of occupancy;
- A requirement that the Petitioner provide the land donation, or payment in lieu of land donation as required by Section 10-23-4 of the Zoning Ordinance, in a manner and amount as determined during this public hearing and planned development permit review process;
- A requirement that the Petitioner provide and the Condominium Declarations reflect an easement to the Village for all Common Areas, including the stormwater detention facility,

for the purpose of inspecting these areas to determine if they have been maintained in conformity with the Village's requirements. If they have not been maintained in conformity with Village requirements, the Village will have the ability to compel the correction of any problem(s). If any problem is not corrected, the Village will have the right correct the problem and charge the appropriate party for its costs, including reasonable attorney's fees and court costs, and the Petitioner must consent to the creation of a special service area by the Village to ensure payment of fees.

• A requirement that the Condominium Declarations include a prohibition on the outdoor parking and storage of recreational vehicles, boats, and/or trailers unless a truck and/or commercial vehicle is temporarily parked for the purpose of delivery or service.

Documents Attached

- 1. Memoranda from Fire Chief Kurt Bohlmann
- 2. Memorandum from Public Works Director John Anderson
- 3. Memorandum from Planning Consultant John Houseal, Houseal Lavigne Associates
- 4. Written Public Comments
- 5. Affordable Housing Plan
- 6. Amended Planned Development Application



MEMORANDUM

TO:	Lisa Scheiner Assistant Village Administrator
FROM:	Kurt Bohlmann Fire Chief
DATE:	June 12, 2020
SUBJECT:	1111 Bonnie Brae Townhome construction project

After a review of the construction project at 1101-1111 Bonnie Brae there are a few issues that we need further clarification.

- 1. We would recommend re-numbering the units from their last proposal
- 2. We would like to see a detail of the utility layout coming into each unit to avoid having all the utilities coming into each unit in the same area.
- 3. They have not given us an answer on the Alley Balconies and the proximity to the power lines in the alley. The power drops are on the west side of the alley at the property line.

When these issues are addressed and with the current information provided, I believe this project will not require any substantial changes to the Fire Departments response or ability to protect this structure.



MEMORANDUM

DATE: May 13, 2020

TO: Lisa Scheiner, Assistant Village Administrator

FROM: John Anderson, Director of Public Works

SUBJECT: 1101 Bonnie Brae Planned Development

After reviewing the "Preliminary Engineering" plan sheet (dated 3-23-20) submitted as part of the application packet, the Department of Public Works would like to offer the following comments regarding the 1101 Bonnie Brae planned development project:

- Given the site constraints, consideration should be given to construction equipment and material staging. Open-space within the site is somewhat limited and, as such, storing and loading/unloading material and equipment within the site may become difficult. A plan should be provided, showing areas of equipment and material staging/storage within the limits of the property. Any anticipated usage of (or impacts to) the public rightof-way shall be indicated at this time.
- 2. Staff has reviewed the site within the context of snow removal and there are concerns regarding snow removal operations specifically, where the snow will be stockpiled. It is recommended that an agreement be established that requires any snow accumulation to be physically removed from the site.
- 3. It should be noted that a hydraulic analysis was performed to analyze impacts to the Village's water system and it has been determined that there are no off-site improvements required to accommodate the proposed improvements. Additionally, the surrounding sewer infrastructure has been reviewed and Staff does not believe that off-site sewer improvements will be necessary. Assumptions were made during the water supply infrastructure review based on what Staff believes the final utility layout will be, not what is currently proposed (see next comment).
- 4. Ultimately, the water main will likely need to be "looped" through the site, resulting in a horseshoe-shaped layout with two connections to the water main on Bonnie Brae. This would not necessarily change the layout of the site, however, would increase the amount of underground congestion.
- 5. The location of the water main infrastructure along the north side of the site is concerning, based on the limited space (5') in which the pipe is to be installed. While installation of this pipe may be feasible as the surrounding infrastructure won't yet be completed, there is substantial concern regarding the feasibility of addressing a potential

water main break in this area. A 5' area is not sufficient access for the typical excavation activity that is required to address a main break (e.g. excavator, trench box, dump truck for spoils removal, etc.). It is recommended that the site/utility layout be modified so that all sewer/water utilities are located within an easement no less than 10' in width and that these utilities be placed no less than 5' from any other water/sewer/gas/electric/communication utility line.

- 6. It is recommended that *all* utility service locations be approximated throughout the site as part of the utility layout planning, including gas/electric/communications. Given the site constraints, this will be necessary in order to establish feasible areas for water and sewer utilities.
- 7. Due to the close proximity of the east side of the development site to the recently installed permeable paver alley there is a need to ensure any damage to the alley due to construction will be restored properly. The Village and Applicant will need to determine a form of security in an amount (to be determined at a later date) and with conditions that are agreeable to both the Village and Applicant that will be utilized to cover the cost of public infrastructure damaged as a result of the planned development construction activities.



Memorandum

То:	Lisa Scheiner, Assistant Village Administrator
From:	John Houseal, FAICP Principal
Date	June 6, 2020
Re:	Planned Development Review
	Bonnie Brae Place Townhome Development (REVISED)

Houseal Lavigne Associates has conducted a review of the revised proposed Bonnie Brae Place townhome planned development, located on the northeast corner of Bonnie Brae Place and Thomas Street. The proposed development consists of 18 three-story townhomes arranged in six buildings. Our review focuses on site planning, development, and zoning related aspects of the project. Our report includes the following sections:

- 1. Site Conditions and Surrounding Land-Use
- 2. Relationship to the Comprehensive Plan
- 3. Zoning Analysis
- 4. Building and Site Design
- 5. Circulation and Parking
- 6. Landscaping
- 7. Lighting
- 8. Conclusions

1. Site Conditions and Surrounding Land-Use

The Subject Property is approximately 0.635 acres in size (27,681 square feet) with 150' of frontage along Bonnie Brae Place, 184.53' of frontage along Thomas Street, and 150' of frontage along a 20'-wide public alley. The Subject Property is currently improved with a 34-car surface parking lot at the south end along Thomas; a 3-story, 6-unit apartment building on the north end; and two 3-car detached garages located along the public alley. The property is zoned R4, Multi-Family Residential.

The Subject Property is bounded by the following:

North: Adjacent, 2-story single-family residential (R4) South: Across Tomas Street, 2-story multi-family residential (R3) East: Across public alley, 4-story multi-family residential (R4) West: Across Bonnie Brae, Concordia University 4-story/5-level parking structure (PRI)

2. Relationship to the Comprehensive Plan

The proposed Bonnie Brae Place townhome planned development is generally consistent with the Comprehensive Plan.

The Comprehensive Plan Land-Use Plan designates the Subject Property as "multi-family residential". Multi-family residential areas are intended to consist of more than one unit or household per lot, and generally consist of townhomes, rowhomes, condominiums and apartments. The proposed townhome development is consistent with the Comprehensive Plan's land use designation.

The proposed townhome development also generally supports some of the stated core objectives of the Comprehensive Plan as they relate to providing a balance of residential housing types and ensuring new development be compatible with the existing scale and character of the neighborhood. However, the removal of the older existing three-story brick apartment building is generally not supportive of the stated objectives of protecting and enhanced historic or architecturally valued structures.

3. Zoning Analysis (SDA required for building height)

The Subject Property is zoned R4: Multi-Family Residential. The proposed townhome (single-family attached) uses are permitted uses in the R4 District. The proposed new townhome development must be approved as a planned development.

Below is a compliance analysis of the zoning regulations, as applied to the proposed Bonnie Brae Place townhomes.

<u>Regulation</u>	<u>Required</u>	<u>Proposed</u>	<u>SDA</u>
Min Land Area	2,800 sf/unit	1,537.83 sf/unit	1,262.17 sf/unit SDA required
Lot Area	26,136 sf	27,681 sf	none
Lot Width	150'	150'	none
Lot Coverage	70% max	76%	6% (1,688.3 sf) SDA required
Max FAR	1.5 (41,521 sf)	1.29 (35,730 sf)	none
Building Height	45'	40'8"	none
Front Setback (west)	20'	15'	5' front setback SDA required
Corner Front Setback	25'	5'	20' setback SDA required
Rear Setback	27.67'	5'	22'67' SDA required
Rear Yard Area	4,152 sf (15%)	839 sf (3.0%)	3,322 (12.0%) sf SDA required
Side Setback (north)	3'	5'	none
Resident Parking	45 (2.5/unit)	36 (2/unit)	9 parking spaces SDA required
Guest Parking	4	4	none

18-Unit Townhome Development – R4 Zoning Analysis

SDA Summary Assessment

As identified above, the proposed Bonnie Brae Place townhome planned development requires several development allowances. The 18-unit townhome development requires seven (7) site development allowances (SDA) - one (1) SDA is required for overall density, five (5) for bulk standards (setbacks, lot coverage, yard area); and one (1) for parking. While all SDAs deserve careful consideration, some requested SDAs are more significant and reflect a greater departure from the underlying zoning development standards.

The SDAs for minimum land area (density), setbacks, and rear yard area for the 18-unit townhome development are significant and collectively indicate that the proposed "development intensity" may be too much for the site and generally not reflective of the intended development character desired by the Village, as reflected by the zoning standards and established character of surrounding residential, particularly along Bonnie Brae. If the development provided larger setbacks, less density, and a site plan where the garages were less prominent, it may better fit the subject property and the context of the neighborhood. The proposed density in and of itself is not necessarily too much for the site, but as a townhome development with the proposed configuration, the site is a challenge.

The SDAs required for resident parking is less of a concern, as providing 2 parking spaces per unit is appropriate provide sufficient guest parking is also provided.

Each requested SDA is discussed in greater detail below.

4. Building and Site Design

The overall design of the townhouse development is attractive when viewed straight on from Bonnie Brae, but prominent views into the garage/auto court area from Thomas Street and when driving northbound on Bonnie Brae are less than ideal. The reduced setbacks along the west, and particularly south and east edges of the site, limit the provision of desired landscaping and together with the orientation of buildings does little to mitigate prominent views of the garage doors and auto court area between buildings 1 & 2 and buildings 3 & 4, and the garages along the alley on the back of building 6.

Overall Site Plan

The proposed site plan and orientation of the buildings creates an attractive view from the front along Bonnie Brae, but less so from Thomas Street. The depth of the townhome buildings relative to the width and location of the driveway off Thomas Street makes the view to the garages one of the more prominent views of the development. This is further reinforced by the fact that other existing buildings on Bonnie Brae are set back approximately 40'-50' and the proposed buildings are only setback 15'. With a proposed townhome building depth of 37', this puts the *rear* of the proposed townhomes only slightly further setback from Bonnie Brae then the *front* of other buildings along the street. This layout enhances views into the garage area because of how close the Thomas Street driveway is to Bonnie Brae, the width of the driveway, the minimal setback from Thomas Street, and the lack of landscaping. Views of the garage doors along the alley are also very prominent and will be the dominant view of the development when heading west on Thomas Street due to minimal setback along Thomas Street and the location of the building to the east of the subject property. The lack of setback along Thomas Street is particularly problematic as is the prominent view of the garage area. The placement of the trash enclosure is appropriate and easily accessible.

Architectural Detail/Facade

The west/front facades along Bonnie Brae (building 1 and 2) are attractive with appropriate levels of architectural detail and interest, as are the courtyard facing facades of building 3, 4, 5 and 6. However, the south façades of building 2, 4, and 6 along the Thomas Street frontage lack sufficient detail and interest. With the minimal Thomas Street setback along the south side of the development, little opportunity exists for landscaping to mitigate the lack of architectural detail, further underscoring the need for architectural enhancement of the south elevation. The applicant should consider enhancing the south facades to appear more like the facades along Bonnie Brae. The Thomas Street frontage should be treated as a second front façade and not like an interior side elevation. The applicant should also consider floor plan modifications if this is required to provide enhanced south façade architectural enhancements, including the addition of more windows.

Because the rear facades of the buildings are also very visually prominent due to the site plan and building layout, additional architectural enhancement should be provided. The rear of most residential buildings do not have prominent views from public rights of way, but the proposed townhome site plan provides very prominent rear faced views from both Bonnie Brae heading northbound, and along the entire length of Thomas.

Building Materials

The buildings materials appear to of high quality, primarily consisting of face brick (two different colors), cast stone, and pre-finished cement board around some of the windows. The applicant should provide a sample of the building materials to be used, to demonstrate the compatibility and appropriateness of the proposed application and massing intended for the building.

5. Circulation and Parking

Circulation

Access to the proposed on-site parking for buildings 1, 2, 3 and 4 is sufficient, and parking off the alley for buildings 5 and 6 is easily accessed. The 28' building separation between units 1 and 3 and buildings 2 and 4 is as close as can be and still accommodate emergency response vehicles (fire engine) because of the overhang of the balconies overhanging the driving aisle. Ideally, the buildings would be closer together (20'-22') to further limit prominent views of the garages while accommodating movement of vehicles into the individual garages. The width of the driveway may also be wider than is needs to be/should be. The 24' driveway width is not needed to accommodate residential traffic for 12 townhomes (building 1, 2, 3, and 4). Any width reduction of the driveway would mean more landscaping area that could be used to further limit prominent views of the garage area between the buildings.

Together with sidewalks along Bonnie Brae and Thomas, the on-site/interior network of sidewalks provides adequate access throughout the development.

Parking

For the proposed 18-townhomes, a total of 45 parking spaces (2.5 per unit) are required for resident parking and 4 spaces (1 per every 5 units) are required for guest parking. The applicant is proposing 36 parking spaces (2 per unit) for resident parking and is providing the 4 guest parking spaces. Although less than required by Village zoning, 2 spaces per unit for resident parking is appropriate. Along with the 4 guest parking spaces, the number of proposed parking spaces is sufficient. The location of guest parking works as proposed.

6. Landscaping

For a development of this size in this neighborhood, high quality and abundant landscaping is essential. The three primary areas for landscaping are along the Bonnie Brae frontage, in the courtyard between buildings 3 & 4 and building 5 & 6, and along the Thomas Street frontage. In general, the proposed landscaping is adequate given the proposed site plan, but additional landscaping should be considered to improve the appearance of the site.

Where possible additional Eastern Redbud and Serviceberry should be placed on the site. Only 2 Redbuds are currently proposed. Additional Yews will likely be needed to provide the coverage indicated on the landscape plan. Where used to screen guest parking, the number of Yews planted should be the number required to effectively screen parked cars, regardless of how many are indicated on the landscape plan. Reed Grass, wile adding to the tapestry of a diverse landscape treatment, does little to screen and provide visual volume and increasing the density of other materials may be needed to provide a rich depth of landscaped areas. Generally speaking, sparsely landscaped large mulch areas are not ideal.

Landscaping along Thomas Street is essential, and what is proposed lacks verticality, given the lack of architectural detail and design of the south façade of the buildings. Every effort should be made to increase the setback along Thomas Street, provide additional landscaping, provide landscape material that provides increased height, and plant material in manner to minimize line of sight to the garage area between buildings 1 & 2 and buildings 3 & 4.

7. Lighting

The proposed exterior lighting for the development seems appropriate and will likely conform to the Village code, but a photometric plan was not available for review.

8. Conclusions

The proposed Bonnie Brae Condominiums planned development clearly intends to provide a quality residential product for River Forest, and multi-family residential development is appropriate for this location. The proposed buildings are comprised of quality materials and the front facades are relatively attractive and provide sufficient architectural detail and interest. While the use is generally consistent with the Comprehensive Plan, several Site Development Allowances (SDAs) are required to provide relief from the underlying R4 District zoning standards.

Density, Setbacks, and Site Plan – The applicant is proposing double the allowed density for the R4 District (9 units permitted, 18 units proposed). Further, the reduction of required setbacks reduces the ability of the development to properly site buildings in a manner needed to sufficiently screen garages and landscape along Thomas Street. While some increase in standard R4 density is appropriate, the number and significance of requested SDAs may indicate that there may be too much being proposed for the site for a townhouse development of such orientation. A reduction in the overall density would allow for the potential of better overall site plan, building placements, and landscaping/setbacks.

- <u>Density</u> double permitted number of units 9 permitted; 18 proposed
- Front Setback (Bonnie Brae) 20' required; 15' proposed
- <u>Corner (Secondary) Front Setback</u> (Thomas Street) 25' required; only 5' proposed
- <u>Rear Setback</u> (public alley) 27'8" required; only 5' proposed
- Rear Yard Area (adjacent to public alley) 4,152 sf required; only 839 proposed
- Lot Coverage 70% max permitted; 76 % proposed

Architecture – The proposed front elevations facing Bonnie Brae (buildings 1 and 2) and facing

the courtyard (building 3, 4, 5, and 6) are attractive and provide sufficient architectural detail and interest. The side elevations along Thomas Street should be enhanced to better reflect the level of detail on the front façade of the buildings. And, if they cannot be screened any better, the appearance of the rear elevations should be improved to compensate for such a prominent line of site to the rear of the buildings and rows of garage doors.

Parking – The proposed number and placement of parking spaces is adequate for residents and guests.

Access and Circulation – The proposed access and on-site circulation provide convenient access to designated parking areas. However, because of the width of the driveway off Thomas Street, the relatively short distance between the driveway and Bonnie Brae, and the lack of building setback and landscape area, line of sight to the garages is very prominent and less than ideal. The width of the driveway should be the minimum possible to accommodate additional landscaping and to further narrow the viewshed into the garage area.

Landscaping – In general, the proposed landscaping is adequate given the proposed site plan, but additional landscaping should be considered to improve the appearance of all areas of the site. Along the Thomas Street frontage additional landscaping should be provided, ideally including the addition of some taller/vertical components. A larger setback/landscaped area should be considered along Thomas Street. Landscaping should also be installed to the extend possible to mitigate the views into the garage areas of the development.

Overall – The Subject Property is an ideal location for multi-family/townhome development. The quality material and construction of the proposed development is appropriate. While the overall proposed density is not necessarily too much for the site, the fact that it is a townhouse development in this configuration is challenging and requires significant relief. The number and severity of the site development allowances (SDAs) indicate that consideration should be given to modifying key components of the development to make it a better fit for the site, possibly including a reduction of the total number of units, increased setbacks, enhanced landscaping, better screening of the garages and rear facades of the buildings, and possibly amendments to the placement of building as a result of fewer units.

Lisa Scheiner

From:	Steve and Maria Citko <smcitko@comcast.net></smcitko@comcast.net>
Sent:	Tuesday, September 24, 2019 9:49 PM
То:	Lisa Scheiner
Subject:	COMMENT ON 1101-1115 BONNIE BRAE PLACE

Dear Development Review Board and River Forest Village Board,

It was appropriate for the neighborhood that there is a beautifully landscaped parking lot to balance the high density of the adjacent apartment buildings and provide extra parking for those residents. The Village should look for opportunities to do something at similar locations where parking would be beneficial, not develop it into townhouses or condos and make an already dense area denser and create more traffic in an already high traffic zone. We also find that parking lot a very attractive addition to the neighborhood.

If the owner is not content collecting rents for parking, they have the right to develop the property. However, they have to follow all the zoning ordinances for area, building height and setback. Zoning laws are here to protect us. Do not agree to any planned unit development, and do not modify the zoning laws.

We invested in Oak Park by buying property. We liked the small town feel, density of the community, lighter traffic congestion, no nighttime parking etc. Look at what the Oak Park did in changing the character of Oak Park by building condo after condo and multiple high rises without considering the wishes of their residents. Don't start ruining River Forest like Oak Park is doing. Look at what Elmwood Park did buying houses and adding much needed parking behind the restaurants on the north side of North Avenue. That is working with the businesses and meeting a need that was long overdue.

We are against granting a planned unit development. Apply the zoning laws. People count on them to protect their property and neighborhood.

Steve and Maria Citko 739 N Marion Oak Park, IL 60302

Lisa Scheiner

From: Sent:	Pamela Kende <ela_design@comcast.net> Wednesday, May 6, 2020 4:19 PM</ela_design@comcast.net>
То:	Lisa Scheiner
Subject:	1101-1111 Bonnie Brae Place
Attachments:	1101-1111BB documentation.pdf
Follow Up Flag: Flag Status:	Follow up Flagged

Dear Lisa Scheiner,

Below are my comments for the Development Review Board meeting regarding the proposed development at 1101-1111 Bonnie Brae. I understand that you will share these with the board at the meeting tomorrow night, May 7th.

Thank you, Pamela Kende

Please confirm that you have received this email. 708-218-0208

May 6th, 2020

Dear Development Review Board Members,

I would like to share my deep concerns of the proposed buildings, 19 townhomes 1101 - 1111 Bonnie Brae. I am hoping that the board has already taken the time to evaluate and visualize the builders request of variance and the impact they will have on the overall look of our block.

First I would like to address the site allowances and variances they are requesting. Please do not grant the the following variances:

Lot Area per dwelling: Required 2800 sq. ft. Provided 1456 sq. ft. This is only 52% of what is needed to be at standard.

WEST Front set back Required 20ft. Provided 13ft. This is only 65% of what is needed to be at standard. EAST Required 27'8"ft. Provided 6ft. This is only approx. 22% of what is needed to be at standard. Rear Yard Required 4,152"sq. ft. Provided 870 sq. ft. This is only 20% of what is needed to be at standard. Parking per unit Required 2.5. Provided 2. This is only 80% of what is needed to be at standard.

These variances would have a huge negative impact on our block and in our neighborhood. Detrimental to our greenspace, trees, open space, sunlight, water/sewer, parking, traffic and change the look and feel. Please not do not grant these drastic variances.

19 units on 3 50 ft wide lots. As someone said, "10 pounds of potatoes in a 5 pound sack."

1100 block of Bonnie Brae is low density. Our block has mostly 2 flats. We do have a K - 8 school on our block, the additional traffic from this development will impact the already busy times. There is a shortage of parking as one may only park on one side of the street. Only 4 guest spots is not enough,

I live at 1115 Bonnie Brae, the lot adjacent to the planned new development. The 150 ft road they plan to build would have13 2-car garages. This dead ends about 15 feet from my front door. If they use their cars twice a day, that is a minimum of 104 cars coming and going and garage doors opening and closing everyday. "*Exhibit 5*" *Project Traffic Characteristics*. This is staggering! When used at night, the headlights and taillights will impact my home.

The garbage collection area selected is adjacent to my back yard. In the summer, refuse would make my backyard unusable due to the smell.

The sunlight study show they will cut off almost all of my sunlight! Please review the light study attached. Please do not grant these variances.

Thank you for your time and consideration.

Sincerely, Pamela Kende 1115 Bonnie Brae River Forest

708-218-0208

Attached:

Sunlight Study Exhibit 5 - Projected Traffic To scale amount of land compared to surrounding properties Their Not to scale drawing of surround properties, mostly 2 flats Proposed roadway that leads into 3 lots and it's juxtaposition to 1115 Bonnie Brae 1115 Bonnie Brae Plat of Survey, shows road will end aligns with front door. Exhibit 4 Site plan- no green space. Set backs way out of conformity with all other buildings on block Garbage site location 10ft x12Ft Garbage site location



Exhibit 5 Project Traffic Characteristics

Proposed Residential Development - River Forest, Illinois

Part A. Traffic Generation Calculations

	Weekday Peak Hours								
		ITE	Morn	ing Peak	Hour	Even	ing Peak	Hour	Daily
Land Use	Size	Code	In	Out	Sum	In	Out	Sum	Sum
Multifamily Housing (Low-Rise)	19 Dwelling Units	#220	2	8	10	8	5	13	104
Multi-N	Modal Reduction @	30% =	1	6	7	6	4	10	73

to help ensure that the maximum site traffic imapcts are tested.

Notes:

1) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).

2) Per 2017 US Census for River Forest, about 30% of residents take public transportation, bike, or walk.

Part B. Trip Distribution

	Percent Use	Percent Use		
Route & Direction	To Site	From Site		
Division Street - West of Bonnie Brae - East of Bonnie Brae	15% 30%	15% -negligible		
Augusta Street - West of Bonnie Brae - East of Bonnie Brae	10% 45%	<5% -negligible		
Bonnie Brae - South of Augusta Street - North of Division Street	<5% -negligible	<5% -negligible		
Thomas Street - East of Site	-not allowed	85%		
Totals =	100%	100%		









Residential Market Analysis 1101 Bonnie Brae

1101 Bonnie Brae River Forest Illinois



.








From: Sent: To:	Wednesday, May 6, 2020 7:45 PM Lisa Scheiner;
Subject:	Development at 1101-1111Bonnie Brae Place
Follow Up Flag: Flag Status:	Follow up Completed
To: Lisa Scheiner Asst. Village Manager Village of River Forest	
From: Al Popowits Lander Condominium Asso 1020 N. Harlem, Unit 1C River Forest, IL 60305	
	t of our association. During that time I've had ample opportunities to familiarize myself mas and Bonnie Brae. Normally there are not nearly enough spaces for all who wish to

with the parking situation on Thomas and Bonnie Brae. Normally there are not nearly enough spaces for all who wish to park on those two streets. The lack of parking spaces can be attributed to the presence of Concordia University and the many multistory residences in the area.

The propose development will exacerbate this situation by removing a parking lot which for years has helped to relieve this congestion. Speaking for myself, I hope that if the Development Review Board(DRB) approves this development that they will insure that there is sufficient parking <u>on the premise</u> for all of the new residents. By today's standards "sufficient parking" surely means two spaces per unit.

Thank you,

Al Popowits

Please note: in order to keep them informed, I have included the members of the Landers House Asso. Board on this e-mail.

From: Sent: To: Subject: jane schoen Thursday, May 7, 2020 12:57 PM Lisa Scheiner New development at 1101-1111 Bonnie Brae

Dear Development Review Members:

We are tenants of Pam Kende at 1115. We are writing in support of her assertion that the variances being proposed for this projection are unacceptable. If allowed they would seriously affect the quality of our lives as well as the other residences on the block. Please do not grant these variances.

Thank you, Jane and Richard Schoen 1115 Bonnie Brae 708-601-0116

--Jane

From: Sent: To: Subject: Adam West Thursday, May 7, 2020 9:41 AM Lisa Scheiner Planned Development at 1101 to 1111 Bonnie Brae Place River Forest

Dear Ms. Scheiner,

Good morning. I am a condo owner at 1100 N. Harlem Avenue, Unit G. I wanted to write to let you know that I am very opposed to the planned development at 1101-1111 Bonnie Brae Place.

As you know, between Dominican and Concordia there is enough congestion, liter, traffic, noise and parking problems in the vicinity.

Additionally, I am concerned about impact upon homeowners on Bonnie Brae Place and on Thomas Street and other streets. This is too large of a development for the space in my opinion.

Please feel free to contact me if I can provide any additional information.

Please do not move forward with this development in its current form.

Thanks,

Adam West 708-715-5154

1100 N. Harlem Avenue Unit G River Forest, IL 60305

From: Sent: To: Subject: West, Suzanne Thursday, May 7, 2020 9:35 AM Lisa Scheiner Planned development at at 1101-1111 Bonnie Brae Place

I am writing to oppose the planned development at 1101-1111 Bonnie Brae Place. I live near this proposed development and I am concerned about the tear down of an old asbestos filled building near so many homes in River Forest. This new property is too big of a development for this piece of land.

Our area has enough congestion due to Concordia and Dominican Universities. This would add an extra layer to the ongoing issue. As a taxpayer in River Forest I GREATLY oppose this new construction.

Suzanne West 1100 N Harlem Ave Unit G River Forest, IL 60305

From:	Cynthia Bacalao
Sent:	Monday, May 18, 2020 5:42 PM
То:	Lisa Scheiner
Subject:	Re: townhomes at 1101-1111 Bonie Brae Place

Thanks for your response . I will forward it to the other members of Landers house. I have a few questions after viewing the plans.

You mention that there would be 4 visitor spots for 18 families. This would not meet the need especially given the lack of visitor or public parking in this area for existing buildings, and daytime traffic from Grace Lutheran school and church and Concordia students. In addition there is very limited overnight parking in the area. Our condo was never given stickers to park overnight. Rumors have it other building nearby receive them.

Would others in the neighborhood be able to park in 1101 visitor spots? We need more public parking/street parking in this area. these townhomes with greatly increase the traffic and density of the neighborhood and remove green space. We also have had lots of water problems with sewers backing up over the years at Landers.

I understand a variance is needed. Is that different from an ordinance. I will try to read more but could you clarify? Finally, we have had ongoing flooding at Landers over the years, as well as recently with water coming up through the sewers. Given several buildings with garage basements nearby, can the old neighborhood sewers take 18 more families? Thanks for all your efforts and responses. Please stay safe. Sincerely

Cindy

Cynthia Mears DO

On Monday, May 4, 2020, 07:19:36 PM CDT, Lisa Scheiner < lscheiner@vrf.us> wrote:

Cynthia -

Good evening and thank you for your email. I will share it with the Development Review Board.

The applicant is required to provide 1 on-site (meaning off the street) guest parking space for every 5 townhomes. In the revised site plan, the applicant is showing 18 townhome units with 4 on-site guest parking spaces, so they do comply with the Village's requirements. That being said, the Development Review Board must consider whether or not the development as a whole meets with the standards set out in the Zoning Ordinance. The Development Review Board will continue the public hearing to a date in the future so they can discuss parking requirements, traffic, and all other aspects of the development. I encourage you to listen to the meetings and, when public testimony is taken, I encourage you to share your concerns with the Development Review Board. In the meantime, please feel free to view information about the application at <u>www.vrf.us/bonnieandthoms</u>, learn more about the Planned Development Process at <u>www.vrf.us/developmentguide</u>, and read through the Frequently Asked Questions about the Planned Development process.

Please feel free to contact me if you have any further questions.

Thank you,

Lisa Scheiner

Assistant Village Administrator

Village of River Forest

400 Park Avenue

River Forest, IL 60305

(708) 714-3554

www.vrf.us

From: Mears, Cynthia [mailto:
Sent: Monday, May 4, 2020 5:00 PM
To: Lisa Scheiner <lscheiner@vrf.us>
Cc: Cynthia Bacalao
Subject: townhomes at 1101-1111 Bonie Brae Place

Dear Lisa

I am a resident of 1020 N. Harlem in River forest. I have grave concern about building townhomes in an already dense area with no parking for visitors to any of the existing condos and apartments in the neighborhood. If the townhomes are built, public parking should be included in the plan as they are bound to remove existing parking on Thomas. What is the plan for the existing apartment buildings on Thomas and Bonie Brae when this lot is removed for housing. When Concordia is in session, students park as well on the street. I have a son with a disability, and he has great difficulty finding parking when he comes to visit our home. I addition, traffic is already whizzing down Bonie Brae, additional traffic will be added if additional dwellings are built. I will try to listen into the meeting if it occurs Thurs May 7. Thank you for sharing my concerns. I would appreciate learning about the possible solutions in the plan prior to construction.

Thanks for your consideration.

Cynthia

Cynthia J. Mears, DO, FAAP

Advocate Children's Hospital - Oak Lawn

Adolescent Medicine Specialist

Clinical Professor of Pediatrics

Northwestern University

Appointments 708-876-1560

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River Forest, IL AFFORDABLE HOUSING PLAN

- 1. Introduction
- 2. The Affordable Housing Need
- 3. What is "Affordable"?
- 4. Potential Lands and Buildings for Affordable Housing
- 5. Incentives
- 6. The Goal

1. INTRODUCTION

In August 2003, the State of Illinois adopted Public Act 93-0595, the Affordable Housing Planning and Appeals Act of Illinois ("the Act"). The Act is premised on a finding that there exists a shortage of affordable, accessible, safe and sanitary housing in the State. Its purpose is to "encourage" counties and municipalities to "incorporate affordable housing within their housing stock sufficient to meet the needs of their county or community." It requires counties and municipalities with less than 10% affordable housing to adopt an Affordable Housing Plan ("Plan") by April 1, 2005. It also contains an appeal procedure for aggrieved developers to seek relief from local decisions that inhibit the construction of affordable housing.

As set forth in the Act, the components of a Plan include: 1) a calculation of the total number of affordable housing units that are necessary to exempt the local government from the operation of the Act (*i.e.*, the number necessary to bring the percentage of affordable housing units to 10% of the total housing stock); 2) an identification of opportunities for the development of affordable housing in the Village; 3) a specification of incentives the Village will provide to encourage the creation of affordable housing; and 4) a statement of a goal for increasing affordable housing units in the Village.

The Act identifies three alternative goals from which a municipality may select to achieve compliance. The first is to make 15% of all new residential construction or residential redevelopment within the Village affordable. The second is to increase the percentage of affordable housing within the Village from its current level to a level 3% higher. The third is to bring the percentage of affordable housing units in the Village to 10% of the total housing stock.

Context Limitations

If River Forest had large areas of vacant land readily available for residential development, rather than being a fully built out, land-locked community, the Village could more easily implement an affordable housing plan that would achieve the 10% standard set forth in the Act. If large amounts of vacant land yet to be developed existed within the community, the Village could establish that at least 10% of the units must be affordable and implement this standard by adopting land use regulations which would provide a "sufficient number" of affordable units as new development came online. In the marketplace, these land use regulations would be a factor in the valuation of the land, and the cost of providing the affordable housing would be absorbed by landowners on a Village-wide basis.

However, this is not reflective of the existing character and development pattern in River Forest today. The Village is fully developed. Approximately 70% of the Village's developable land area is zoned R1 and R2, consisting of single-family detached homes that provide the essence of River Forest's character. Because of this character and other desirable features that have evolved over the Village's 139-year history, real estate in River Forest, when available, is very expensive. There are few, if any, single family detached homes the Act's definition of affordable housing.

The relatively high value of land in River Forest makes it impractical to achieve the goal of this Plan by creating new affordable single-family detached dwellings. Rather, the only conceivable way of achieving the Plan's goal is to create new affordable units as part of multi-family and mixed-use development. (In this Plan, the term "multi-family and mixed-use development" refers to a development that includes a number of separate living quarters such as apartments or condominiums.) And finally, appropriate sites in the Village for multi-family and mixed-use development, as established by the Village's Zoning

Ordinance and Comprehensive Plan, are limited, and the pace of development of multi-family units, even in a receptive financial and regulatory environment, is relatively slow.

This Plan takes these unique circumstances into account. It does not ignore economic realities. The goal of this Plan is recognized as a goal to be pursued in good faith, not a quota to be achieved at all costs.

2. THE AFFORDABLE HOUSING NEED

As Defined by the Act

The Act defines the need for affordable housing by establishing a standard that 10% of a municipality's total housing stock should be affordable. Municipalities that already meet this standard or achieve it after the effective date of the Act are "exempt" from the Act. In addition, municipalities with populations under 1,000 (almost half of all Illinois municipalities) are exempt.

Non-exempt municipalities must establish a goal to pursue the 10% standard. According to the *Affordable Housing Planning and Appeal Act: 2018 Non-Exempt Local Government Handbook*, River Forest provides only 340 affordable units out of its year-round total units of 3,788, for an overall affordable housing share of 9.0%. This number fails to meet the minimum 10% affordable units of the total housing stock. According to the AHPAA Handbook, River Forest requires an additional 39 affordable units to comply with the 10% standard.

As Defined by the Community

Having affordable housing in River Forest makes our community better for everyone, not just for those living in affordable units. The Village understands the importance of affordable housing in our community to accommodate the needs of current and future residents. Only by providing a full range of housing types at different price points, including the provision of affordable units, can the Village truly meet the housing needs of the community, for people of all ages, incomes, and abilities.

The Village currently provides a wide range of housing types, including single-family detached, singlefamily attached, duplex, multi-family (apartments and condominiums), senior facilities, and more. Both owner-occupied and rental housing exists in the Village. The Village recognizes the value of providing a diverse range of housing types to meet the needs of residents at all stages of life and across the spectrum of socioeconomic status.

The population of the Village is aging, and some older residents with fixed or diminishing incomes may wish to continue living among their family and friends but in housing commensurate with their means. Non-resident parents of current residents may wish to move to the Village to be close to their adult children during their golden years. Our community also includes persons with disabilities whose incomes and resources limit their housing options. The provision of affordable housing, including integrated supportive housing, can significantly increase the livability of the River Forest community for so many.

Additionally, there are persons with low or moderate incomes who work in the Village and whose residency here would enhance the overall makeup and spirit of our community. While the Village lacks the ability to accommodate all such persons and potential residents with affordable housing needs, it intends to continue to address these needs by increasing the number of affordable units, in the manner set forth in this Plan.

3. What is "Affordable"?

According to the Illinois Housing Development Authority (IHDA) website, affordable rental and owneroccupied units are as follows for the Chicago Metro Area (including River Forest):

IOI CIIICago Metro Area				
	2018 Income	Affordable		
	Limit (80% AMI)	Purchase Price		
1 person	\$47,400	\$131,667		
2 person	\$54,200	\$150,556		
3 person	\$60,950	\$169,306		
4 person	\$67,700	\$188,056		
5 person	\$73,150	\$203,194		
6 person	\$78,550	\$218,194		
7 person	\$83,950	\$233,194		
8 person	\$89,400	\$248,333		

Owner Occupied Affordability Chart for Chicago Metro Area

Affordable Rental Units

for Chicago Metro Area

_	2018 Affordable Rent Limits	
	for HH @ 60% AMI	
0 bedroom	\$889	
1 bedroom	\$952	
2 bedroom	\$1,143	
3 bedroom	\$1,320	
4 bedroom	\$1,475	
5 bedroom	\$1,625	

River Forest Housing "Snapshot"

In addition, to information provided by the IHDA as shown above, income and housing information for River Forest is provided in Appendix A: River Forest "Snapshot". This "snapshot" is intended to provide context for the River Forest community at the time this plan was being developed, based on best available data from the U.S. Census; 2014-2018 American Community Survey 5-Year Estimates.

4. POTENTIAL LANDS AND BUILDINGS FOR AFFORDABLE HOUSING

It is highly unlikely that any new, rehabbed or existing single-family detached home in the R1 or R2 zoning districts would ever meet the definition of "affordable," unless it were in some way subsidized by government or a not-for-profit entity. Even if there were several such subsidized units, this approach will not effectively address the need for additional affordable housing in the Village and is not the approach adopted by this Plan. Accordingly, this discussion is limited to types of housing that could reasonably include affordable living arrangements.

The best opportunities for creating additional affordable housing are primarily on properties along the Village's perimeter corridors (Madison Street, North Avenue, and Harlem Avenue), and possibly other locations that are designated as appropriate for multi-family and mixed-use development by the River Forest Comprehensive Plan.

Each site that presents itself will require careful review through the Planned Development process, involving a public hearing with the River Forest Development Review Board. Ultimately, any such development would need to be approved by the Village Board of Trustees and would need to be in the community's best interests.

5. INCENTIVES

The Options

Because of the high value of land in River Forest, it is likely that any new ownership or rental units, to be affordable, will be sold or rented at a below-market rate. When affordable housing is sold or rented at a below-market rate, someone must pay the differential. Stated differently, an owner or developer must have an offsetting financial incentive to sell or rent property at a below-market rate. Where will the value come from to compensate the owner or developer for the differential? Before identifying the preferred incentives, it is useful to examine possible sources of this value.

Zoning mandates: The Village could adopt a zoning regulation that requires developers of multi-family buildings to set aside a certain percentage of the units for affordable housing. This would be an extreme form of "incentive." The Village government would incur no cost in this approach. However, there would be a cost. It would be reflected immediately in a lower value for the land covered by the regulations since the development potential has been diminished. The landowner and/or developer would pay the cost.

Zoning bonuses: The Village could provide "zoning bonuses" for buildings incorporating a certain percentage of affordable units. These bonuses would be in the form of relaxations to height, setback, parking, and similar regulations. Again, the Village government would incur no cost in providing this type of incentive. However, the regulations being relaxed were presumably adopted for the protection of the community, especially the neighboring property owners. Allowing more intense development therefore may adversely affect the character of the neighborhood and possibly diminish the value of the neighboring property owners would bear the cost. However, it is possible that "bonuses" could be provided through the Planned Development Process without adversely affecting neighboring properties.

Dedicated taxes and fees: The Village could adopt a tax or a fee, the proceeds of which would be utilized to create financial incentives in the form of subsidies for the development of affordable housing. For example, a "teardown tax" could be levied on the act of demolishing an existing structure and failing to replace it with affordable housing. Other ideas, like dedicated condominium conversion fees, new construction fees, and an increased real estate transfer tax, would have a similar narrow financial impact, focused on individual property owners involved in these activities.

Village subsidies: The Village could provide financial incentives for the development of affordable housing by direct subsidies. For example, the Village could participate in a project by acquiring property and reselling it to a private developer for multi-family housing that includes affordable housing units.

Because the acquisition cost may be higher than the subsequent resale price (given the affordable housing requirements accompanying the resale), the cost in this case is borne by the taxpayers at large through whatever tax resources the Village utilizes. Techniques with a similar broad cost sharing impact are property tax abatements, financing assistance through municipal bonds or low-cost loans, reduced fees for permits and services (*e.g.*, zoning and building permits, or water/sewer fees), and outright grants.

Subsidies through a not-for-profit entity: The Village could sponsor or assist in the creation of a not-forprofit affordable housing entity that would seek funds from a variety of sources (*e.g.,* grants from private foundations, contributions from individuals and corporations, revolving loans) and either engage in development activities itself or provide incentives for others.

The Preferred Incentives

This Plan adopts the policy of spreading the cost of affordable housing broadly, rather than placing the cost on targeted landowners or those involved in specific activities. Accordingly, this Plan does not adopt *zoning mandates* or *dedicated taxes and fees* as methods for creating incentives for affordable housing. Instead, this Plan adopts zoning "bonuses" as a means of encouraging and accommodating developers to include affordable housing units in new multi-family buildings, as follows:

First, developers coming to the Village with plans for multi-family buildings will need to seek zoning approval of their projects as Planned Developments and will have the opportunity to include affordable housing units in their plans. The Planned Development process, already part of the Zoning Ordinance, provides the Village with a degree of flexibility regarding development standards that may be sufficient to make it attractive for developers to include affordable housing units without diminishing the value of neighboring properties.

Possible Additional Considerations

The Village could also consider the following possible amendments to the Village's Zoning Ordinance:

(1) Allow for taller and more dense development in designated commercial/mixed-use areas, consistent with the recommendations of the Comprehensive Plan, in order to better accommodate possible inclusion of affordable housing as part of new development.

(2) Explore possible strategies and means with which to preserve and enhance existing affordable housing in the Village, such as possible funding or programs aimed at assisting with upkeep, maintenance, and improvements to identified properties.

(3) Explore amending the zoning ordinance to accommodate Accessory Dwelling Units (ADU) as a conditional use in the R1 and R2 zoning districts. An ADU is essentially a legal and regulatory term for a secondary house or apartment that shares the building lot of a larger, primary house, either in an accessory or primary structure.

(4) Consider amending the Planned Development standards (section 10-19-3) to specifically identify consistency with the goals and policies the Affordable Housing Plan as a standard of review.

(5) It is important to note that TIF funds are eligible for the provision of affordable housing, and when appropriate, the Village should consider leveraging TIF funds to support affordable housing initiatives.

6. THE GOAL

The Goal of this Plan

This Plan adopts the goal of bringing the percentage of affordable housing units in the Village to 10% of the total housing stock. This goal will be pursued by: 1) protecting and enhancing the existing affordable housing that currently exists in the Village, primarily the multi-family residential along the Village's perimeter corridors, and 2) concentrating attention on new multi-family and mixed-use buildings and providing developers of such buildings the opportunity of including affordable housing units. While this plan focuses on multi-family and mixed-use buildings, other affordable living arrangements could possibly be added to the Village's housing stock as the number of group homes, accessory living units, and specialized senior housing units increase in the ordinary course to meet a growing need. Overall, it is believed that concentrating on maintaining and improving the existing affordable housing and focusing on new multi-family and mixed-use buildings, in a manner consistent with the Comprehensive Plan and Zoning Ordinance, is a reasonable approach for pursuing the goal of bringing the percentage of affordable housing units in the Village to 10% of the total housing stock.

The Alternative Goals Allowed by the Act

This Plan does not adopt the Act's alternative goal of increasing the affordable housing stock in the Village by 3.0%, for the following reason. This goal would require the Village to increase the affordable housing stock from its current 9% to 12%, or from 340 units to 455 units, or by a total of 115 additional units. The Village can conceive no reasonable way in which this number of new affordable housing units could be provided in the foreseeable future. For example, to increase the number of affordable housing units by 115 in multi-family or mixed-use buildings consisting of 15% affordable units, it would take a total of 766 units in new multi-family buildings to achieve this goal. This number of new units would increase the Village's total housing stock by 20%.

The other alternative goal in the Act, making 15% of all new residential construction or residential redevelopment within the Village affordable, is rejected because of its potential impact on the single-family residential market and the existing economic realities of the land value for single-family residential land in River Forest. The strategy of this plan is to focus on creating the opportunity for affordable housing as a component of multi-family and mixed-use development.

Appendix A: River Forest Housing Snapshot

The source of the data provided in this appendix is from U.S. Census; 2014-2018 American Community Survey 5-Year Estimates.

Key Takeaways

- The Village's total population is 11,064, a total decline of 108 people from 2010.
- Nearly 90 percent of River Forest's households are owner-occupied. Of the 3,528 owner-occupied households, 65 percent earn more than \$100,000 a year.
- Only seven percent of renter households earn \$100,000 annually, whereas 37 percent earn between \$50,000 and \$75,000.
- The majority of the Village's housing stock is single-family detached homes, however it is not a large majority at 66 percent. This suggests that a sizeable portion of owner-occupied housing units are multifamily condominiums.
- The median home value in the Village is \$581,900 with nearly 50 percent of households owning a home valued at \$500,000-\$1 M.
- The median gross rent in River Forest is \$1,182 per month, with 36 percent of households spending \$1,000-\$1,249 each month on rent.
- Owner-occupied households are experiencing an undersupply of market-rate, affordable housing options across nearly all income ranges, except the highest. This indicates that owner-occupied households at the lower income ranges are often spending more than thirty percent of income on housing. This indicates that owner-occupied households at the lowest income range often spends more than thirty percent of income on housing.
- Alternatively, renter households are experiencing a surplus of affordable housing across most income ranges, except for the lowest and highest ranges.



Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates



Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates



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Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates



Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates

Housing Cost Burden

For this analysis, an established benchmark of thirty percent of income allotted to housing is utilized in determining the relationship between cost and income (for both renters and owners). This relationship is used to determine the number of "affordable housing units" in the Village. The Department of Housing and Urban Development (HUD) established the 30-percent standard as a means of examining affordable housing needs across the country.



Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates



Source: U.S. Census; 2014-2018 American Community Survey 5-Year Estimates; Houseal Lavigne Associates

VILLAGE OF RIVER FOREST

APPLICATION FOR PLANNED DEVELOPMENT



Bonnie Brae Homes

APPLICANT

BONNIE BRAE CONSTRUCTION, LLC. 3528 Walnut Ave. Wilmette, Illinois 60091 847-401-2642 artg1234@hotmail.com

VILLAGE OF RIVER FOREST PLANNED DEVELOPMENT APPLICATION

1101-1111 Bonnie Brae Place

March 23, 2020

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Tab 1

INTRODUCTION AND EXECUTIVE SUMMARY APPLICANT INFORMATION

Introduction and Executive Summary

Bonnie Brae Construction, LLC. is pleased to present its new townhomes development to be located at 1101 -1111 Bonnie Brae Place.

The property is currently improved with a 34 car parking lot, 2 garage buildings for 9 cars, and a 3 story, 6 unit apartment building.

The parking lot is currently used by the residents from the neighboring apartment building. The apartment building is mostly occupied by Concordia University students under annual leases.

Under the proposed plan, the developer will demolish the apartment building and construct 6 new, 3 story townhome buildings on combined parcel.

All six buildings will consist of 3 units each, with a landscaped space between them for a total of 18 townhome units in the proposed development.

Parking will be provided at a rate of 2 parking spaces per a townhome in an attached garage. The proposed site plan provides an additional parking for 4 guests.

The new buildings will be constructed using brick masonry with lime stone details. Other prominent features will include oversize windows, 9 foot ceilings, roof top decks, balconies, premium interior finishes, hardwood floors throughout, natural stone or porcelain bathrooms with heated floors, custom cabinetry and natural stone countertops, commercial grade stainless steel appliances, and many other luxury features. Each townhome will have approximately 2,000 square feet of living space on 3 levels and a 2 car garage at grade level.

The design of the building is consistent with high quality architecture of the Village of River Forest - specifically some of the masonry buildings on the Concordia Campus. The design will add to the character of the neighborhood.

Mr. Marko Boldun, BSCE. Mr. Boldun is career construction industry professional, with more than 40 years of experience encompassing all phases of construction. After graduating from the Ukrainian Institute of Construction Engineering with a degree in Civil Engineering, he rose through the ranks in one of the largest state owned construction companies in Ukraine, from the Project Superintendent to Chief Engineer to 10 years as the Assistant General Director. The 1,500 employee company was one of the largest residential builders in Ukraine, with annual production of 1,100,000 square feet of living space.

Mr. Art Gurevich, BSCE, MBA. Mr. Gurevich is a career construction industry professional, with more than 30 years of experience encompassing all phases of construction. After Graduating from the Illinois Institute of Technology with a degree in Civil Engineering, Mr. Gurevich worked as a Structural Designer for one of the leading nuclear power station design firms and attended a Graduate Management School at the University of Illinois. After receiving his MBA, Mr. Gurevich worked as a Supervisor of Inspectional Services for the Village of Hanover Park, Illinois, and later, for almost 9 years, as a Building Commissioner for the Village of Vernon Hills, Illinois. In this position, Mr. Gurevich, with a staff of 10, oversaw all phases of the planning, zoning and building function of the Village of Vernon Hills, with over 200 million dollars annual construction volume. Since 1999, Mr. Gurevich has been developing residential projects with Mr. Boldun in the City of Chicago and neighboring suburbs.

Gurevich + Boldun Development Projects

Mr. Art Gurevich and Mr. Mark Boldun have developed more than 80 construction developments in the Chicago area in the past 20 years. A complete list and description of these projects is available upon request.



Commercial *About* Contact

About JCSA





JCSA is a full service architectural design firm, bringing a wealth of varied qualifications and experiences to every project taken on. The firm offers a unique blend of architectural design plus the proven ability to ensure development clients realize their project visions. n addition to years of design excellence, including award winning designs, JCSA has over 20 years of success in helping their clients gain necessary governmental approvals such as discretionary permits, historic preservation certificates and land use entitlements.

JCSA specializes in a collaborative approach that includes working with neighborhood groups, municipal staff, and policy makers to build consensus and turn project visions into reality.



John Conrad Schiess, president of JCSA, is licensed to practice

architecture in both California and Ilinois, and is also a LEED Accredited Professional. He is fluent in both English and Spanish, his native language. Over the years he has served on numerous community advisory commissions in Oak Park, Ilinois, a Chicago suburb, including the Historic Preservation Commission. John also taught architecture for 10 years at a local Chicago area community college.

Triathlon training and competition brings joy to John's life. He is an accomplished Triathlete having successfully competed in 20 triathlons in Chicago, Wisconsin, Montana, California and London since 2011.

John Conrad Schiess Architect also designs energy efficient and sustainable homes for MiGreen Home Corporation. Visit www.migreenhome.com to see exciting single family home designs.

Press

"Schiess' style has been one of the more successful in Oak Park and should in many ways be viewed as a model".

A Planning Process That Works The Wednesday Journal

"This development (presented by JCSA) shows the exact creativity that the Plan Development Ordinance calls for." Gail Moran, Plan Commissioner, Village of Oak Park Record of Public Hearing *Plan Commission 2015*

"The work of Oak Park Architect John Schiess ... points to a world that is changing rapidly".

A House Without Studs The Wednesday Journal

> john conrad schiess architect, ltd. 2019 Website and video by Textbook Productions







Environmental Expertise

We at Greengard, Inc. believe in conservation of our natural resources with the integration of the terrain, lowland wetlands, upland savannahs, woodlands, waterways and vistas, thus creating developed sites that have increased land value, by providing a sense of maturity and place.

Client Communication

Approaching every client relationship as a partner, is the philosophy of Greengard, Inc. We know that our clients are our most valuable resource and communication is the key to successful projects. Through our daily communications with e-mails and phone calls, we keep our clients "in the loop", updating project status on a regular basis. To enter the global communication era of 24/7 access, our clients each have their own secure username and password to our website, where they can download their most recent drawings, invoices, permit letters or any other correspondence at their convenience.

Governmental Relationships - Teamwork

Being in business since 1952, Greengard, Inc. has over 55 years of service in the Chicagoland area. This has enabled us to establish very close relationships with many of the governmental agencies. With these established relationships, we have been able to work with them as a team to maintain a win/win situation for our client and the village, city or township, which expedites the permit and approval process.

Leading Technology

Greengard, Inc. ensures that we are using the most recent technology available to the Engineering and Surveying field. Our engineers and technicians use the most current version of AutoCad Civil 3D for design software and our field crews are equipped with the latest technology of GPS and Robotic Equipment. By investing in technology, Greengard, Inc. will continue to provide accurate and timely solutions, helping to meet our client's needs and financial goals.

Strategic Alliances

By making use of our strategic alliances, Greengard, Inc. has the ability to provide services of a larger firm, while at the same time giving the personal attention that a client gets from a smaller firm. We have established relationships with the most qualified firms in the Chicagoland area that share our vision. We assemble, coordinate and lead the development team to provide our clients the expertise required for a successful project. These specialties include, tree inventories, wetland delineations, floodplain analysis and topographic surveys, which we use to assess the property's natural resource value.

Financial Goals

Greengard, Inc. realizes that one of the most important concerns from our client is the bottom line ;(i.e. what the project is going to cost). When designing our sites, sound engineering and planning concepts integrated with the natural landscape and topography saves significant construction dollars by minimizing earthwork, pipe installation and landscape screening costs.



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GREENGARD

Build for the Future.

Greengard, Inc. was founded in 1952 in Highland Park by engineer Charles W. Greengard and was incorporated in 1964.

Under his direction, Greengard was one of the first engineering firms to venture out from the city and work directly with municipalities and private clients.

In 1980 Don Fielding became President of the firm. He went on to purchase the firm from Charles Greengard upon his retirement. Many of Greengard, Inc.'s employees have had a long tenure with the company and have come to specialize in specific areas of land development.

Through the years, Greengard, Inc. has represented many Lake County municipalities, but for the past 20 years has made its primary focus private residential, commercial, and industrial land development. Along the way, the firm has been deeply involved in the changing growth patterns of the north suburban Chicago metropolitan area, and is well known to many suburban municipalities.

Greengard, Inc. has developed into a highly personalized, progressive organization, well-qualified to handle engineering projects of any size or scope. Please contact us to find out how Greengard can help you realize the full potential of your project.





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SERVICES

From the ground up.

Greengard, Inc. offers a broad spectrum of services ranging from initial site feasibility assessment to permitting to construction services. We offer each client prompt, personal attention, a wide range of professional services, the best possible engineering solutions, and the most cost-effective materials for construction and maintenance.

For many clients, Greengard is actively involved during the municipal approval process, expediting the many permits required. We also specialize in environmentally sensitive problem-solving.

We encourage the "team approach" to problem solving and the firm is often the lead professional of the development team. We often work in conjunction with several strategic alliances, expanding our array of services to suit any engineering project.

Site Engineering

Planning and Zoning Feasibility Studies Subdivision Design Resource Preservation Drainage and Flood Control Water-Wastewater Highway Geometrics

Land Surveying

ALTA Surveys Boundary Surveys Topographic Surveys Tree Surveys Utility Surveys Subdivision Plats Condo Surveys Building Layout Construction Permitting Administration Bidding Layout

Infill Development Boundary Surveys Site Topographies Site Development Plans Permitting House Line Surveys -Construction Layout -Spot Surveys -Final Surveys





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Success stories,

Every project is a new journey. Every parcel of land has its own challenges and opportunities. The unique organization of Greengard, including our strategic alliances, allows us to tackle diverse projects with extraordinary demands. Below are several examples of these ideas in action.



Tetra Pak, Vernon Hills, IL

In a densely wooded site, this two-story office building with its allglass exterior was designed to preserve the natural landscape so that the renants feel that they are surrounded by the woods.



Liberty Lakes, Wauconda, IL

Liberty Lakes is an 800 unit development that preserves all of the environmentally-sensitive wetlands and creates additional wetlands to store and treat the storm water run-off.



City Park, Lincolnshire, IL

City Park is a 50 Acre mixed use facility consisting of a 20 screen theater, three story office building with structured parking, hotel, two free-standing restaurants, storage facility and commercial strip mall.



Renaissance.com House, Vernon Hills, IL

This classically styled brick, limestone, and simulated limestone house embraces the natural resources of the parcel, preserving the vistas upon a heavily wooded ravine.



Middlefork Farm, Lake Forest, IL

Middlefork Parm is a 200 acre historical farm that was subdivided into 74 lots, leaving 140 acres in active open space and preserving flood plains, a bur oak savanna, and restored prairies and wetlands.





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Our people. Your success.

We will assemble a team for your project from a well-stocked list of experts in their field. Following are a few of the key people that make Greengard, Inc. work.







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Don Fielding, P.E. – President Managing Partner

Don Fielding, President of Greengard, Inc. is a civil engineering graduate of Bradley University class of 1965. He came to Greengard, Inc. in 1970 after spending 5 years with Caterpillar Tractor Company, where he acted as the Northeastern regional sales and service representative, calling on 7 dealers and 27 stores.

He purchased Greengard, Inc. from Charles Greengard in 1981 with his partner John Boden and became president. He changed the focus of the company to concentrate on private clients by phasing out the four municipal accounts. He grew the organization from a staff of 9 to 21, which includes 6 Professional Engineers, 3 Professional Land Surveyors and 2 Graduate Engineers. In 1998 he added a full service surveying department to the company's pallet, which has grown to 4 field crews with office supports. In 2006 he took on 3 partners, all employees of Greengard, Inc who have risen through the ranks.

He has spent 39 years in consulting engineering, representing private interest in the building industry. He participates in many professional societies and associations, including a lifetime director of the Lake County Homebuilders Association. He is a national speaker on environmental sensitive land developments and has had numerous award winning developments.

His passion is his work. He prides himself in helping his clients and employees create designs that provide value by building to the land; not on the land.

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Joe Sadoski, PLS Land Survey Manager

Joe has been with Greengard, Inc. for over 3 years supervising Greengard's Surveying department. With an associate's degree in civil technology from the Morrison Institute of Technology, Joe has been working in the land surveying field for more than 23 years, 15 of those years in a management position. He began his career with a small survey firm, where he learned the basic skills needed to further his career. Soon after, he moved to a larger engineering and land surveying firm. Where his knowledge of Land Surveying continued to grow, he was soon in charge of surveying large projects in the residential, commercial, and medical fields, both public and private. His typical experience includes shopping centers office and industrial buildings, residential subdivisions, custom homes, highways, topographic surveys to ALTA Land Title Surveys.

Since Joe has been with Greengard, Inc. he has been integral in keeping the company's field and office equipment on the cutting edge of technology with usage of robotic total stations, GPS receivers and AutoCad 3D Software. He is active in the Illinois Professional Land Surveyors Association and currently holds licenses in both Illinois and Wisconsin.



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Douglas White, P.E., DECI Project Manager

Douglas White, Project Engineer has been with Greengard, Inc. for 2 years. Douglas graduated with a Bachelor of Science from the University of Illinois at Chicago in 2001. He has been working within the Civil Engineering field since 1990. He started his career on construction staking and surveying crews during the summer months through high school and the start of college.

During the later portion of his collegiate studies, Douglas began working for a Civil Engineering firm in Chicago. There he participated in over fifty connections between the Chicago Freight Tunnel System and street level Telecommunication infrastructure within the Chicago Central Business District. Duties included the layout and monitoring of the drilling apparatus during construction to ensure a proper bore location within the freight tunnel system. There are over 55 miles of freight tunnel below the Central Business District and Douglas walked every mile countless times while performing as-constructed measurements for fiber routing within the freight tunnel system.

After graduation, Douglas began working for a Civil Engineering and Surveying firm within the southwest suburbs specializing in municipal, residential, and commercial development. He began learning the design processes for traditional site development and infrastructure in McHenry, Lake, Cook, DuPage, Kane, Kendall, Will, Kankakee, and Iroquois Counties. The design firm also acted as the Civil Engineer for the Villages of Justice, Bedford Park, Bridgeview, and Willow Springs. One particular development in the south suburbs of Chicago required permitting through the Cook County Highway Department and the Illinois Department of Transportation, while requiring plan coordination between three Engineering firms and two Villages for an off-site detention pond.

Site development including wetland style detention ponds, rain gardens, bio-swales and infiltration basins to ensure groundwater recharge are becoming the norm. Douglas has fully embraced the "Green" design concept as Greengard Inc. is forward thinking in this regard.

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Partner with the best.

At Greengard, we understand that every challenge is unique, and that every solution should be unique as well. After carefully considering the demands of a job, we assemble a team with the talents best suited to it. To maintain a knowledge resource both broad and deep, we partner with those at the top of their highly specialized fields. Listed below are several of our valued strategic partners:

Wetland Delineation and Mitigation: Hey and Associates (www.heyassoc.com)

Tree Inventory, Evaluation, and Preservation: Urban Forest Management

Environmental Planning / Landscape Architecture: Stephen Christy (schristy@lfola.org)

Forest Restoration and Rehabilitation: The Care of Trees (www.thecareoftrees.com)

Tree Transplanting: Gro Horticultural Enterprises, Inc. (www.grohort.com)

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AvenueOne

Marketing and Sales

AvenueOne is committed to providing a positive real estate experience for our clients, associates, and the community. We provide superior service through professional guidance and client tailoring.

The combined experience of our brokers and marketing team paired with inventive strategies and pricing structures provide our clients with the necessary advantages to succeed in today's real estate market.

Our core values are the fundamental drive of our business, energy, creativity and innovation surpassing the industry standards.

Over the past two decades AvenueOne has been consult and marketing team to many of the areas most noted developments. From single family homes to large scale developments AvenueOne is a trusted development partner from ideation to close and beyond.

energy creativity and innovation in home sales

DEVELOPMENT



Mariano Mollo Managing Broker



Stephanie Mack



Riley Mockler Broker

AvenueOne | av1realty.com | Forest Park | 7415 Madison Street Forest Park IL, 60130 | 773 622 4663

EXHIBIT H

GEWALT HAMILTON ASSOCIATES, INC. is a multidisciplinary civil engineering and surveying firm. Founded in 1981 in a small home office, the firm began with two engineers – Dave Gewalt and Bob Hamilton – driven to deliver service that exceeded clients' expectations. Through decades of diversification and growth, we have continuously provided an increasing array of professional services to municipalities, educational institutions, recreation districts, transportation agencies, healthcare institutions, and commercial developers. Today, Gewalt Hamilton is a multi-disciplinary organization providing comprehensive services in the fields of Civil Engineering, Land Surveying, Construction Engineering, Traffic Engineering and Transportation Planning, Traffic Data Collection, and Environmental Consulting.

TRANSPORTATION

At Gewalt Hamilton, we understand the inseparable link between transportation and land use. No matter the project – a site, corridor, community or region – we will plan and design a livable, buildable and cost-conscious



transportation system that considers all modes of travel, as well as the physical and aesthetic impacts of the surrounding environment. Our years of experience working with public agencies and reviewing plans on their behalf, gives us an unparalleled perspective to the services we provide our clients.

Our firm is pre-qualified with IDOT in the following categories:

- Highways Roads & Streets
- Hydraulic Reports Waterways Complex
- Hydraulic Reports Waterways Typical
- Location Design Studies Reconstruction/Major Rehabilitation
- Location Design Studies Rehabilitation
- Special Services Electrical Engineering
- Special Services Construction Inspection
- Special Services Sanitary
- Special Services Surveying
- Special Studies Feasibility
- Special Studies Location Drainage
- Special Studies Safety
- Special Studies Signal Coordination & Timing (SCAT)
- Special Studies Traffic Signals
- Special Studies Traffic Studies

SURVEY

Gewalt Hamilton offers professional land surveying services to meet the demands of businesses, developers, law firms, architects, engineers and contractors. Our surveying team utilizes state-of-the-art equipment, including Global Positioning Systems (GPS), Robotic Total Stations, and High Definition Scanning (HDS) for the most efficient and cost-effective systems for delivering timely, accurate results. Our computer-aided operators enjoy the benefit of utilizing high performance workstations running a vast array of software packages including the latest version of Autodesk and Microstation products for post process of field data. Gewalt Hamilton is a member of the Illinois Society of Professional Land Surveyors.

We are continuously expanding our surveying operations to include a diverse spectrum of services employing the latest technological advances.



SIGNAL COORDINATION & TIMING

Using system review, optimization, implementation, and field refinement, Gewalt Hamilton performs timely, cost-effective reviews of intersection operations in all traffic signal platforms, helping re-



duce delays, emissions, and energy costs. We offer monitoring of traffic signal operations and maintenance; temporary and permanent traffic signal coordination, timing, and optimization; transit signal priority; adaptive control strategies, and railroad interconnect studies.

DATA COLLECTION

Gewalt Hamilton provides a wide range of traffic data collection services to clients throughout the United States, including volume and classification counts, turning movement counts, speed and congestion studies, origin-destina-



tion and travel time studies, and parking counts. With nearly 20 years of experience collecting traffic and parking data, Gewalt Hamilton has one of the largest inventories of road tubes, plate counters, and video collection units in the country – we have the equipment and trained technical staff to handle any size project, and the processes to complete the work quickly, efficiently and accurately. We have partnered with Miovision Technologies to collect video data, using the most advanced video processing capabilities for quick and accurate counts.

CONSTRUCTION

Our field staff represents clients in dealings with contractors, cooperating governmental agencies, the traveling public and the taxpayer. It is our practice to collaborate with the construction industry to achieve maximum efficien-



cy in producing a quality product. We are devoted to being proactive and keeping an open line of communication with you and the community. Each of our construction staff is equipped with state-of-the-art equipment required for the most efficient and cost-effective systems for delivering timely, budget-sensitive results. Our construction phase services are provided by licensed professional engineers, career-degreed professionals and technicians with a wealth of experience and knowledge in all types of public and private site construction.

Our engineering team works tirelessly on behalf of our clients and is dedicated to careful project management, the latest technological advances and monitoring of the construction process.

SITE DESIGN

Our site design team approaches every site improvement project with the intent that it will serve as an example of stewardship within the community. We take pride in our work and the legacy each project leaves behind.



Our familiarity with the approval process allows us to prepare plans that address regulatory requirements up front and facilitate quick turnaround. While keeping our clients' goals in mind, we work closely with local officials and county, state and federal agencies to ensure compliance with stormwater management, floodplain development, zoning and other applicable regulations.

Projects range from development and implementation of campus- or district-wide improvement programs to building additions, flood reduction and drainage improvements, and new developments for public and private sector clients.

WATER RESOURCES

For nearly every project, the competing concerns of site drainage, offsite impacts and preservation of water quality must all be addressed in compliance with overlapping and sometimes conflicting federal, state and local regulations.



Gewalt Hamilton is thoroughly familiar with the requirements of Chicago-area county and municipal stormwater ordinances, and we regularly prepare documentation and permit submittals to meet these regulatory requirements. Our strategies combine proven stormwater management approaches with innovative naturalized systems to both reduce stormwater runoff volume and enhance downstream water quality.

Our engineering staff combines design expertise with thorough regulatory understanding to provide clients superior water resources solutions.

MUNICIPAL

For more than 30 years, Gewalt Hamilton has partnered with municipalities, county and state agencies, transportation agencies, stormwater commissions, and townships. We are particularly aware of the potentially con-



troversial nature of public projects, planning issues, and the need to maintain a positive relationship with local residents and businesses.

A number of our professionals currently serve as full-time municipal engineers for 13 Chicago-area municipalities and on an as-need basis for more than 40 additional communities. Our wide range of services allows communities access to the resources of a full-service engineering firm without having to fund these services on a full-time basis.

SUSTAINABLE DESIGN

Gewalt Hamilton focuses on designing solutions with enduring results. Our relationship with sustainable design is fostered not only through ordinance provisions and best management practices, but also through our commitment



to making positive impacts on the world around us.

For every project, we analyze the potential for applied best management practices and sustainable design. Whether you are considering rain gardens, restoring natural areas or installing permeable pavement, we strive to achieve effective sustainable benefits while providing exceptional site functionality. To forward our commitment, our firm actively participates in sustainability discussions and our associates sit on various committees focused on sustainable goals. We often look to increase the feasibility of sustainable design by searching for and winning grant monies for our clients.

ENVIRONMENT & FORESTRY CONSULTING

Our environmental staff works closely with civil design and water resources teams to incorporate sustainable design elements that minimize the impact of development on the environment.

Gewalt Hamilton helps clients understand and abide by the often complicated range of federal, state and local regulations relating to wetlands and environmentally sensitive areas. We consistently pro-



duce designs that balance project function and economics with natural resource preservation, increasing project appeal to both the public and regulatory agencies.

Many of our clients have been with us for years, providing us with the most authentic assurance that our work consistently meets expectations – their loyalty. Both public and private agencies have come to rely on the professional, personal and timely service we provide. At Gewalt Hamilton, we treat every project as just one shared experience in what we hope will be a long-term relationship. We work with our clients, not for them, bringing a team approach to every assignment. Our clients trust us to listen to their needs, provide honest and thoughtful feed-back, and deliver exceptional results.

We invite you to experience the Gewalt Hamilton difference and find out why dozens of repeat clients choose Gewalt Hamilton for their civil engineering and surveying projects, large and small.

Gewalt Hamilton Associates, Inc. I Corporate Headquarters 625 Forest Edge Drive I Vernon Hills, IL 60061 P 847-478-9700 I F 847-478-9701 www.gha-engineers.com Tab 2

SURVEY

LEGAL DESCRIPTION



DESCRIPTION OF THE PROPERTY

1001-07 Bonnie Brae Place

LOTS 15 AND 16 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1, 8, 9, 10, 11, 14, 15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ AND THE EAST $\frac{1}{3}$ OF THE WEST $\frac{1}{2}$ OF SAID SOUTHEAST $\frac{1}{4}$ OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12 EAST THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Commonly known as: 1101-1107 Bonnie Brae Place, River Forest Illinois 60305

P.I.N.'s (undivided and underlying): 15-01-403-020-0000

15-01-403-021-0000

1111 Bonnie Brae Place

LOT 14 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1, 8, 9, 10, 11, 14, 15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ AND THE EAST 1/3 OF THE WEST $\frac{1}{2}$ OF SAID SOUTHEAST $\frac{1}{4}$ OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12 EAST THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Commonly known as: 1111 Bonnie Brae Place, River Forest Illinois 60305

P.I.N.'s (undivided and underlying): 15-01-403-019-0000

Tab 3

COMPLIANCE WITH COMPREHENSIVE PLAN COMPLIANCE WITH STANDARDS AND OBJECTIVES

Compliance with the Comprehensive Plan

Land Use and Development

Core Objectives

1. Ensure the quality, stability, and attractiveness of residential neighborhoods.

The proposed development transforms a parking lot and an under invested three unit building into 18 market ready for sale townhomes that have been crafted to fit into the residential neighborhood.

2. Promote economic development of the Village's commercial corridors and mixed-use areas.

The proposed development in transforming the parking lot and three unit building brings an investment of \$9,000,000 into the Village of River Forest and when occupied will substantially contribute to the Village's real estate tax base while also welcoming 19 new families to River Forest who will thereby contribute to the Village's economic health.

3. Appropriately balance the need to safeguard residential neighborhoods and the need for commercial area development and improvement.

While this development does not add to commercial development, the 19 new residents of the Village will contribute to the local economy through spending in local shops and restaurants like Whole Foods, Walgreens and Starbucks to name a few.

4. Protect open space and environmental areas from development encroachment.

The proposed development does not encroach on open space. It replaces a parking lot.

5. Encourage sustainable best practices for all development.

The proposed townhomes will be built to the current IBC building codes which have energy efficiency guidelines and targets that far exceed the average energy efficiency of the average River Forest home.

6. Minimize the impacts of incompatible land use arrangements.

The proposed development is compatible with surrounding existing uses in that the entire 1000 block and 1100 block of Bonnie Brae on the east side is multi-family.

Residential Neighborhoods

Core Objectives

1. Ensure that home improvements, additions and new housing construction are compatible with, complement, and enhance the existing scale and character of the neighborhoods.

The proposed townhomes are scaled to be in harmony with nearby residential buildings - specifically on the east side of the 1000 block and 1100 block of Bonnie Brae. The proposed use, multifamily, is similar to adjacent uses and the proposed development's character, materials and detailing compliments the character of nearby buildings.

2. Maintain the appropriate balance of housing types within the community to provide for the housing needs of residents at all stages of life.

The proposed development provides a housing type not found near the Site. Additionally, townhomes, as a housing type, is a unique housing type that transitions from single family homes to multi-family or condominium types. In that sense, the proposed development fills a need in the built environment that is not met by either single family homes nor condominiums.

3. Encourage new residential development that provides for the needs of the Village's population.

Similar to the statement on Objective 2, the proposed development provides a housing type not found near the Site. Additionally, townhomes, as a housing type, is a unique housing type that transitions from single family homes to multi-family or condominium types. In that sense, the proposed development fills a need in the built environment that is not met by either single family homes nor condominiums.

SITE DEVELOPMENT ALLOWANCES:

In order to implement the proposed development, the Developer is seeking several variances from the underlying zoning provisions. These variances are detailed in the Code Variances section of this Application (Tab 15).

The proposed new townhome units will feature attractive contemporary architectural design, premium façade materials, attractive landscaping, oversize windows and other features and amenities that will make the proposed development an enhancement to the surrounding area.

The Developer is proposing to build a premium product that is currently desirable in the market. Without the requested variances, the proposed development will not be economically feasible and the desired product will not be achieved. The impact of the variances requested by the Developer will be mitigated by the ease of the site ingress/ egress, attractive landscaping, guest parking, high quality of the building architecture and materials, ample private and common open space, and a replacement of a neighborhood incompatible use with a high quality residential buildings.

A waiver may be granted for any of the requirements set forth in subsection <u>10-19-30</u> of this chapter for any planned development containing multi-family housing which replaces an existing structure on the same site containing multi-family housing or submitted by the applicant as part of a master plan. (Ord. 2941, 10-22-2001)

The Applicant is seeking several waivers under this Section as described above. Specifically this waivers include the requirements for a maximum lot coverage of no more than <u>70% and 2,800 square feet of lot area per each dwelling unit and 2.5 parking</u> <u>spaces per each dwelling unit and front yard setback and rear yard setback and rear</u> <u>yard area.</u>

The proposed development is an attached multi-family housing development and is a part of a master plan that involves the development of 4 buildings containing 18 townhouse units.

Tab 4

- TOPOGRAPHY, TRANSPORTATION, UTILITIES
- LAND USE AND ZONING INFORMATION







John Conrad Schiess Architect+LEED AP John of sanchitect.com 708 366 1500

400 Ashland Avenue River Forest, Illinois 60305

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Oak Park, Illinois 60302

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OWNER:

Bonnie Brae Construction, LLC Art Gurevich 3528 Walnut Ave Wilmette, Illinois 60091 (847) 728-0584 phond (847) 728-0585 fax

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ISSUED FOR DRB:	08/30/19
ISSUED FOR REVIEW:	03/11/19
10 Mar 10	Date

BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae River Forest, Illinois

P1.1

Sheet Title SITE PHOTOS



C2: Commercial

ZONING DISTRICT R3: Single-Family Residential R4: Multi-Family Residential PRI: Public/Recreational/Institutional

csa chicago

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BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae **River Forest, Illinois**

P1.2

Sheet Title AERIAL VIEW



ZONING DISTRICT

R4: C2: Commercial



R3: Single-Family Residential Multi-Family Residential PRI: Public/Recreational/Institutional

csa chicago

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> ettee 400 Ashland Avenue River Forest, Illinois 60305

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BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae **River Forest, Illinois**

P1.3

Sheet Title AERIAL VIEW





Village of River Forest

csa chicago

John Conrad Schiess Architect+LEED AP 708 366 1500

> ettee 400 Ashland Avenue River Forest, Illinois 60305

> > Oak Park. Illinois 60302

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BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae **River Forest, Illinois**

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Sheet Title zoning map

LEGAL DESCRIPTION

LOTS 14,15 AND 16 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1,8,9,10,11,14,15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 AND THE EAST ONE THIRD OF THE WEST 1/2 OF SAID SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



NOTE

BOUNDARY TAKEN FROM PLAT OF SURVEY PREPARED BY CHICAGOLAND SURVEY COMPANY, INC.. DATED JULY 28, 2015. BOUNDARY SHOWN IS ONLY AN ESTIMATE. THIS DRAWING IS NOT A PLAT OF SURVEY.

	0 20 40 60 80	-				DESIGNED BY: DATE: DMW/MRT 11-26-19	GREENGARD,
	SCALE IN FEET					CHECKED BY: DATE: DMW 11-26-19	Engineers • Surveyors • Pl 111 Barclay Blvd., Suite 310, Lincolnshire, Illinois
SOLE PROPERTY OF GREENGARD, INC. AND NO REPRODUCTION OR USE, IN WHOLE OR PART WITHOUT WRITTEN PERMISSION OF GREENGARD, INC.		MRT 03-10-2 DRAWN BY: DATE:	O NEW SITE PLAN PER OWNER REVISIONS	DRAWN BY: DATE:	REVISIONS	APPROVED BY: DATE: DRF 11-26-19	PHONE: 847-634-3883 E-MAIL: 2: FAX: 847-634-0687 ILL. REGISTRATIO

INC.	SCALE:	1"=20'	1101 BONNIE BRAE PLACE - RIVER FOREST,	ILL			
Planners Dis 60069-3623 231@GREENGARDINC.COM TION NO. 184-000995	DRAWING No. 61246		EVICTING TODOCDADUY				
	SHEET	1 _{of} 3	EXISTING TOPOGRAPHY				

Tab 5

BUILDINGS DESIGN

- SITE PLAN
- RENDERINGS
- ELEVATIONS
- FLOOR PLANS
- LANDSCAPING PLAN
- TRASH AND FENCE DETAILS
- SHADOW STUDY
- EXTERIOR LIGHT SPECIFICATIONS



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SITE DATA:

PROPOSED: 3 STORY 18 UNITS 36 PRIVATE PARKING SPACES + 4 GUEST PARKING SPACES ZONING DISTRICT: R4 (MULTI-FAMILY RESIDENTIAL) . LOT AREA: 27,681 SQ FT BUILDING FOOTPRINT: 13,395 SQ FT GREEN AREA (PERVIOUS): 6,616 SQ FT · LOT COVERAGE: 21,065 SQ FT · GROSS FLOOR AREA: 35,730 SQ FT • BUILDING HEIGHT: 40'-8" BUILDING SETBACKS NORTH: 5'-0" (SIDE) SOUTH: 5'-0" (SIDE) EAST: 5'-0" (REAR)

10' X 12' WASTE + RECYCLE ENCLOSURE BRICK + BLOCK + GATE WITH REMOVABLE LID

5' X 10' CANTILEVERED BALCONY ABOVE - TYP.

CONCRETE DRIVE-TYP. FOR 6





John Conrad Schiess Architect + LEED AP

chicago

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building 1 & 5

building 2 & 6

0' 2'

5

10

20'

WEST ELEVATION





SOUTH ELEVATION









building 2 & 6

building 1 & 5

EAST ELEVATION













building 3

building 4

WEST ELEVATION






TYPICAL FIRST FLOOR PLAN





TYPICAL SECOND FLOOR PLAN



TYPICAL THIRD FLOOR PLAN

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



TYPICAL ROOF DECK



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BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae River Forest, Illinois

Sheet No.

Sheet Title LANDSCAPING PLAN



GENERAL NOTES:

1, PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES CONTRACTOR SHALL NOTIFY JULLIE TO DETERMINE THE LOCATION OF ANY UNDERGROUND JTILITIES WHICH MAY AFFECT PROPOSED SITE WORK.

2. CONTRACTOR SHALL HOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF MNY DISCREPANCIES, ORSTACLES AND/OR PROBLEMS.

3. VERIFICATION OF DIMENSIONS AND DRADES, BOTH EXISTING AND PROPOSED, SHALL BE THE CONTRACTOR'S RESPONSIBILITY PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL NOTIFY THE OWNER OF ANY DISCREPANCIES.

4. ALL SURFACE DRAINAGE SHALL BE OTES) DIRECTED AWAY FROM STRUCTURES. SURFACE DRAINAGE SHALL BE DIRECTED TO EXISTING CATCH BASINS DESIGNATED FOR THE COLLECTION OF SURFACE TUN-OFF.

5. CONTRACTOR SHALL NOTIFY OWNER OF NY UNDESIRABLE DRAINAGE CONDITIONS AND RECOMMEND SUITABLE SOLUTIONS. WHERE NECESSARY TO ACHIEVE PROPER DRAINAGE, UNDER DRAINAGE FOR TREE FITS SHALL BE INSTALLED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.

8. LANDSCAPE CONTRACTOR SHALL REPAIR IN KIND ALL AREAS DAWAGED AS A RESULT OF LANDSCAPE OPERATIONS.

7. ALL TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 4" OF SHREDDED HARDWOOD MULCH.

8. ALL SODDED LAWN TO BE PLACED ON 4" DEPTH OF TOPSOIL

9. SIZES SHOWN ON PLANTING PLAN ARE MINIMUM ACCEPTABLE SIZES.

10. LANDSCAPE CONTRACTOR SHALL WARRANT ALL TREES, SHRUBS, WHES AND GROUNDCOVERS UNDER THIS CONTRACT WILL BE HEALTHY AND IN FLOURISHING CONDITION OF ACTIVE GROWTH ONE YEAR FROM DATE OF FINAL ACCEPTANCE.

-		and the second se	
DI	ANTING	SCHEDI	II E

PLANTIN	IG SCH	IEDULE		
LEGEND	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
DICIDUQUIS A	ND ORNA	MENTAL TREES		the state of the second
CC	2	CERCIS CANADENSIS	EASTERN REDBUD	
AA	10	AMELANCHIER ARBOREA	SERVICEBERRY	
SHRUBS + OI	RNAMENTA	L		
SJ	35	SPIRAEA JAPONICA	JAPANESE MEADOWSWEET	3 gallon
НМ	24	HYDRANGEA MACROPHYLLA 'BAILMER' ENDLESS SUMMER	BIGLEAF HYDRANGEA	5 gallon
TO	21	THUJA OCCIDENTALLIS 'FILIP'S MAGIC MOMENT'	AMERICAN ARBORVITAE	5 gallon
TM	14	TAXUS X MEDIA 'DENSIFORMIS'	YEW	5 gallon
CA	39	CALAMAGROSTIS x ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	30" ht.
BGV	16	BUXUS 'GREEN VELVET'	BOXWOOD	5 gallon

11. SOIL TO BE USED FOR THE PLANTING MEDIUM FOR THE PROJECT SHALL BE FERTILE, WELL DRAINED, OF UNIFORM OUALITY, FREE OF STONES OVER 1" IN DIAMETER, STICKS, OLS, CHEMICALS, PLASTER, CONCRETE AND OTHER DELETERIOUS MATERIALS.

12. THE LANDSCAPE CONTRACTOR SHALL PREPARE PLANTING BEDS BY ADDING SOIL AMENDMENTS TO TOPSOIL MIX IN THE FOLLOWING QUANTITIES: TOPSOIL MIX FOR TREES AND SHRUBS SHALL BE THREE (3) PARTS TOPSOIL. ONE (1) PART PEAT, AND ONE (1) PART SAND. TOPSOIL MIX FOR PERENNIALS, BULBS, AND GROUND COVERS SHALL BE THREE (3) PARTS TOPSOIL, ONE (1) PART SAND. AND GROUND COVERS SHALL BE THREE (3) PARTS TOPSOIL, ONE (1) PART SAND. AND TWO (2) PARTS DECOMPOSED MUSHROOM COMPOST, SOIL SHALL MEET THE FOLLWING REQUIREMENTS: SOIL COMPOSITION--45-77% SILT, 0-25% CLAY, 25-33% SAND; SOIL ACIDITY: Ph 8.0-7.0; SOIL DRGANIC CONTENT: THREE (3) TO FIVE (5) PERCENT.

13. ALL PLANTS TO BE BALLED IN BURLAP OR CONTAINER GROWN AS SPECIFIED ON PLANTING PLAN. ALL PLASTIC ROOT WRAPPING MATERIAL AND METAL WIRE BASKETS SHALL BE REMOVED.

14. LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATION OF ALL TREES AND PLANTING BED LINES AND HAVE LAYOUT APPROVED BY LANDSCAPE ARCHITECT/OWNER PRIDE TO PLANTING.

15. WATER ALL PLANTS WMEDIATELY AFTER PLANTING. FLOOD PLANTS TWICE DURING FIRST TWENTY-FOUR HOUR PERIOD AFTER PLANTING.

18. ALL NEW AND TRANSPLANTED PLANTS TO BE SPRAYED WITH AN ANTIDESSICANT WITHIN TWENTY FOUR HOURS AFTER PLANTING. ANTI-TRANSPIRANT SHALL BE EQUAL TO "WILTPRUF."

17. ALL MUD SHALL BE REMOVED FROM ALL TIRES BEFORE LEAVING THE SITE AND ROADS SHALL BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES.

18. LONG TERM WATERING OF EACH TOWNHOME GREEN SPACE WILL BE BY INDIVIDUAL HOME OWNERS AND COMMON AREAS BY THE TOWNHOME ASSOCIATION.

OWNER:

Bonnie Brae Construction, LLC Art Gurevich 3528 Walnut Ave:

Wimette, 10nois 50091 (847) 728-0564 phone (847) 728-0585 fax

 REVISED FOR

 PD.
 3/27/20

 ISSUED FOR
 2/7/20

 ISSUED FOR
 2/7/20

 ISSUED FOR
 10/24/19

 Date
 Date

BONNIE/THOMAS DEVELOPMENT

1110 Bonnie Brae River Foreal, Illinois

Steel Tide LANDSCAPING DETAILS AND SCHEDULE

Sneet No





WASTE + RECYLE CORRAL ELEVATION





SPI SPECIFICATION SHEET

EASTLAND EXTERIOR WALL AEW8094

JOB NAME

TYPE



A reverse wedge, the Eastland works well for illuminating walkways, grazing a wall's surface to highlight its texture or provide general illumination along a building. Choose from a palette of both painted and metal finishes.



Dimensions

W	Н	D	MC	
10.0 in	10.0 in	11.0 in	5.0 in	
25.4 cm	25.4 cm	27.9 cm	12.7 cm	

Weight

Hanging weight: 25.0 lb (11.4 kg).

Features

- Formed metal construction provides durable protection for internal components and is recyclable.
- Integral Class II power supply included, eliminating the need for remote mounting, simplifying installation.
- Ballast has minimum start temperature of 0° F, suitable for most exterior applications.
- Interior family fixtures available to carry a consistent lighting design throughout a project.

Technical Notes

Electrical

- HID versions have remote ballasts easing maintenance and installation by allowing for the consolidation of ballasts.
- ETL listed to UL standards (US and Canada) for use in wet locations.
- Integral electronic fluorescent ballast utilizes the latest energy-saving technology to maintain consistent color temperature, CRI and lumen maintenance, while eliminating the need for remote mounting and simplifying installation.
- SPI uses strict quality guidelines in LED selection to ensure the white LED's we use meet or exceed ANSI Binning Standards (ANSI C78.733).
- EMR option is damp location listed, must be mounted in interior location.

Lamping/lamp

- Fluorescent lamps are 3500K unless specified.
- L70 life = 50,000 + hours.

Mounting

Mounts to standard 4" octagonal junction box

Additional Documents

Color Chart (http://www.spilighting.com/PDFs/SPI_Color_Chart.pdf)

SPI SPECIFICATION SHEET

MODEL NUMBER	LIGHT SOURCE	FINISH	VOLTAGE	LAMP OPTIONS	
AEW8094					

Not all options are available in all configurations, consult factory for details.

Light Source		Photometry	Voltage
L10.8W	White 10.8W 3.2W/6" LED Light Engine		120-2
	Delivered Lumens:		120V
L21.5W	White 21.5W 6.4W/6" LED Light Engine Delivered Lumens:		277V
1F32	1CFTR32W/GX24q		347V
1F42	1CFTR42W/GX24q		Lamp Opt
2F13	2CFQ13W/G24q		3000
2F26	2CFQ26W/G24q		DML ²
1M70	1PSCMH70/ED17/MED/C/U	ITL50989	3500ł
1M100	1PSMH100/ED17/MED/C/U	ITL50989	4000
1M150	1PSMH150/ED17/MED/C/U	ITL50989	EMR
1N100	¹ 1INC100W/A19		

Voltage					
120-277V	Universal Voltage				
120V	120 Volt				
277V	277 Volt				
347V	347 Volt				
Lamp Options					
3000K	3000K CCT				
DML ²	0-10V Dimming				
3500K	3500K CCT				
4000K	4000K CCT				
EMR	Emergency Ballast Remote				

1 Incandescent/Quartz Lamp(s) Not Included 2 DML with LED light engine only.

Painted Finishes

PT01	Super White	PT07	Light Taupe		PT13	Warm Gray	PT19	Blue	I	PT29	Red Brass	PT42	Sky Blue	PT48	Brass
PT02	White	PT08	Medium Taup	be	PT14	Light Gray	PT20	Dark Green	I	PT31	Medium Bronze	PT43	Teal	PT49	Bronze
PT03	Morning Light	PT09	Medium Gray	/	PT15	Sage	PT21	Pearl White	I	PT32	Dark Bronze	PT44	Green	PT51	Matte White
PT04	Warm White	PT10	Dark Gray		PT16	Spruce	PT22	Platinum	I	PT33	Dark Blue	PT45	Purple		
PT05	Putty	PT11	Black		PT17	Red	PT27	Deep Copper	I	PT40	Yellow	PT46	Aluminum		
PT06	Warm Beige	PT12	Dark Chocola	ite	PT18	Deep Red	PT28	Dark Stainless		PT41	Orange	PT47	Deep Red Brass		
Metal and Plated Finishes															
BAL	Brushed Aluminum			ATBR	Antiqu	e Tinted Brass		CU	Natural	Coppe	er.				
BBR	R Brushed Brass			DTBR	Dark T	int Brass									

Tab 6

DRAFT HOA DECLARATION

DECLARATION OF COVENANTS, RESTRICTIONS, EASEMENTS AND PARTY WALL RIGHTS FOR

BONNIE BRAE TOWNHOMES HOME OWNERS ASSOCIATION 1101-1111 BONNIE BRAE PLACE RIVER FOEST, ILLINOIS 60305

THIS DECLARATION is made this _____ day of _____ by Bonnie Brae COnstruction, LLC, an Illinois Limited Liability Company ("The Declarant")

RECITALS:

THIS DECLARANT is the Owner in fee simple of the tract of land in the **Village of River Forest**, County of Cook and State of Illinois, said land being referred to as the "Townhomes" or "Lot" or "Lots", and more fully described on Exhibit "A".

The Townhomes consist of ninetinen (19) single-family residences, having one or more party walls, (herein referred to as the "parcels"), which are to be and/or have been constructed on the following land; herein referred to as the "Development Site".

Legal Description:

1001-07 Bonnie Brae Place

LOTS 15 AND 16 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1, 8, 9, 10, 11, 14, 15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 AND THE EAST 1/3 OF THE WEST 1/2 OF SAID SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12 EAST THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Commonly known as: 1101-1107 Bonnie Brae Place, River Forest Illinois 60305 P.I.N.'s (undivided and underlying): 15-01-403-020-0000; 15-01-403-021-0000 1111 Bonnie Brae Place

LOT 14 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1, 8, 9, 10, 11, 14, 15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST ½ OF THE SOUTHEAST ¼ AND THE EAST 1/3 OF THE WEST ½ OF SAID SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12 EAST THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Commonly known as:1111 Bonnie Brae Place, River Forest Illinois 60305P.I.N.'s (undivided and underlying):15-01-403-019-0000

and as more fully described on: Exhibit "A" the Survey **WHEREAS**, substantial sums of money have been expended by the Declarant to create an architectural style and design for consistency and compatibility of the Townhomes to each other and to the remainder of the neighborhood in general.

WHEREAS, the Declarant intends to convey the Townhomes to individual or multiple purchasers who will accept title to said Townhomes subject to the terms and conditions of this Declaration.

THE PURPOSES OF THIS DECLARATION ARE AS FOLLOWS:

A. To provide for the conservation of the values and amenities of the Townhomes.

B. To provide for the conservation and enhancement of the values of all residences comprised by the Townhomes and for the conservation of the integrity, character and architectural uniqueness of said residences.

C. To establish the terms of party wall / party floors agreements relative to the shared walls and floors of the Townhomes.

D. To create cross easement among the Townhome units in order to facilitate ease of access to and maintenance off the individual and the Home Owners Association properties.

NOW, THEREFORE, the Declarant hereby declares that the Townhomes shall hereafter be held, transferred, sold, conveyed, occupied, mortgaged and encumbered subject to the covenants, conditions, restrictions, easements, hereinafter set forth, all of which shall run with the land and are or shall be binding on all parties having any interest in the Townhomes or any part thereof and shall inure to the benefit of each owner thereof.

ARTICLE I

DEFINITIONS

1.1 <u>**MEANINGS:**</u> As used herein (unless the context shall prohibit), the following words shall have the following meanings:

A. Declarant: Bonnie Brae Construction, LLC, an Illinois Limited Liability Company

B. <u>Townhomes:</u> The **BONNIE BRAE TOWNHOMES HOME OWNERS** ASSOCIATION is located <u>1101-1111 Bonnie Brae Place, River Forest, Illinois 60305, as</u> described above.

C. <u>Party Wall/Floors</u>: The demising wall and floors that exists between two (2) Townhomes.

D. <u>Dwelling Unit:</u> One (1) housing unit or residence in each Townhome, consisting of a group of rooms within the demising walls. As more fully described on Exhibit "A".

E. <u>Occupant:</u> A person or persons in lawful possession of a dwelling unit.

F. <u>Guest:</u> An invitee or visitor of any occupant of a dwelling unit.

G. <u>Owner:</u> A record owner, whether one or more persons or entities (including the Declarant), of a fee simple title to any lot upon which a Townhome is constructed, but excluding those having such interest as security for the performance of an obligation.

1.2 FEE SIMPLE INTEREST: The Townhomes which are subject to the Declaration are considered to be fee simple units and the purpose of this Declaration is limited solely to the matters set forth herein as they relate to easements, party walls and restrictions, affecting the fee simple interest of the owners of said

Townhome units. The owners of the Townhome shall also have an interest in the Association as specified in Article VIII herein.

ARTICLE II

EASEMENTS

2.1 <u>MISCELLANEOUS UTILITIES:</u> Where any pipes, wires, conduits and public utility lines lie within the boundaries of a Townhome Lot, any portions thereof servicing only that lot shall be deemed a part of that lot. Each Townhome has been provided with its own electric and telephone service. Easements are hereby declared and granted for utility purposes, including the right to install, lay, maintain, repair and replace water mains and pipes, sewer lines, gas mains, telephone wires and equipment and electrical conduits, wires and equipment, over, under, along and on any part of the Townhome Lots, including the temporary parking of service vehicles for emergency purposes except for those areas upon which any improvements lie, as they exist on the date of the recording hereof.

2.2 <u>VILLAGE OF RIVER FOREST EASEMENT:</u> An easement is hereby granted to the Village of River Forest to go upon the Townhome Lots at any time for the purpose of maintenance, replacement and repair of water, sewer and any other facilities as may be under the control of the said Village.

CONSTRUCTION EASEMENT: Declarant reserves for itself and each owner an 2.3 easement and right to overhang and encroach upon, over and on any portion of adjacent Townhomes with a roof, portico, retaining wall or other projections, appurtenance or fixture to any building situated on a lot as the same exists on the date of the recording hereof, but not otherwise, together with the right to go upon each such portion of an adjacent Townhome for the purpose of reconstructing, repairing, maintaining, inspecting or replacing such roof, portico, retaining wall or other projection, appurtenance or fixture to any such building. In the event that, by the reason of the construction, settlement or shifting of any building as originally constructed or as now existing, any part of a residential unit encroaches or shall hereafter encroach upon any part of or any Townhome lot, or, if by reason of the design or construction of utility and ventilation systems, any main pipes, ducts or conduits serving more than one Townhome Lot encroach or shall hereafter encroach upon any part of any Lot, valid easements for the maintenance of such encroachment, are hereby established and shall exist for the benefit of such Lot, so long as all or any part of the building in which such Townhome is located shall remain standing, provided, however, that in no event shall a valid easement for any encroachment be created in favor of any owner if such encroachment or use is detrimental to or interferes with the reasonable use and enjoyment of the adjacent Townhome by the other owners and if it occurred due to the willful conduct of any owner.

2.4 <u>ACCESS EASEMENT:</u> Declarant reserves for itself and each Owner an easement and right of access upon and through any and all areas under the ownership and control of the Home Owner Association and any and all areas that may be owned by the individual Owners, but which are outside of the walls of the individual Townhome units. Such rights and easements shall not extend to the balconies accessible only from inside of a Townhome unit and to the parking spaces owned by individual Owners.

2.4 <u>EASEMENT IN PERPETUITY</u>: All easements and rights described herein are easements appurtenant, running with the land, and shall inure to the benefit of and be binding on the undersigned, its successors and assigns and any owner, purchaser, mortgagee or other person having an interest in said land, or any part or portion thereof.

2.5 <u>REFERENCE TO EASEMENTS</u>: Reference in the respective deeds of conveyance, or in any mortgage or trust deed or other evidence of obligation, to the easements and rights described in this Declaration, shall not be required, but any such reference in an instrument, if contained therein, shall be sufficient to create and reserve such easements and rights to the respective grantees, mortgagees and trustees of such parcels as fully and completely as though such easements and rights were recited fully and set forth in their entirety in such documents.

2.6 <u>EASEMENT FOR UNINTENTIONAL ENCROACHMENTS</u>: In the event that, by reason of construction, settlement or shifting of any Dwelling Unit or Units located on any Townhome Lot encroaches or shall hereafter encroach upon any portion of any other Townhome Lot which is not owned by the Owner of the Dwelling Unit or Units so encroaching, valid easements for the maintenance of such encroachment are

hereby established and shall exist for the benefit of the Owner of the Dwelling Unit or Units so encroaching; provided, however, that in no event shall a valid easement for any encroachment be created in favor of any Owner if such encroachment or use is detrimental to or materially interferes with the reasonable use and enjoyment of the Townhome Lot burdened thereby or such encroachment results from the willful conduct of the Owner of the Dwelling Unit or Units so encroaching.

ARTICLE III

RESTRICTIONS

3.1 EXTERIOR: Declarant has taken great care and expended substantial sums to create an architectural design and style reflecting continuity of the Townhomes with each other and neighborhood in general. Accordingly, any structural or physical alterations or modifications to the exterior or structure of the Townhome is expressly prohibited. This prohibition includes, but is not limited to, the masonry and wooden portions, as well as doors, windows and rooflines.

3.2 <u>ADDITIONS:</u> Declarant has caused the design of the Townhomes to provide for a maximum amount of living space in proportion to the size of the lot upon which the Townhome is constructed. Accordingly, no additions or structures or other enclosures may be constructed on the Townhomes, or the lots, which they occupy.

3.3 <u>INSURANCE</u>: No owner shall permit anything to be done or kept in the Townhome which will result in the increase in the rate charged or in the cancellation of any insurance carried by any other Townhome owner, or which would be in violation of any law.

3.4 NOXIOUS USE: Nothing shall be done in any Townhome of a noxious or offensive nature, nor shall any outside lighting or loudspeakers or other sound producing devices be used which will interfere with the quiet use and enjoyment of other adjacent Townhome owners. Townhome owners shall be prohibited from using the areas located under the overhangs and soffits above common areas of the Townhome for open fires, barbecues, or other flammable uses. Waste shall be kept in sanitary containers. The interior and exterior of the Townhomes shall be maintained by the owner in a clean, sanitary and attractive condition. Owners shall also maintain, cultivate and keep in good condition all trees, grass, shrubs and other landscaping.

ARTICLE IV

PARTY WALLS / PARTY FLOORS AND COMMON ROOF AND OTHER ELEMENTS

4.1 DESCRIPTION: Each Townhome has either one (1) or two (2) party walls and/or party floors comprising the side demising walls and floors of the dwelling unit as shown on Survey Exhibit "A" and running in either East-West direction or a North-South direction. Said party walls are constructed of either masonry or of wood frame and plasterboard materials. The wall separating one Townhome from another is herewith declared as a party wall.

4.2 **DECLARATION:**

A. The party wall separating two (2) Townhomes shall be for the exclusive use and benefit of the Townhomes that share said wall or floor, their respective owners, heirs, legal representatives, successors and assigns subject to the terms of this Declaration.

B. Each of the owners of the Townhomes sharing a party wall may use said party wall in any manner which shall not materially interfere with the use and enjoyment thereof by the other.

C. Any and all costs and expenses necessary for the maintenance of and preservation of the party wall to keep it in good condition and repair shall be borne equally between the Townhome owners who share said party wall; provided, however, that if at any time, the Townhome on one side of the party wall has been removed, the owner of the Townhome that shared said wall that remains shall bear the sole cost of so maintaining

and preserving the party wall after the owner of the Townhome that was removed has performed the necessary construction to allow said remaining wall to be a proper exterior wall in accordance with the requirements of the City of Chicago then in affect.

D. Declarant hereby sets forth that if it shall hereafter become necessary or desirable to repair or replace the whole or any portion of a party wall, the expenses of such repairing or rebuilding shall be shared equally by the Townhome owners who share said party wall, and whenever the party wall, or such portion thereof shall be rebuilt, it shall be erected in the same location and on the same line, and be of the same size, and the same or similar material, and of like quality with the present party wall, except where said party wall shall no longer be a shared party wall, but becomes an exterior wall, then in that case, the material and quality shall be similar to the material and design of the other exterior walls on the Townhomes.

Notwithstanding anything herein contained to the contrary, it is further agreed that in the event of damage or destruction of a party wall from any cause, other than the negligence of either of the Townhome owners sharing said party wall other than on account of fire or other casualty to one of the Townhomes sharing said party wall either of the parties sharing said party wall shall have the right to repair or rebuild the party wall and (i) the expense thereof shall be apportioned as hereinabove provided, and (ii) each Townhome owner shall have the full use of the party wall so repaired or rebuilt. If damage to or destruction of the party wall shall have been caused by loss by fire or other casualty to the property of, or by the negligence of one party sharing said party wall such party shall bear the entire cost of repair or rebuilding. If either party sharing said party wall shall neglect or refuse to pay his share as aforesaid, the other party may have the party wall repaired or rebuilt and, in addition to any other remedy available to him by law, shall be entitled to have a mechanic's lien on the premises of the party so failing to pay in the amount of such defaulting party's share of the repair or rebuilding costs. Any repairing or rebuilding done hereunder shall be performed timely and in a good and workmanlike manner and to the extent possible, accomplished without interruption to the normal usages of the Townhomes which share said party wall, party floor and/or roof.

E. Each Townhome owner sharing a party wall is licensed by the other Townhome owner who shares said wall, upon reasonable notice and/or proof of need, to enter upon the other parties premises for the limited and express purpose of erecting, repairing or rebuilding of the party wall, party floor and/or roof as herein provided; provided, however, that no such erecting repairing or rebuilding shall impair the then existing structural integrity of the others Townhome.

F. All references to party walls contained herein shall also apply to the gutters, scuppers and downspouts which run along, upon or within said party walls and/or roof, and the portion of this Declaration relating to party walls shall also relate to said gutters, scupper and downspouts as well.

G. In the event the Townhome of one party is no longer connected to the party wall, the other owner, at such time as it removes and disconnects its Townhome from the party wall, shall demolish and remove the party wall at its sole cost and expense, leaving said wall in suitable condition to remain as an exterior wall, and then and thereafter this party wall agreement shall terminate and neither party shall have any right, duty or obligation hereunder (except to fulfill his obligations hereunder which shall have accrued up to and including the date of such termination).

H. The benefits and burdens of the covenants herein contained shall annex to and be construed as covenants running with the aforesaid parcels or Lots herein described and shall bind the respective parties hereto and their respective heirs, legal representatives, successors and assigns. Nothing herein contained, however, shall be construed to be a conveyance by either party of his respective rights in the fee of the real estate in which the party wall shall stand.

I. To the extent not inconsistent with the provisions of this Article, the general rules of law regarding party walls and liability for property damage due to neglect or willful acts or omissions shall apply thereto.

4.3 <u>COMMON EXPENSES</u>: The cost of reasonable repair, maintenance and restoration, including, but not limited to, of the driveways, concrete walks, common stairs, landscaping, snow removal, etc. of the lots upon which the Townhome project is constructed, shall be shared equally by the owners of the lots

irrespective of the ownership, subject however, to the right of the owner to call for another owner to pay a greater share under any rule of law regarding any liability for negligence of willful acts or omissions.

4.4 <u>PUBLIC LIGHTING</u>: Each townhome unit is provided with exterior lights. In order to provide adequate public lighting, each Owner is hereby obligated to have all of the exterior light located at ground level to stay "ON" from dusk to dawn. Since every Owner has the same responsibility for providing public lighting, no compensation for the cost of electricity will be made by the Association to individual Owners. Each owner shall keep the exterior lights in good repair and replace light bulbs as necessary.

5.1 <u>**RECONSTRUTION:**</u> In the event that any Townhomes shall be damaged or destroyed by fire, any casualty or any other cause or event whatsoever, the owner thereof shall cause it to be repaired, restored or rebuilt as the case may be, as rapidly as reasonably possible, to the condition as near as possible in which such property was immediately prior to such damage or destruction

5.2 INSURANCE COVERAGE: To insure the prompt repair, restoration or rebuilding of any Townhome damaged or destroyed by fire or other casualty, each owner shall maintain in full force from time to time, insurance covering the Townhome owned by him, consisting of, or providing all the protection afforded by, at least, the insurance now generally described as fire, extended coverage, vandalism and malicious mischief, to 100% of the full insurable value thereof, with loss payable on the basis of the cost of replacement without deduction without depreciation.

Coverage shall be obtained for any liability resulting from the use of the common access by a unit owner and/or invitees or guests thereof. The Homeowners Association shall be named as a loss payee under said liability provisions to the extent the Association has maintenance responsibilities thereon.

The unit owner shall provide the Association with a copy of the annual unit policy. An Owners failure to obtain said insurance shall allow the Association to purchase said insurance, if available for the non insured Unit, to cover liability for damage to the other units resulting from or caused by defects in or non repair, negligence or other action or non action by the non covered Unit Owner. The Association shall be deemed in such an event to have an insurable interest in the uninsured Unit and shall have the power and authority to charge the uncovered Unit Owner the cost of said insurance coverage and to place a lien on said Unit for the cost thereof including attorneys fees and court costs resulting from any collection process required to obtain reimbursement.

ARTICLE VI

MISCELLANEOUS AND EXECUTION

6.1 <u>NON WAIVER OF COVENANTS</u>: No covenant, restriction, condition, obligation or provision contained in this Declaration shall be deemed to have been abrogated or waived by any reason of failure to enforce the same, irrespective of the number of violations of breaches which may occur.

6.2 <u>SUCCESSORS AND ASSIGNS</u>: Each grantee of the Declarant, and each subsequent grantee, by the acceptance of a deed of conveyance, and each purchaser under any contract for such deed of conveyance, accepts said deed or contract subject to all restrictions, conditions, covenants, easements, liens and charges, and the jurisdiction, rights and powers crated or reserved by this Declaration and shall be deemed to have agreed to perform all undertakings and to be bound by all agreements and covenants imposed on him by this Declaration. All rights, benefits, privileges of every character hereby granted, created, reserved and Declared and all impositions and obligations hereby imposed shall be deeded and taken to be covenants running with the land, and shall bind any person having at any time any interest or estate in the property, and shall inure to the benefit of such grantee or purchaser in like manner as though the provisions of this Declaration were recited and stipulated in length in each and every deed of conveyance. All rights granted specifically to Declarant under this Declaration shall be binding upon the successors and assigns of Declarant, provided, however, that the owners shall not be deemed to be the successors and assigns of the Declarant for the purpose of this paragraph.

6.3 <u>ENFORCEMENT</u>: Any violation on the part of an owner of any of the restrictions, covenants, terms or conditions of this Declaration to be kept, observed or performed by him and which will or is

likely to result in damages which are irreparable or impossible of ascertainment, then any other owner is hereby granted the right to prevent or remedy any such threatened or actual violation on the part of any owner, or the further continuation of any such violation, as the case may be, by means of injunctive proceedings or other legal remedies. The various rights and remedied hereby granted shall be in addition to all other rights and remedies which may be available. All said rights and remedies may be exercised either concurrently or consecutively or partly concurrently or partly concurrently or partly concurrently.

6.4 SURVIVAL: If any term, provision, covenant, easement, agreement or condition in this Declaration shall be held invalid, whether in general or as to any particular situation or circumstance, the remainder of this Declaration and the applicability to any other situation or circumstances, as the case may be, shall not be invalidated or terminated thereby, but shall remain in full force and effect to all intents and purposes as though such invalid term, provision, covenant, easement, agreement or condition had never been.

If any of the covenants or rights created by this Declaration would otherwise violate (a) the rule against perpetuities or some analogous statutory provision, or (b) any other statutory or common law rules imposing time limits, then such provision shall continue only until twenty-one (21) years after the death of the survivor of the now living lawful descendants of the incumbent President of the United States of America.

6.5 <u>**GENDER OF TERMS; NUMBERS:**</u> As used in this Declaration, the masculine shall mean the feminine or neuter and singular mean plural where the context requires to preserve the making of the appropriate provision.

6.6 <u>SUPERIORITY</u>: Anything herein to the contrary notwithstanding, nothing contained herein shall be construed to supersede any ordinance of the Village of Oak Park, Illinois, affecting the property or any portion thereof.

6.7 <u>NO PERSONAL LIABILITY OF DECLARANT</u>: This Declaration is executed by Declarant only in its corporate capacity.

6.8 LAWS OF ILLINOIS: This Agreement shall be construed in conformity with the law of the State of Illinois and in accordance with the usage in said State of Illinois regarding party walls.

6.9 MODIFICATIONS: This Agreement contains all the terms, conditions and covenants relating to the Townhomes described herein and no modifications, waivers, variations, or releases of the duties and obligations under this Agreement shall be binding unless made in writing and signed by the Townhome owners affected herein. In the event any modifications of this Agreement is desired as it relates to exterior modifications to any of the Townhomes as set forth in Article 3.1 hereof, then, in that event, the affected Townhome owners shall be construed as all of the Townhome owners.

6.10 NOTICE: Any notice required or desired to be given under the provisions of this Declaration to any owner shall be deemed to have been properly delivered when the deposited in the U.S. Mail, postage prepaid, directed to the last known person who appears as an owner or other person, at the last known address for each such person which is publicly listed if other than address of the Townhome.

ARTICLE VII

RIGHTS RESERVED TO DEVELOPER

7.1 **DEVELOPER'S PROMOTIONAL RIGHTS:** The right is reserved to the Developer to place and maintain on any area of the Parcel or Development Site, with the exception of a Townhome Lot which has been sold and conveyed or sold on Contract, or sold pursuant to an installment Contract or Articles of Agreement for Deed, to an Owner, all model Dwelling Units, construction trailers, sales offices, fencing, flag poles, advertising signs, banners and lighting in connection therewith and other promotional facilities at such locations and in such forms as shall be determined by Developer for construction, sales and leasing purposes. There is also reserved to the Developer, its agents, employees and prospective purchasers and tenants, the right of ingress, egress and transient parking in and through the Parcel and Development Site for such sales and leasing purposes. The Developer also reserves the right to maintain on the Parcel and Development Site for such sales and leasing purposes without charge (a) a general office for the purpose of exercising the rights reserved in Paragraph 7.1 and 7.2 hereof, (b) a general construction office for Developer's contractors and subcontractors and appropriate parking facilities for the employees of Developer's agents and contractors. Developer's aforesaid reserved rights shall continue for so long as Developer is engaged in the construction, sale or leasing of Dwelling Units on any portion of the Development Site.

7.2 DEVELOPER'S EASEMENTS: The Declarant reserves unto itself, the Developer, a nonexclusive easement to, through, over, under and across the Development Site and all portions thereof for the purpose of implementing the overall development of the Development Site, including, without limitation, the planning, construction, marketing, leasing, management and maintenance of improvements in any portion of the Development Site. Such easement shall continue for a period of ten (10) years from the date of this Declaration unless Developer, by written notice to the Association, elects to terminate such rights prior to such date. All rights and easements in favor of the Owner created by this Declaration shall be subject and subordinate to the afore described development rights and easements of Developer, whether or not inconvenience to any Owner shall result therefrom. The rights and easements reserved pursuant to this Section 7.2 and Section 7.3 shall inure to the benefit of the Developer, the Declarant, their respective successors and assigns, including any successor to or assignee of the Developer's rights under this Declaration.

7.3 RIGHTS OF DEVELOPER TO MAKE DEDICATIONS, TO GRANT ACESS AND UTILITY EASEMENTS END TO EXPAND THE DEVELOPMENT SITE: As used in this Paragraph

7.3, the term "utilities" means all public and private utility conduits, wires, ducts, pipes, cables and other lines, and all associated equipment, which serve the Development Site, including, without limitation, those for the transmission and/or distribution of water, electricity gas, telephone, sewage, drainage and television and other electronic signals. Said term also includes all standpipes, hydrants, pumps, equipment vaults and other structures and facilities for the provisions of fire protection services.

Declarant and Developer hereby reserve the following rights and easements:

A. To dedicate streets and street lights, walks, malls, parkways, parkland, drives, open space and water rights to any governmental authority and to make such other dedications as may be required to implement the ordinances of any governmental authority from time to time applicable to the Parcel or Development Site and to the public improvements thereon and to install, provide and service all utilities on and to provide vehicular and pedestrian access to the Development Site.

ARTICLE VIII

ASSOCIATION

8.1 The Developer after execution and recordation hereof, or the Purchasers upon the sale of all Dwelling Parcels, may cause a non-profit corporation to be incorporated under the laws of the State of Illinois or a non-profit unincorporated association to be formed, to be called the "BONNIE BRAE TOWNHOMES HOME OWNERS ASSOCIATION", or a name similar thereto to represent this "Common Interest Community", and upon the formation of such non-profit corporation or association (hereinafter sometimes referred to as the "Association") every owner of a Dwelling Parcel or beneficiary under a title-holding land trust, shall become a member therein. Each such owner, including the beneficiary of any such title-holding land trust, shall be entitled to one vote per unit

based on that unit's percentage interest in the square footage of the project on each matter submitted to a vote of the members for each Dwelling Parcels owned by him or it, except that where title or beneficial interest to a Dwelling Parcel is in more than one person, such co-owners acting jointly shall be entitled to but one vote.

8.2 The direction of the Associations hall be vested in a Board of Directors (hereinafter sometimes referred to as the "Board of Directors") consisting of three (3) members, each of whom shall be an owner, to be elected by majority vote of the owners, with cumulative voting permitted. The Board of Directors, upon majority vote, may elect such officers from among the owners as they shall deem necessary and appropriate for the conduct of the affairs of the Association.

8.3 At the direction of the majority of the Board of Directors, all Dwelling Parcels may be subject to an assessment to be reasonably and fairly determined by the Board of Directors to cover such items, including, but not limited to, maintenance of roof, driveways, concrete walks, common stairs, balconies, landscaping and snow removal. The aforesaid charges or assessments shall be paid by the respective owners when billed by the Board of Directors and if an owner is in default in making any such payment for ten (10) days, the Association or any owner may bring proceedings at law or in equity against such owner to collect same by suit, there shall be added to the amount due the costs of such suit together with interest and reasonable attorneys' fees, to be fixed by Court Order. All remedies provided in the Forcible Entry and Detainer Act of the State of Illinois are incorporated herein by reference for the collection of assessments herein.

ARTICLE IX

GENERAL

9.1 <u>AMENDMENTS BY DECLARANT:</u> Prior to the sale of the fifth (19th) Townhome Unit, the Declarant or its successors and assigns shall have the right to change or modify this Declaration; and provided that except as may be provided in this Declaration, such amendment shall be executed only to (i) comply with the requirements of the Federal Home Loan Mortgage Corporation, the Veterans Administration, the Federal National Mortgage Association, the Federal Housing Authority or any similar entity, (ii) comply with any statutes, laws or ordinances, or (iii) correct clerical or typographical errors. In furtherance of the foregoing, a power coupled with an interest is hereby reserved and granted to the Declarant to make any change or modification as authorized hereunder on behalf of each Owner as attorney-in-fact for such Owner. Each Deed, Mortgage, Trust Deed, or other evidence of obligation affecting a Townhome Lot and the acceptance thereof shall be deemed to be a grant and acknowledgment of and a covenant and reservation of the power of the Declarant as aforesaid. Such amendment shall become effective upon recording in the office of the Recorder of Deeds for Cook County, Illinois.</u>

9.2 <u>AMENDMENT BY THE OWNERS</u>:

A. The provisions of this Declaration may be amended by an instrument executed and acknowledged by and approved by the Owners of not less than ten (10) of the Townhome Lots which are subject to the provisions of this Declaration, and shall contain an Affidavit signed by all Owners approving the Amendment, certifying that a copy of the amendment has been mailed by certified mail to all mortgagees having bona fide liens of record against any Townhome Lots, no less than five (5) days prior to the date of such Affidavit. No amendment affecting the right of the Holder of any first mortgage or trust deed on a Townhome Lot shall be made without the consent of such mortgagee or holder. No amendment shall be effective unless recorded in the office of the Recorder of Deeds of Cook County, Illinois.

B. Those provisions of this Declaration relating to the rights, privileges or obligations of the Declarant or the Developer may only be amended upon the prior written consent of the Declarant or Developer. This Declaration may be amended by Declarant in any manner prior to the conveyance of any Townhome Lot to any other Owner.

9.3 <u>SEVERABILITY</u>: Invalidation of all or any portion of any of the covenants, restrictions, easements, conditions, reservations, liens and charges imposed by this Declaration, by legislation, judgment or court order shall in no way affect any other provisions of this Declaration, all of which shall remain in full force and effect.

9.4 ENFORCEMENT: Enforcement by any Owner of the covenants and restrictions contained in this Declaration shall be had by any proceeding at law or in equity against any person or persons violating or attempting to violate any such covenant or restriction, either to restrain violation or to recover damages, and against the land to enforce any lien created by these covenants; and failure by any Owner to enforce any covenant or restrictions shall in no event be deemed a waiver of the right to do so thereafter.

9.5 NOTICES: Any notice required to be sent to any Owner under the provisions of this Declaration shall be deemed to have been properly sent when mailed, postage prepaid, to the last known address of such Owner as it appears on the records of Cook County Recorders of Deeds at the time of such mailing.

9.6 <u>TITLE HOLDING LAND TRUST</u>: In the event Title to any Townhome Lot is conveyed to a Title Holding Trust, under the terms of which all power of management, operation and control of such Townhome Lot remain vested in the trust beneficiary or beneficiaries, then the beneficiaries thereunder from time to time shall be responsible for payment of all obligations, liens or indebtedness and for the performance of all agreements, covenants and undertakings chargeable or created under this Declaration against such Townhome Lot. No claim shall be made against any such title holding trustee personally for payment of any lien or obligations hereunder created and the trustee shall not be obligated to sequester funds or trust property to apply in whole or in part against such lien or obligation. The amount of such lien or obligations shall continue to be a charge or lien upon such Townhome Lot and the beneficiaries of such trust notwithstanding any transfers of the beneficial interest of any such trust or any transfers of title to such Townhome Lot.

9.7 DURATION: The covenants, restrictions, conditions, reservations, liens and charges imposed or established by or created under this Declaration shall run with and bind the land for a period of forty (40) years from the date of recording of this Declaration and may be enforced by any owner through any proceeding in law or in equity. Failure by any Owner to so enforce shall in no event be deemed a waiver of the right to do so thereafter. After the expiration said forty (40) years period, all of such covenants, restrictions, conditions, reservations, liens and charges shall continue to run with and bind the land for successive periods of ten (10) years each unless revoked, changed or amended in whole or in part, by an instrument in writing which is executed by the Owners of not less than two-thirds of the Townhome Lots and recorded in the office of the Recorder of Deeds for Cook County, Illinois.

9.8 <u>CAPTIONS</u>: The Article and Paragraph headings are intended for convenience only and shall not be construed with any substantive effect in this Declaration.

THIS DECLARATION is executed by the undersigned as a corporate entity.

THIS DECLARATION, is executed by the undersigned Manager, not personally, but as Manager as aforesaid; and it is expressly understood and agreed by the parties hereto, anything to the contrary notwithstanding, that each and all of the covenants, undertakings and agreements herein made are made and intended, not as personal covenants, undertakings and agreements of the Manager named and referred to in said Declaration for the purpose of binding it personally, but this instrument is executed and delivered by <u>Bonnie Brae Construction, LLC, a limited liability company</u>.

IN WITNESS WHEREOF, the Bonnie Brae Construction, LLC hereto has caused these presents to be signed the day and year first above written.

By:

As Manager of Bonnie Brae Construction, LLC

STATE OF ILLINOIS) COUNTY OF COOK) ss:

I,______, a Notary Public, in and for and residing in said Count and State, **DO HEREBY CERTIFY THAT**______, Manager of Bonnie Brae Construction, LLC who is personally known to me to be the same person whose name is subscribed to the foregoing instrument as such Manager, respectively, appeared before me this day in person and acknowledged that he signed and delivered said instrument as his own free and voluntary act and as the free and voluntary act of said Limited Liability Company, as Manager as aforesaid for the uses and purposes therein set forth; and the said Manager then and there acknowledged that said Manager's own free and voluntary act and as the free and voluntary act of said Limited Liability Company for said uses and purposes therein set forth.

GIVEN under my hand and notarial seal this _____ day of _____, 20___

Notary Public

EXHIBIT "A" BONNIE BRAE TOWNHOMES HOMEOWNERS ASSOCIATION 1101-1111 Bonnie Brae Place, River Forest, Illinois 60305 THE SURVEY ATTACHED HERETO AND INCORPORATED HEREIN

Tab 7

TENTATIVE DEVELOPMENT SCHEDULE

PROPOSED DEVELOPMENT SCHEDULE

	Estimated Start	Estimated End
Permit Acquisition	April, 2020	June, 2020
Site demolition	July 2020	July 2020
Site work and Utilities	August 2020	August 2020
Foundations	September 2020	October 2020
Framing/Masonry	November 2020	February 2021
Mechanicals	December 2020	May 2021
Interior Construction	May 2021	August 2021
Exterior Construction	October 2020	November 2021
Project Close Out		January 2022

Tab 8

STATEMENT OF RESPONSIBILITY

STATEMENT OF RESPONSIBILITY

The undersigned Officer of the Applicant hereby acknowledges his responsibility to record a certified copy of the Ordinance granting the Planned Development permit with the Cook County Recorder of Deeds office and provide evidence of said recording to the Village of River Forest within thirty (30) days of the passage of the Ordinance.

12-02-2019

Art Gurevich

Date

Tab 9

TRAFFIC STUDY

Traffic Impact Study



CONSULTING ENGINEERS

625 Forest Edge Drive, Vernon Hills, IL 60061 Tel. 847.478.9700 • Fax 847.478.9701

www.gha-engineers.com

10:	Art Gurevich Bonnie Brae Construction, LLC
From:	Bill Grieve, P.E., PTOE Senior Transportation Engineer

Antonio Maravillas, E.I.T. Transportation Engineer

Date: December 17, 2019

Subject: Proposed Residential Development 1110 Bonnie Brae – River Forest, Illinois

Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the above captioned project. As proposed, 19 townhomes would be constructed on the northeast corner of the Bonnie Brae intersection with Thomas Street in River Forest, Illinois.

The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are centrally located at the end of this document. Briefly summarizing, we believe that the development traffic can be accommodated on the adjacent streets. Reasons include:

- The site is served well by all modes of transportation, including major streets and CTA/Pace bus routes which provide easy accessibility to the CTA Green Line and the Metra Union Pacific West Line.
- Per US Census data, the townhomes will generate a significant portion of non-auto trips, about 30%. This trip discount was not taken to help ensure that the maximum site traffic impacts were tested.
- Development traffic will have a very limited impact on current operations along Bonnie Brae and Thomas Street.
- > The parking supply of 38 indoor spaces meets the Village code requirement of 2.0 spaces per dwelling.

Part II. Background Information

Site Location Map, Existing Traffic Operations, and Roadway Inventory

Exhibit 1 provides a site location map, **Exhibit 2** illustrates the existing traffic operations, and **Appendix A** provides a photo inventory of the site vicinity. Pertinent comments regarding land-uses in the site vicinity and transportation components, both vehicular and non-auto mobility include:

Area Land Uses

- Concordia University Chicago is located across from the site along Bonnie Brae.
- The eastern side of Bonnie Brae consists of single-family residential housing north and south of the site.
- A condominium is adjacent to the site along Harlem Avenue.
- A synagogue is located diagonally from the site along Thomas Street and Harlem Avenue.
- A large community park is located at the north end of Bonnie Brae, along Division Street.

Roadway Inventory

Bonnie Brae

- Bonnie Brae is a north-south roadway and is under the jurisdiction of the Village of River Forest.
- Bonnie Brae is classified as a "Local Road" on the Illinois Department of Transportation (IDOT) functional classification map.
- Bonnie Brae provides an urban cross-section with one travel lane in each direction.
- 2-hour parking is allowed on the western side of the street while parking is prohibited on the eastern side of the street in the site vicinity.
- Bonnie Brae is stop controlled at its intersections with Division Street and Augusta Street.

Thomas Street

- Thomas Street is an east-west roadway that is also under local jurisdiction.
- Thomas Street operates as one-way (eastbound) between Bonnie Brae and Harlem Avenue. It provides an urban cross section with one travel lane and parking allowed only on the north side of the street.
- Thomas Street is stop controlled at its intersection with Harlem Avenue. East of Harlem Avenue, Thomas Street operates as two-way (one travel lane in each direction).

Division Street

- Division Street is an east-west route that is also under local jurisdiction.
- Division Street is classified as a "Major Collector" on the IDOT functional classification map with a posted school zone speed limit of 20-mph near Bonnie Brae.
- Division Street provides an urban cross section with one travel lane in each direction and parking lanes on both sides of the street.
- At its intersection with Bonnie Brae, a separate left-turn lane is provided on the westbound approach.

Augusta Street

- Augusta Street is an east-west route that is also under local jurisdiction.
- Augusta Street is classified as a "Local Road" on the IDOT functional classification map, with a posted speed limit of 25-mph.
- Augusta Street provides an urban cross section with one travel lane in each direction.

Harlem Avenue (IL Route 43)

- Harlem Avenue is a north-south roadway that is under the jurisdiction of IDOT.
- Harlem Avenue is classified as an "Other Principal Arterial" on the IDOT functional classification map and is designated as a Strategic Regional Arterial (SRA) route.
- Harlem Avenue provides an urban cross-section with two-travel lanes in each direction and a posted speed limit of 30-mph.
- Parking is prohibited on both sides of Harlem Avenue within the site area.

Pedestrian Mobility

- Pace operates bus route 307 (Harlem) and 318 (West North Avenue) along Harlem Avenue with stops at the northwest and southeast corners of the intersection with Division Street, and at the northwest and northeast corners of the intersection with Augusta Street. The Chicago Transit Authority (CTA) also operates bus route 90 (Harlem) with stops at the same locations.
- CTA bus route 90 also provides stops along Harlem Avenue at the northwest and southeast corners of the intersection with Thomas Street.
- Pedestrian crosswalks are striped on each approach of the Bonnie Brae and Division Street intersection. Pedestrian signage is also provided on the eastbound approach.
- Pedestrian crosswalks are also striped on the westbound approach of the Thomas Street intersection with Bonnie Brae, and on both approaches of the intersection with Harlem Avenue.
- For the intersection of Augusta Street and Bonnie Brae, crosswalks are striped on the northbound, southbound, and eastbound approaches with pedestrian signage provided on the eastbound approach.
- Sidewalks are provided on both sides of the street for all roadways in the site vicinity.
- The CTA Green Line runs parallel to Division Street about 1 mile south of the site. The closest station (Harlem/Lake) is located at Harlem Avenue.
- The Metra Union Pacific West Line runs alongside the CTA Green Line in the area, with the closest station near the Harlem/Lake CTA station, about 1 mile south of the site.

Existing Traffic

GHA conducted weekday morning (7 AM – 9 AM) and evening (3 PM – 7 PM) peak period traffic and pedestrian counts on Tuesday, November 19, 2019 at the Bonnie Brae intersections with Division Street, Thomas Street, and Augusta Street, as well as at the Public Alley intersections with Bonnie Brae and Thomas Street.

No unusual activity (e.g. road construction, severe weather, or extensive emergency vehicle activity) occurred during the counts that would have impacted the traffic volumes or travel patterns. *Exhibit 3* illustrates the existing Weekday Morning and Evening Peak Hour traffic and pedestrian volumes which occurred from 7:30-8:30 AM and 3:00-4:00 PM along Bonnie Brae, and the Annual Average Daily Traffic (AADT) volumes obtained from the IDOT Website <u>gettingaroundillinois.com</u>. The traffic count summary sheets are provided in *Appendix B*.

Crash Analysis

Observing the most recent available crash history can determine if any roadway improvements are needed to improve safety along the surrounding roadways. Crash data from 2014-2018 was obtained from the IDOT Bureau of Data Collection for Bonnie Brae within the site vicinity. **Appendix C** summarizes the 5-year (2014-2018) crash history along Bonnie Brae at its intersections with Division Street, Thomas Street, and Augusta Street.

As can be seen, 10 crashes occurred at the Division Street intersection, 12 crashes occurred at the Augusta Street intersection, and 3 crashes occurred at the Thomas Street intersection during the 5-year study period. The only observed trend was at the Augusta Street intersection, where 9 of the 12 crashes were angle or turning collisions. No notable crashes occurred elsewhere on Bonnie Brae or Thomas Street.

Part III. Project Traffic Characteristics

Site Plan

Per the site plan prepared by JCSA Ltd. dated October 24, 2019, (see **Exhibit 4**), 4 multi-unit buildings with a combined total of 19 units will be constructed at the northeast corner of the Bonnie Brae and Thomas Street intersection. Access for 13 of the units will be provided via a private driveway on Thomas Street, while access for the other 6 units will be provided on the public alley.

Traffic Generations and Trip Distribution

Exhibit 5 – Part A summarizes the weekday morning and evening peak hour and daily auto trip generations for the townhomes that were based on rate information published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 10th Edition (see **Appendix D**).

<u>Discussion Point.</u> The trip generations do not reflect the various non-auto travel mode alternatives. US Census data for River Forest indicates that about 30% of trips are non-auto oriented. Thus, the volumes shown on **Exhibit 5 – Part A** are probably overestimated.

Exhibit 5 – Part B lists the anticipated trip distribution and reflects the anticipated travel patterns. As previously noted, Thomas Street operates as one-way (eastbound) between Bonnie Brae and Harlem Avenue.

Part IV – Traffic and Parking Evaluation

Traffic Assignments

IDOT and other agencies generally require that the existing volumes be increased to reflect other growth in the area for a "Buildout + 5 year" analysis. Assuming a buildout year of 2021, the analysis would be for the Year 2026. The Chicago Metropolitan Agency for Planning (CMAP) was contacted and provided Year 2050 traffic projections (see **Appendix E**). As can be seen, Division Street is projected to experience very minimal growth. A 4% increase was applied to Division Street. Because Bonnie Brae is a relatively short local roadway, compared with Division Street which is classified as a "Major Collector", no growth was applied along Bonnie Brae.

Site traffic was assigned to the adjacent streets based on the project characteristics (see **Exhibit 5**) and is illustrated in **Exhibit 6**. Site traffic and the existing volumes (see **Exhibit 3**) adjusted for growth were added to produce the Year 2026 total traffic assignment, which is illustrated in **Exhibit 7**.

<u>Discussion Point.</u> No site traffic was assigned to the new private drive on Thomas Street. This helps to ensure that the maximum site traffic volumes were tested at the alley intersection with Thomas Street.

Intersection Capacity and Queue Analyses

Capacity analyses are a standard measurement in the transportation industry that identifies how an intersection operates. **Exhibit 8** – **Part A** lists the analysis parameters, as published in the Transportation Research Board's (TRB) Highway Capacity Manual – 6th Edition, 2016 (HCM). They are measured in terms of level of service (LOS).

LOS A is the best rating, with LOS F being the worst. LOS C is considered appropriate for "design" purposes and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered unacceptable.

Exhibit 8 - Part B summarizes the intersection capacity and queue analysis results. The capacity analysis summary printouts are provided in **Appendix F**. As can be seen from **Exhibit 8**, site traffic will have a minimal impact on operations at all intersections tested, with all results at or better than the "acceptable" LOS D or better.

Traffic Impact Discussion

Townhome traffic will represent the following volumes traveling through the Bonnie Brae intersection with Division Street:

- During the weekday morning peak hour (see **Exhibit 3**), there are currently about 959 vehicles or about 16 vehicles per minute. The townhomes would add only 2 trips or about 1 trip every 30 minutes.
- During the weekday evening peak hour, there are currently about 827 vehicles or about 14 vehicles per minute. The apartments would add only 4 trips or about 1 trip every 15 minutes.

<u>Key Finding.</u> Based on the above, it can be concluded that no street or intersection improvements would be necessary to specifically accommodate site traffic. Thus, our recommendations focus on the on-site planning elements (e.g. access operations and parking) and on enhancing pedestrian mobility.

On-Site Planning Elements

Site Access

- One drive will be provided to access 13 of the 19 total units. The other 6 units will be accessible off the public alley.
- The site civil engineer should run AutoTurn for vehicle maneuvers into and out of the townhome driveways and the alley.
- 'No Right Turn' signage should be posted at Thomas Street for the private driveway.
- Prior to the recent resurfacing of Bonnie Brae, a crosswalk had been striped on the southbound approach of the intersection with Thomas Street. Given that the proposed development should generate a significant portion of non-auto trips, a crosswalk should be restriped on the southbound approach of the intersection.

Parking

- It is our understanding that Village Code requires 2.0 parking spaces per unit for a total of 38 spaces. Per the site plan, each unit will have a private garage with enough space for 2 vehicles. In total, there will be 38 private parking spaces. Thus, the parking supply is adequate.
- 4 additional off-street parking spaces are available in addition to the on-street parking along Thomas Street and Bonnie Brae. The parking supply should be more than adequate for the proposed development.

Part V. Technical Addendum

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

Exhibits

- 1. Site Location Map
- 2. Existing Traffic Operations
- 3. Existing Traffic and Pedestrians
- 4. Site Plan
- 5. Project Traffic Characteristics
- 6. Site Traffic
- 7. Total Traffic Year 2026
- 8. Intersection Capacity Analyses

Appendices

- A. Photo Inventory
- B. Traffic Count Summary Sheets
- C. Crash Summary
- D. ITE Trip Generation Excerpts
- E. CMAP Correspondence
- F. Capacity Analysis Worksheets

EXHIBITS





Exhibit 1 - Location Map

Proposed Residential Development 1110 Bonnie Brae, River Forest, IL

Man Center: 87 80773°W 41 9006

1 inch =

875

Feet







ш A R 8 ш _ NNO 0

SITE DATA:

PROPOSED: 3 STORY 18 UNITS 36 PRIVATE PARKING SPACES + 4 GUEST PARKING SPACES ZONING DISTRICT: R4 (MULTI-FAMILY RESIDENTIAL) . LOT AREA: 27.681 SQ FT BUILDING FOOTPRINT: 13,395 SQ FT GREEN AREA (PERVIOUS): 6,616 SQ FT · LOT COVERAGE: 21,065 SQ FT · GROSS FLOOR AREA: 35,730 SQ FT • BUILDING HEIGHT: 40'-8" BUILDING SETBACKS NORTH: 5'-0" (SIDE) SOUTH: 5'-0" (SIDE) EAST: 5'-0" (REAR)

10' X 12' WASTE + RECYCLE ENCLOSURE BRICK + BLOCK + GATE WITH REMOVABLE LID

5' X 10' CANTILEVERED BALCONY ABOVE - TYP.

CONCRETE DRIVE-TYP. FOR 6


Exhibit 5 Project Traffic Characteristics

Proposed Residential Development - River Forest, Illinois

Part A. Traffic Generation Calculations

				١	Veekday I	Peak Ho	urs		
		ITE	Morr	ning Peak	Hour	Even	ing Peak	Hour	Daily
Land Use	Size	Code	In	Out	Sum	In	Out	Sum	Sum
Multifamily Housing (Low-Rise)	19 Dwelling Units	#220	2	8	10	8	5	13	104
Multi-N	Modal Reduction @) 30% =	1	6	7	6	4	10	73
	Discussion: 1	The discou	int for n	on-auto	trips was	not take	n,		

to help ensure that the maximum site traffic imapcts are tested.

Notes:

1) Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition).

2) Per 2017 US Census for River Forest, about 30% of residents take public transportation, bike, or walk.

Part B. Trip Distribution

Percent Use	Percent Use
To Site	From Site
15%	15%
30%	-negligible
10%	<5%
45%	-negligible
<5%	<5%
-negligible	-negligible
-not allowed	85%
	To Site 15% 30% 10% 45% <5%







Exhibit 8 Intersection Capacity and Queue Analyses Proposed Residential Development - River Forest, Illinois

Part A. Parameters - Type of Traffic Control (Source: Highway Capacity Manual 6th Edition)

I. Tra	affic Signals		II. Stop Si	gn
LOS	Delay (sec / veh)	Description	LOS	Delay (sec / veh)
А	<10	All signal phases clear waiting vehicles without delay	А	< 10
В	>10 and < 20	Minimal delay experienced on select signal phases	В	>10 and < 15
С	>20 and < 35	Some delay experienced on several phases; often used as design criteria	С	>15 and < 25
D	>35 and < 55	Usually considered as the acceptable delay standard	D	>25 and < 35
E	>55 and < 80	Very long delays experienced during the peak hours	E	>35 and < 50
F	>80	Unacceptable delays experienced throughout the peak hours	F	>50

art B. Results									ву Арр					Intersectio	
	Roadway Conditions				red Lan			r	l or not /					Approact	h
	,		astbour			estbour			orthbou		-	outhbou		Delay	
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LO
. Bonnie Brae at Division St	TWSC - NB/SB Stops	E	astbour	nd	W	estbour	nd	N	orthbou	nd	S	outhbou	nd		
A. Weekday Morning Peak Hour														SB Approach	Delay
Existing Traffic (See Exhibit 3)	Current	>	А	<	А	А	<	>	С	<	>	D	<	25.3	D
	95th Queue Length (ft)	-	3	-	8	0	-	-	13	-	-	28	-	-	-
2026 Total Traffic (See Exhibit 7)	Current	>	А	<	А	А	<	>	С	<	>	D	<	26.5	C
	• 95th Queue Length (ft)	-	3	-	8	0	-	-	15	-	-	28	-	-	-
B. Weekday Evening Peak Hour														NB Approach	Dela
Existing Traffic (See Exhibit 3)	Current	>	А	<	А	А	<	>	С	<	>	С	<	16.9	C
	• 95th Queue Length (ft)	-	0	-	3	0	-	-	20	-	-	13	-	-	-
2026 Total Traffic (See Exhibit 7)	Current	>	А	<	А	А	<	>	С	<	>	С	<	17.6	C
	• 95th Queue Length (ft)	-	0	-	0	0	-	-	23	-	-	15	-	-	-
2. Bonnie Brae at Thomas St	TWSC - EB Stop	E	astbour	nd	W	'estbour	nd	N	orthbou	nd	S	outhbou	nd	EB Approach	Dela
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	Current	>	В	<	-	-	-	>	А	<	>	А	<	12.1	В
	95th Queue Length (ft)	-	3	-	-	-	-	-	0	-	-	3	-	-	-
2026 Total Traffic (See Exhibit 7)	Current	>	В	<	-	-	-	>	А	<	>	А	<	12.1	E
	• 95th Queue Length (ft)	-	3	-	-	-	-	-	0	-	-	3	-	-	-
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	Current	>	В	<	-	-	-	>	А	<	>	А	<	11.6	в
	95th Queue Length (ft)	-	0	-	-	-	-	-	0	-	-	3	-	-	-
2026 Total Traffic (See Exhibit 7)	Current	>	В	>	-	-	-	>	А	<	>	А	<	11.7	E
	95th Queue Length (ft)	-	0	-	-	-	-	-	0	-	-	3	-	-	-



art B. Results		<u> </u>		s = Sha	LOS red Lan		Noven		5 11	oroach Allowed		nent		Intersectio Approacl	
	Roadway Conditions	F	astbou			Vestbou		1	orthbou		1	outhbou	ind	Delay	T
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	(sec / veh)	LC
3. Bonnie Brae at Augusta St	TWSC - NB/SB Stops	E	astbou	nd	v	Vestbou	ind	N	orthbou	nd	S	outhbou	ind	SB Approach	Dela
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)	>	А 5	< -	>	A 0	< -	>	C 5	< -	>	C 33	< -	18.7 -	•
2026 Total Traffic (See Exhibit 7)	Current 95th Queue Length (ft)	>	А 5	< -	>	A 0	< -	>	С 5	< -	>	C 33	< -	18.7	•
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)	>	A 3	< -	>	A 0	< -	>	В 3	< -	>	C 38	< -	17.1 -	•
2026 Total Traffic (See Exhibit 7)	Current 95th Queue Length (ft)	> -	A 3	> -	>	A 0	< -	>	B 3	< -	>	C 38	< -	17.2 -	•
4. Bonnie Brae at Public Alley	TWSC - WB Stop	E	astbou	nd	v	Vestbou	ind	N	orthbou	nd	S	outhbou	ind	WB Approach	Del
A. Weekday Morning Peak Hour															Τ
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)				A 3		< -		A 0	< -	>	A 0		9.8 -	
2026 Total Traffic (See Exhibit 7)	Current				А		<		А	<	>	А		9.7	
	• 95th Queue Length (ft)				3		-		0	-	-	0		-	
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)				A 0		< -		A 0	< -	>	A 0		9.3 -	
2026 Total Traffic (See Exhibit 7)	Current 95th Queue Length (ft)				A 0		< -		A 0	< -	>	A 0		9.2 -	
5. Thomas St at Public Alley	TWSC - NB/SB Stops	E	astbou	nd	v	Vestbou	ind	N	orthbou	nd	S	outhbou	ind	SB Approach	Del
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)	>	A 0	< -	-	-	-	-	A 0	< -	>	A 0	-	9.3 -	
2026 Total Traffic (See Exhibit 7)	Current 95th Queue Length (ft)	>	A 0	< -	-	-	-	-	A 0	< -	>	A 3	-	9.4	
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	Current 95th Queue Length (ft)	>	A 0	< -	-	-	-	-	A 0	< -	>	A 0	-	9.1 -	
2026 Total Traffic (See Exhibit 7)	Current 95th Queue Length (ft)	>	A 0	>	-	-	-	-	A 0	< -	>	A 0	-	9.2 -	



APPENDIX A Photo Inventory





Northbound Bonnie Brae (Thomas St intersection)



Eastbound Thomas St (from Bonnie Brae)





Southbound Bonnie Brae (Thomas St intersection)



Westbound Thomas St (Bonnie Brae intersection)

Appendix A Photo Inventory Page 1 | 5



Northbound Bonnie Brae (Division St intersection)



Eastbound Division St (Bonnie Brae intersection)





Southbound Bonnie Brae (Division St intersection)



Westbound Division St (Bonnie Brae intersection)

Appendix A Photo Inventory Page 2 | 5



Southbound Bonnie Brae (Public Alley access)



Eastbound Thomas St (Public Alley access)



Eastbound Public Alley (from Bonnie Brae)



Northbound Public Alley (from Thomas St)

> Appendix A Photo Inventory Page 3 | 5





Northbound Bonnie Brae (Augusta St intersection)



Eastbound Augusta St (Bonnie Brae intersection)





Southbound Bonnie Brae (Augusta St intersection)



Westbound Augusta St (Bonnie Brae intersection)

> Appendix A Photo Inventory Page 4 | 5



Northbound Harlem Ave (Thomas St intersection)



Eastbound Thomas St (Harlem Ave intersection)





Southbound Harlem Ave (Thomas St intersection)



Westbound Thomas St (from Harlem Ave)

> Appendix A Photo Inventory Page 5 | 5

APPENDIX B Traffic Count Summary Sheets



Count Name: Bonnie Brae at Division Street Site Code: Start Date: 11/19/2019 Page No: 1

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

Turning Movement Data

				ie Brae nbound						vision tbound	in g i			Jala		e Brae bound						ision bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 00 AM	2	0	4	0-1411	0	Total 6	1		2	0-1411	0	Total 48	3	0	2	0-1011	0	Total 5	5		3	0-1011	0 Peus	Total 54	113
7:15 AM	2	0	2	0	1	4	5	45 76	6	0	0		2	2	2	0	3	6	5	46 57	5	0	0	 68	165
7:15 AM 7 30 AM	2		6	0	4	9	6	81	15	0	3	102	6		2	0	7	8	15	58	5	0	3	78	105
7:45 AM	8		6	0	7	15	8	93	31	0	2	102	7	1	3	0	3	11	32	46	10	0	1	88	246
Hourly Total	14	2	18	0	12	34	20	295	54	0	5	369	18	4	8	0	13	30	58	207	23	0	4	288	721
8 00 AM	8	3	7	0	12	18	15	106	32	0	5	153	5	0	6	0	2	11	36	46	9	0	1	91	273
8:15 AM	7	2	8	0	3	17	19	96	6	0	5	133	5	1	4	0	1	10	14	70	11	0	3	95	243
8 30 AM	5		5	0	4	11	13	75	9	0	0	97	4	1	1	0	1	6	12	47	4	0	0	63	177
8:45 AM	8	1	5	0	3	14	16	56	8	0	2	80	3	0	4	0	0	7	11	30	12	0	3	53	154
Hourly Total	28	7	25	0	20	60	63	333	55	0	12	451	17	2	15	0	4	34	73	193	36	0	7	302	847
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 00 PM	4	0	6	0	5	10	4	53	17	0	7	74	10	0	6	0	6	16	12	63	4	0	18	79	179
3:15 PM	6	1	3	0	3	10	2	72	11	0	1	85	8	1	6	0	4	15	6	89	5	0	0	100	210
3 30 PM	3	0	5	0	2	8	2	74	9	0	0	85	9	0	11	0	4	20	11	80	3	0	1	94	207
3:45 PM	10	3	12	0	10	25	4	67	7	0	0	78	16	0	11	0	2	27	14	81	6	0	1	101	231
Hourly Total	23	4	26	0	20	53	12	266	44	0	8	322	43	1	34	0	16	78	43	313	18	0	20	374	827
4 00 PM	9	1	8	0	1	18	6	75	6	1	3	88	9	0	5	0	5	14	7	85	8	0	1	100	220
4:15 PM	5	0	3	0	2	8	6	79	9	0	5	94	8	1	8	0	3	17	14	94	6	0	3	114	233
4 30 PM	3	1	7	0	1	11	3	86	1	0	1	90	7	1	11	0	1	19	7	83	1	0	1	91	211
4:45 PM	2	1	5	0	1	8	4	73	14	0	0	91	7	0	3	0	1	10	14	123	4	0	2	141	250
Hourly Total	19	3	23	0	5	45	19	313	30	1	9	363	31	2	27	0	10	60	42	385	19	0	7	446	914
5 00 PM	4	2	2	0	4	8	5	69	2	1	4	77	8	1	5	0	2	14	9	103	8	0	4	120	219
5:15 PM	7	2	8	0	1	17	6	80	7	0	1	93	7	2	4	0	0	13	7	92	3	0	1	102	225
5 30 PM	7	3	7	0	4	17	9	85	8	0	2	102	9	1	10	0	4	20	11	95	3	0	2	109	248
5:45 PM	21	0	9	0	1	30	3	89	13	0	0	105	2	1	7	0	2	10	8	90	2	0	3	100	245
Hourly Total	39	7	26	0	10	72	23	323	30	1	7	377	26	5	26	0	8	57	35	380	16	0	10	431	937
6 00 PM	3	1	3	0	1	7	0	63	8	0	0	71	12	0	6	0	0	18	10	72	1	0	1	83	179
6:15 PM	1	0	0	0	2	1	0	54	5	0	2	59	6	1	8	0	0	15	8	85	0	0	1	93	168
6 30 PM	1	0	1	0	1	2	1	49	5	1	3	56	3	1	1	0	0	5	5	84	0	0	0	89	152
6:45 PM	0	0	2	0	0	2	2	58	6	0	1	66	6	0	1	0	2	7	8	67	1	0	1	76	151
Hourly Total	5	1	6	0	4	12	3	224	24	1	6	252	27	2	16	0	2	45	31	308	2	0	3	341	650
Grand Total	128	24	124	0	71	276	140	1754	237	3	47	2134	162	16	126	0	53	304	282	1786	114	0	51	2182	4896
Approach %	46.4	8.7	44.9	0.0	-	-	66	82 2	11.1	0.1	-	-	53.3	5.3	41.4	0.0	-	-	12.9	81.9	5.2	0.0	-	-	-
Total %	2.6	0.5	2 5	0.0	-	5.6	29	35 8	4 8	0.1	-	43.6	33	0.3	26	0.0	-	6.2	58	36.5	2.3	0.0	-	44.6	-
Lights	120	24	120	0	-	264	139	1732	236	3	-	2110	158	13	123	0	-	294	279	1773	104	0	-	2156	4824
% Lights	93.8	100.0	96.8	-	-	95.7	99.3	98.7	99.6	100.0	-	98.9	97.5	81.3	97.6	-	-	96.7	98.9	99.3	91 2	-	-	98.8	98 5
Mediums	8	0	4	0	-	12	1	21	1	0	-	23	3	3	3	0	-	9	3	13	10	0	-	26	70
% Mediums	6.3	0.0	32	-	-	4.3	0.7	1.2	0.4	0.0	-	1.1	19	18.8	2.4		-	3.0	1.1	0.7	8.8		-	1.2	1.4

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Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	0 0	0.1	0 0	0.0	-	0.0	06	0.0	0 0	-	-	0.3	0 0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	1.4	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	2.0	-	-
Pedestrians	-	-	-	-	70	-	-	-	-	-	47	-	-	-	-	-	53	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	98.6	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	98 0	-	-

Count Name: Bonnie Brae at Division Street Site Code: Start Date: 11/19/2019 Page No: 4

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

Turning Movement Peak Hour Data (7:30 AM)

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 | North
 | bound | | | |
 | Easth | oound
 | | | | |
| Right | Thru | Left | U-Turn | Peds | App.
Total | Right | Thru | Left | U-Turn | Peds | App.
Total | Right | Thru

 | Left
 | U-Turn | Peds | App.
Total | Right | Thru
 | Left | U-Turn
 | Peds | App.
Total | Int. Total | |
| 2 | 1 | 6 | 0 | 4 | 9 | 6 | 81 | 15 | 0 | 3 | 102 | 6 | 1

 | 1
 | 0 | 7 | 8 | 15 | 58
 | 5 | 0
 | 3 | 78 | 197 | |
| 8 | 1 | 6 | 0 | 7 | 15 | 8 | 93 | 31 | 0 | 2 | 132 | 7 | 1

 | 3
 | 0 | 3 | 11 | 32 | 46
 | 10 | 0
 | 1 | 88 | 246 | |
| 8 | 3 | 7 | 0 | 10 | 18 | 15 | 106 | 32 | 0 | 5 | 153 | 5 | 0

 | 6
 | 0 | 2 | 11 | 36 | 46
 | 9 | 0
 | 1 | 91 | 273 | |
| 7 | 2 | 8 | 0 | 3 | 17 | 19 | 96 | 6 | 0 | 5 | 121 | 5 | 1

 | 4
 | 0 | 1 | 10 | 14 | 70
 | 11 | 0
 | 3 | 95 | 243 | |
| 25 | 7 | 27 | 0 | 24 | 59 | 48 | 376 | 84 | 0 | 15 | 508 | 23 | 3

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 | 0 | 13 | 40 | 97 | 220
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 | 8 | 352 | 959 | |
| 42.4 | 11 9 | 45.8 | 0.0 | - | - | 9.4 | 74 0 | 16.5 | 0.0 | - | - | 57.5 | 7.5

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 | 5.7 | -
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- | 2 1 8 1 8 3 7 2 25 7 42.4 11 9 2.6 0.7 0.781 0 583 22 7 88.0 100.0 3 0 12.0 0.0 0 0 - - - - - - | Right Thru Left 2 1 6 8 1 6 8 3 7 7 2 8 25 7 27 42.4 11.9 45.8 0.781 0.583 0.844 22 7 27 88.0 100.0 100.0 3 0 0 12.0 0.0 0 0.0 0.0 0 - - - - - - | 2 1 6 0 8 1 6 0 8 3 7 0 7 2 8 0 25 7 27 0 42.4 11.9 45.8 0.0 2.6 0.7 28 0.0 0.781 0583 0.844 0000 22 7 27 0 88.0 100.0 100.0 - 3 0 0 0 12.0 0.0 0.0 - 0 0 0 - 0.0 0.0 - - 0.0 0.0 0.0 - 0.0 0.0 - - - - - - - - - - - - - - | Right Thru Left U-Tum Peds 2 1 6 0 4 8 1 6 0 7 8 3 7 0 10 7 2 8 0 3 25 7 27 0 24 42.4 11.9 45.8 0.00 - 2.6 0.7 28 0.0 - 2.7 27 0 - - 0.781 0.583 0.844 0.000 - 22 7 27 0 - 3 0 0 0 - 3 0 0 - - 12.0 0.0 0 0 - 0 0 0 - - 0.0 0.0 - - - 0.0 0.0 - - - 0.0 | Right Thru Left U-Tum Peds App.
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Count Name: Bonnie Brae at Division Street Site Code: Start Date: 11/19/2019 Page No: 6

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

Turning Movement Peak Hour Data (4:45 PM)

								Tun	ing is	loven	епс г	ean	noui	Dala	(4.40	r IVI)									
			Bonni	ie Brae					Div	ision					Bonni	ie Brae					Divi	ision			
			South	bound					West	bound					North	bound					East	bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:45 PM	2	1	5	0	1	8	4	73	14	0	0	91	7	0	3	0	1	10	14	123	4	0	2	141	250
5 00 PM	4	2	2	0	4	8	5	69	2	1	4	77	8	1	5	0	2	14	9	103	8	0	4	120	219
5:15 PM	7	2	8	0	1	17	6	80	7	0	1	93	7	2	4	0	0	13	7	92	3	0	1	102	225
5 30 PM	7	3	7	0	4	17	9	85	8	0	2	102	9	1	10	0	4	20	11	95	3	0	2	109	248
Total	20	8	22	0	10	50	24	307	31	1	7	363	31	4	22	0	7	57	41	413	18	0	9	472	942
Approach %	40.0	16 0	44.0	0.0	-	-	66	84 6	85	0.3	-	-	54.4	7.0	38.6	0.0	-	-	8.7	87.5	3.8	0.0	-	-	-
Total %	2.1	0.8	23	0.0	-	5.3	25	32 6	33	0.1	-	38.5	33	0.4	23	0.0	-	6.1	4.4	43.8	1.9	0.0	-	50.1	-
PHF	0.714	0 667	0.688	0 000	-	0.735	0.667	0 903	0.554	0 250	-	0.890	0.861	0.500	0.550	0.000	-	0.713	0.732	0.839	0.563	0.000	-	0.837	0 942
Lights	18	8	22	0	-	48	24	302	31	1	-	358	31	3	22	0	-	56	41	413	16	0	-	470	932
% Lights	90.0	100.0	100.0	-	-	96 0	100.0	98.4	100.0	100.0	-	98.6	100.0	75.0	100.0	-	-	98.2	100.0	100 0	88 9	-	-	99.6	98 9
Mediums	2	0	0	0	-	2	0	4	0	0	-	4	0	1	0	0	-	1	0	0	2	0	-	2	9
% Mediums	10.0	0.0	0 0	-	-	4.0	0 0	1.3	0 0	0.0	-	1.1	0 0	25.0	0 0	-	-	1.8	0.0	0.0	11.1	-	-	0.4	1.0
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	0 0	0.3	0 0	0.0	-	0.3	0 0	0.0	0 0	-	-	0.0	0 0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	9	-	-
% Pedestrians	-	-		-	100.0		-				100.0						100.0						100.0		

Count Name: Bonnie Brae at Thomas Street Site Code: Start Date: 11/19/2019 Page No: 1

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

Turning Movement Data

							ı			Turr	ning iv	lover	nent L	Jata											1
				ie Brae					The	omas					Bonni	ie Brae						d Approach			
Ot and Time a			South	nbound					Wes	tbound					North	bound					East	bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 00 AM	0	7	3	0	0	10	0	0	0	0	2	0	1	8	1	0	0	10	0	0	0	0	1	0	20
7:15 AM	1	4	1	0	2	6	0	0	0	0	2	0	3	11	2	0	1	16	1	2	0	0	2	3	25
7 30 AM	0	13	4	0	1	17	0	0	0	0	0	0	6	15	0	0	1	21	0	1	1	0	3	2	40
7:45 AM	2	24	8	0	1	34	0	0	0	0	0	0	1	37	0	0	5	38	1	0	0	0	1	1	73
Hourly Total	3	48	16	0	4	67	0	0	0	0	4	0	11	71	3	0	7	85	2	3	1	0	7	6	158
8 00 AM	2	48	18	0	0	68	0	0	0	0	3	0	3	34	1	0	1	38	1	0	0	0	1	1	107
8:15 AM	0	17	6	0	1	23	0	0	0	0	0	0	0	17	2	0	0	19	1	2	1	0	2	4	46
8 30 AM	1	8	2	0	2	11	0	0	0	0	0	0	2	22	1	0	0	25	0	0	0	0	3	0	36
8:45 AM	0	8	4	0	3	12	0	0	0	0	0	0	2	21	3	0	0	26	3	0	0	0	3	3	41
Hourly Total	3	81	30	0	6	114	0	0	0	0	3	0	7	94	7	0	1	108	5	2	1	0	9	8	230
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 00 PM	2	57	8	1	2	68	0	0	0	0	3	0	2	12	0	0	4	14	0	0	1	0	2	1	83
3:15 PM	0	18	5	1	1	24	0	0	0	0	0	0	1	10	1	1	0	13	1	1	0	0	2	2	39
3 30 PM	1	23	8	0	3	32	0	0	0	0	2	0	4	12	3	2	3	21	1	0	0	0	4	1	54
3:45 PM	0	30	4	0	0	34	0	0	0	0	0	0	3	17	0	0	0	20	0	0	2	0	2	2	56
Hourly Total	3	128	25	2	6	158	0	0	0	0	5	0	10	51	4	3	7	68	2	1	3	0	10	6	232
4 00 PM	1	20	6	1	0	28	0	0	0	0	1	0	4	12	1	0	1	17	2	0	0	0	0	2	47
4:15 PM	2	19	7	0	1	28	0	0	0	0	0	0	5	15	1	1	0	22	0	0	1	0	0	1	51
4 30 PM	0	18	3	0	3	21	0	0	0	0	0	0	1	13	3	0	5	17	3	0	1	0	0	4	42
4:45 PM	1	39	3	0	0	43	0	0	0	0	0	0	2	11	3	0	0	16	3	0	1	0	4	4	63
Hourly Total	4	96	19	1	4	120	0	0	0	0	1	0	12	51	8	1	6	72	8	0	3	0	4	11	203
5 00 PM	1	19	11	0	0	31	0	0	0	0	0	0	2	9	0	0	0	11	2	0	0	0	0	2	44
5:15 PM	1	16	3	0	0	20	0	0	0	0	0	0	2	10	3	0	0	15	1	1	3	0	0	5	40
5 30 PM	2	20	6	0	0	28	0	0	0	0	3	0	4	15	2	1	2	22	3	0	0	0	0	3	53
5:45 PM	2	23	5	0	3	30	0	0	0	0	0	0	3	8	2	0	3	13	2	0	0	0	3	2	45
Hourly Total	6	78	25	0	3	109	0	0	0	0	3	0	11	42	7	1	5	61	8	1	3	0	3	12	182
6 00 PM	1	25	7	0	1	33	0	0	0	0	0	0	2	10	1	1	0	14	3	0	0	0	2	3	50
6:15 PM	1	9	3	0	0	13	0	0	0	0	1	0	1	11	3	1	0	16	3	0	0	0	1	3	32
6 30 PM	1	11	2	0	1	14	0	0	0	0	0	0	2	14	4	0	1	20	3	2	0	0	1	5	39
6:45 PM	1	9	2	0	1	12	0	0	0	0	0	0	1	13	0	1	0	15	1	0	1	0	2	2	29
Hourly Total	4	54	14	0	3	72	0	0	0	0	1	0	6	48	8	3	1	65	10	2	1	0	6	13	150
Grand Total	23	485	129	3	26	640	0	0	0	0	17	0	57	357	37	8	27	459	35	9	12	0	39	56	1155
Approach %	3.6	75 8	20.2	0.5	-	-	00	0.0	0 0	0.0	-	-	12.4	77.8	8.1	1.7	-	-	62.5	16.1	21.4	0.0	-	-	<u> </u>
Total %	2.0	42 0	11.2	0.3	-	55.4	00	0.0	0 0	0.0	-	0.0	4 9	30.9	32	0.7	-	39.7	30	0.8	1.0	0.0	-	4.8	-
Lights	20	484	129	3	-	636	0	0	0	0	-	0	57	348	36	8	-	449	34	7	10	0	-	51	1136
% Lights	87.0	99 8	100.0	100.0	-	99.4	-	-	-	-	-	-	100.0	97.5	97.3	100 0	-	97.8	97.1	77.8	83 3	-	-	91.1	98.4
Mediums	3	1	0	0	-	4	0	0	0	0	-	0	0	9	1	0	-	10	1	2	1	0	-	4	18
% Mediums	13.0	0.2	0 0	0.0	-	0.6	-	-	-	-	-	-	0 0	2.5	2.7	0.0	-	2.2	29	22.2	8.3	-	-	7.1	1.6

			-										1	-	-				1	-					
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	0.0	0.0	0 0	0.0	-	0.0	-	-	-	-	-	-	0 0	0.0	0 0	0.0	-	0.0	0 0	0.0	8.3	-	-	1.8	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	26	-	-	-	-	-	17	-	-	-	-	-	27	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Bonnie Brae at Thomas Street Site Code: Start Date: 11/19/2019 Page No: 4

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

Turning Movement Peak Hour Data (7:30 AM) Т

i.								Tun	iing iv	loven	ient r	ear	TOUL	Dala	(7.30	AIVI)									
			Bonn	ie Brae					Tho	omas					Bonni	ie Brae					Eastbound	d Approach			
			South	bound					West	bound					North	bound					East	bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 30 AM	0	13	4	0	1	17	0	0	0	0	0	0	6	15	0	0	1	21	0	1	1	0	3	2	40
7:45 AM	2	24	8	0	1	34	0	0	0	0	0	0	1	37	0	0	5	38	1	0	0	0	1	1	73
8 00 AM	2	48	18	0	0	68	0	0	0	0	3	0	3	34	1	0	1	38	1	0	0	0	1	1	107
8:15 AM	0	17	6	0	1	23	0	0	0	0	0	0	0	17	2	0	0	19	1	2	1	0	2	4	46
Total	4	102	36	0	3	142	0	0	0	0	3	0	10	103	3	0	7	116	3	3	2	0	7	8	266
Approach %	2.8	71 8	25.4	0.0	-	-	0.0	0.0	0 0	0.0	-	-	86	88.8	26	0.0	-	-	37.5	37.5	25 0	0.0	-	-	-
Total %	1.5	38 3	13.5	0.0	-	53.4	0.0	0.0	0 0	0.0	-	0.0	38	38.7	1.1	0.0	-	43.6	1.1	1.1	0.8	0.0	-	3.0	-
PHF	0.500	0 531	0.500	0 000	-	0 522	0.000	0 000	0.000	0 000	-	0.000	0.417	0.696	0.375	0.000	-	0.763	0.750	0.375	0.500	0.000	-	0.500	0 621
Lights	4	102	36	0	-	142	0	0	0	0	-	0	10	103	3	0	-	116	3	2	1	0	-	6	264
% Lights	100 0	100.0	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100 0	100.0	-	-	100 0	100.0	66.7	50 0	-	-	75.0	99 2
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Mediums	0.0	0.0	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	0 0	-	-	0.0	00	33.3	0.0	-	-	12.5	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	0 0	-	-	0.0	0.0	0.0	50 0	-	-	12.5	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	7	-	-

Count Name: Bonnie Brae at Thomas Street Site Code: Start Date: 11/19/2019 Page No: 6

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

Turning Movement Peak Hour Data (3:00 PM)

	1						
			Eastboun	d Approach	ı		
			East	tbound			
Peds App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4 14	0	0	1	0	2	1	83
0 13	1	1	0	0	2	2	39
3 21	1	0	0	0	4	1	54
0 20	0	0	2	0	2	2	56
7 68	2	1	3	0	10	6	232
	33.3	16.7	50 0	0.0	-	-	-
- 29.3	09	0.4	1.3	0.0	-	2.6	-
- 0.810	0.500	0.250	0.375	0.000	-	0.750	0 699
	2	1	2	0	-	5	228
- 97.1	100.0	100 0	66.7	-	-	83.3	98 3
- 2	0	0	1	0	-	1	4
- 2.9	0.0	0.0	33.3	_	-	16.7	1.7
- 0	0	0	0	0	-	0	0
- 0.0	0.0	0.0	0.0	-	-	0.0	0.0
0 -	-	-	-	-	0	-	-
00 -	-	-	-	-	0.0	-	-
7 -	-	-	-	-	10	-	-
100.0 -	-	-	-	-	100.0	-	-
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	App. Total Right Thru Left 4 14 0 0 1 0 13 1 1 0 3 21 1 0 0 0 20 0 0 2 7 68 2 1 3 - - 33.3 16.7 500 - 29.3 0.9 0.4 1.3 - 0.810 0.500 0.250 0.375 - 66 2 1 2 - 97.1 100.0 1000 66.7 - 2.9 0.0 0.1 13 - 2.9 0.0 0.0 313 - 0.0 0.0 0.0 0.0 - 0.0 0.0 0.0 0.0 - - - - - - 0.0 0.0 0.0 0.0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Peeds App. Total Right Thru Left U-Turn Peeds 4 14 0 0 1 0 2 0 13 1 1 0 0 2 3 21 1 0 0 2 2 3 21 1 0 0 2 2 7 68 2 1 3 0 10 - - 33.3 16.7 50.0 0.0 - - 29.3 0.9 0.4 1.3 0.0 - - 0.810 0.500 0.250 0.375 0.000 - - 97.1 100.0 100 0 66.7 - - - 2.9 0.0 0.1 0 - - - 2.9 0.0 0.0 33.3 - - - 0.0 0.0 0.0 0.0	Peeds App. Total Right Thru Left U-Turm Peeds App. Total 4 14 0 0 1 0 2 1 0 13 1 1 0 0 2 2 3 21 1 0 0 0 4 1 0 20 0 0 2 0 2 2 7 68 2 1 3 0 10 6 - - 33.3 16.7 50.0 0.00 - 2.6 - 0.810 0.500 0.250 0.375 0.000 - 0.750 - 66 2 1 2 0 - 5 - 97.1 100.0 100 66.7 - 83.3 - 2.9 0 0 1 0 - 16.7 - 0.0 0.0

Count Name: Bonnie Brae at Augusta Street Site Code: Start Date: 11/19/2019 Page No: 1

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

Turning Movement Data

	1						1			Turr	ning N	/lover	nent L	Jata											
				ie Brae nbound						gusta bound						ie Brae Ibound						gusta tbound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 00 AM	4	1	1	0	0	6	5	56	0	0	2	61	1	3	0	0	1	4	0	46	4	0	1	50	121
7:15 AM	3	2	1	0	3	6	9	68	1	0	2	78	2	1	0	0	0	3	4	49	5	0	1	58	145
7 30 AM	5	5	4	0	1	14	4	95	2	0	2	101	2	4	0	0	3	6	0	78	14	0	0	92	213
7:45 AM	13	3	9	0	9	25	13	94	1	0	1	108	0	1	1	0	1	2	1	59	23	0	2	83	218
Hourly Total	25	11	15	0	13	51	31	313	4	0	7	348	5	9	1	0	5	15	5	232	46	0	4	283	697
8 00 AM	27	14	8	0	5	49	13	93	0	0	0	106	1	4	1	0	1	6	3	35	22	0	1	60	221
8:15 AM	13	5	2	0	10	20	6	82	0	0	0	88	0	3	1	0	0	4	0	54	11	0	1	65	177
8 30 AM	5	1	0	0	3	6	7	64	0	0	1	71	0	10	0	0	1	10	0	36	7	0	2	43	130
8:45 AM	5	3	2	0	3	10	13	57	1	0	0	71	0	3	1	0	1	4	1	31	10	0	2	42	127
Hourly Total	50	23	12	0	21	85	39	296	1	0	1	336	1	20	3	0	3	24	4	156	50	0	6	210	655
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 00 PM	28	17	13	0	3	58	9	53	0	0	1	62	1	1	0	0	0	2	2	51	3	0	3	56	178
3:15 PM	10	10	4	0	6	24	3	71	2	0	0	76	0	4	1	0	. 1	5	2	50	7	0	2	59	164
3 30 PM	18	7	2	0	10	27	11	59	5	0	1	75	1	5	0	0	1	6	5	50	10	0	4	65	173
3:45 PM	12	7	13	0	6	32	8	73	1	0	2	82	1	1	0	0	4	2	3	63	9	0	0	75	191
Hourly Total	68	41	32	0	25	141	31	256	8	0	4	295	3	11	1	0	6	15	12	214	29	0	9	255	706
4 00 PM	16	5	2	0	30	23	9	56	6	0	25	71	1	4	0	0	26	5	2	59	6	0	29	67	166
4:15 PM	9	8	3	0	4	20	8	76	2	0	0	86	2	5	0	0	1	7	2	46	10	0	2	58	171
4 30 PM	14	6	2	0	7	22	1	70	1	0	6	72	0	4	1	0	3	5	3	70	11	0	1	84	183
4:45 PM	21	16	3	0	5	40	9	78	1	0	1	88	3	3	0	0	0	6	2	71	7	0	0	80	214
Hourly Total	60	35	10	0	46	105	27	280	10	0	32	317	6	16	1	0	30	23	9	246	34	0	32	289	734
5 00 PM	14	8	2	0	0	24	1	89	3	0	0	93	2	3	2	0	0	7	0	62	8	0	1	70	194
5:15 PM	7	4	6	0	0	17	3	55	1	0	1	59	1	7	0	0	0	8	0	62	7	0	0	69	153
5 30 PM	14	9	3	0	3	26	8	79	0	0	1	87	0	2	2	0	1	4	2	67	13	0	2	82	199
5:45 PM	15	8	4	0	8	27	6	58	0	0	2	64	0	2	1	0	0	3	2	67	6	0	3	75	169
Hourly Total	50	29	15	0	11	94	18	281	4	0	4	303	3	14	5	0	1	22	4	258	34	0	6	296	715
6 00 PM	12	7	7	0	2	26	4	47	0	0	0	51	0	3	0	0	0	3	0	67	6	0	1	73	153
6:15 PM	6	6	3	0	1	15	9	53	3	0	0	65	3	4	0	0	0	7	1	50	6	0	1	57	144
6 30 PM	5	4	6	0	1	15	7	41	1	0	1	49	0	4	0	0	0	4	1	37	10	0	3	48	116
6:45 PM	6	2	4	0	0	12	5	42	0	0	0	47	0	6	0	0	0	6	1	46	3	0	3	50	115
Hourly Total	29	19	20	0	4	68	25	183	4	0	1	212	3	17	0	0	0	20	3	200	25	0	8	228	528
Grand Total	282	158	104	0	120	544	171	1609	31	0	49	1811	21	87	11	0	45	119	37	1306	218	0	65	1561	4035
Approach %	51.8	29 0	19.1	0.0	-	-	9.4	88 8	1.7	0.0	-	-	17.6	73.1	92	0.0	-	-	2.4	83.7	14 0	0.0	-	-	-
Total %	7.0	3.9	26	0.0	-	13 5	4 2	39 9	08	0.0	-	44.9	05	2.2	03	0.0	-	2.9	09	32.4	5.4	0.0	-	38.7	-
Lights	280	158	104	0	-	542	167	1589	31	0	-	1787	21	81	11	0	-	113	37	1296	218	0	-	1551	3993
% Lights	99.3	100.0	100.0	-	-	99 6	97.7	98 8	100.0	-	-	98.7	100.0	93.1	100.0	-	-	95.0	100.0	99.2	100.0	-	-	99.4	99 0
Mediums	2	0	0	0	-	2	3	19	0	0	-	22	0	6	0	0	-	6	0	10	0	0	-	10	40
% Mediums	0.7	0.0	0 0	-	-	0.4	18	1.2	0 0	-	-	1.2	0 0	6.9	0 0	-	-	5.0	0.0	0.8	0.0	-	-	0.6	1.0
												-					-								

	1										-	-	1	-	-				1	-					
Articulated Trucks	0	0	0	0	-	0	1	1	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	06	0.1	0 0	-	-	0.1	0 0	0.0	0 0	-	-	0.0	0 0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	2 5	-	-	-	-	-	4.1	-	-	-	-	-	22	-	-	-	-	-	1.5	-	-
Pedestrians	-	-	-	-	117	-	-	-	-	-	47	-	-	-	-	-	44	-	-	-	-	-	64	-	-
% Pedestrians	-	-	-	-	97.5	-	-	-	-	-	95.9	-	-	-	-	-	97.8	-	-	-	-	-	98 5	-	-

Count Name: Bonnie Brae at Augusta Street Site Code: Start Date: 11/19/2019 Page No: 4

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

Turning Movement Peak Hour Data (7:30 AM)

								Tun	iii iy iv	loven		Ear	lioui	Dala	(7.50	AIVI)									
			Bonn	ie Brae					Aug	justa					Bonni	ie Brae					Aug	usta			
			South	nbound					West	bound					North	bound					East	ound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 30 AM	5	5	4	0	1	14	4	95	2	0	2	101	2	4	0	0	3	6	0	78	14	0	0	92	213
7:45 AM	13	3	9	0	9	25	13	94	1	0	1	108	0	1	1	0	1	2	1	59	23	0	2	83	218
8 00 AM	27	14	8	0	5	49	13	93	0	0	0	106	1	4	1	0	1	6	3	35	22	0	1	60	221
8:15 AM	13	5	2	0	10	20	6	82	0	0	0	88	0	3	1	0	0	4	0	54	11	0	1	65	177
Total	58	27	23	0	25	108	36	364	3	0	3	403	3	12	3	0	5	18	4	226	70	0	4	300	829
Approach %	53.7	25 0	21.3	0.0	-	-	89	90 3	0.7	0.0	-	-	16.7	66.7	16.7	0.0	-	-	13	75.3	23 3	0.0	-	-	-
Total %	7.0	3.3	28	0.0	-	13 0	43	43 9	0.4	0.0	-	48.6	0.4	1.4	0.4	0.0	-	2.2	05	27.3	8.4	0.0	-	36.2	-
PHF	0.537	0.482	0.639	0 000	-	0 551	0.692	0 958	0.375	0 000	-	0.933	0.375	0.750	0.750	0.000	-	0.750	0.333	0.724	0.761	0.000	-	0.815	0 938
Lights	58	27	23	0	-	108	36	360	3	0	-	399	3	12	3	0	-	18	4	224	70	0	-	298	823
% Lights	100 0	100.0	100.0	-	-	100.0	100.0	98 9	100.0	-	-	99.0	100.0	100 0	100.0	-	-	100 0	100.0	99.1	100.0	-	-	99.3	99 3
Mediums	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	0	2	0	0	-	2	6
% Mediums	0.0	0.0	0.0	_	-	0.0	00	1.1	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	0.9	0.0	_	-	0.7	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	0.0	0.0	0 0	-	-	0.0	0 0	0.0	0 0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	4 0	-	-	-	-	-	33.3	-	-	-	-	-	20.0	-	-	-	-	-	25 0	-	-
Pedestrians	-	-	-	-	24	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	3	-	-
% Pedestrians	-			-	96.0						66.7						80.0						75 0		-

Count Name: Bonnie Brae at Augusta Street Site Code: Start Date: 11/19/2019 Page No: 6

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

Turning Movement Peak Hour Data (4:15 PM)

								run	in ig it	loven	ICHT I	Car	iloui	Data	(+. 10	1 101)									
			Bonn	ie Brae					Aug	gusta					Bonni	ie Brae					Aug	usta			
			South	nbound					West	bound					North	bound					East	oound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	9	8	3	0	4	20	8	76	2	0	0	86	2	5	0	0	1	7	2	46	10	0	2	58	171
4 30 PM	14	6	2	0	7	22	1	70	1	0	6	72	0	4	1	0	3	5	3	70	11	0	1	84	183
4:45 PM	21	16	3	0	5	40	9	78	1	0	1	88	3	3	0	0	0	6	2	71	7	0	0	80	214
5 00 PM	14	8	2	0	0	24	1	89	3	0	0	93	2	3	2	0	0	7	0	62	8	0	1	70	194
Total	58	38	10	0	16	106	19	313	7	0	7	339	7	15	3	0	4	25	7	249	36	0	4	292	762
Approach %	54.7	35 8	9.4	0.0	-	-	56	92 3	2.1	0.0	-	-	28.0	60.0	12.0	0.0	-	-	2.4	85.3	12 3	0.0	-	-	-
Total %	7.6	5.0	13	0.0	-	13 9	2 5	41.1	09	0.0	-	44.5	09	2.0	0.4	0.0	-	3.3	0.9	32.7	4.7	0.0	-	38.3	-
PHF	0.690	0 594	0.833	0 000	-	0 663	0.528	0 879	0.583	0 000	-	0.911	0.583	0.750	0.375	0.000	-	0.893	0.583	0.877	0.818	0.000	-	0.869	0 890
Lights	58	38	10	0	-	106	19	311	7	0	-	337	7	14	3	0	-	24	7	249	36	0	-	292	759
% Lights	100 0	100.0	100.0	-	-	100.0	100.0	99.4	100.0	-	-	99.4	100.0	93.3	100.0	-	-	96.0	100.0	100 0	100.0	-	-	100 0	99 6
Mediums	0	0	0	0	-	0	0	2	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	3
% Mediums	0.0	0.0	0 0	-	-	0.0	00	0.6	0.0	-	-	0.6	0.0	6.7	0.0	-	-	4.0	00	0.0	0.0	-	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0 0	-	-	0.0	0.0	0.0	0 0	-	-	0.0	0 0	0.0	0 0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	16	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0						100.0						100.0	-	-

Count Name: Bonnie Brae at Alley Site Code: Start Date: 11/19/2019 Page No: 1

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

Turning Movement Data

					1	i un	ing mo		Julu		i i					
			Bonnie Brae					Alley					Bonnie Brae			
			Southbound					Westbound					Northbound			
Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:00 AM	7	0	0	0	7	2	2	0	0	4	0	3	0	4	3	14
7:15 AM	11	0	0	0	11	0	0	0	0	0	0	5	0	0	5	16
7:30 AM	32	0	0	0	32	0	0	0	3	0	0	8	0	0	8	40
7:45 AM	57	0	1	0	58	2	2	0	1	4	0	7	0	0	7	69
Hourly Total	107	0	1	0	108	4	4	0	4	8	0	23	0	4	23	139
8:00 AM	75	1	0	0	76	2	2	0	2	4	1	9	0	5	10	90
8:15 AM	22	1	0	1	23	1	1	0	5	2	0	8	0	1	8	33
8:30 AM	22	0	0	0	22	2	1	0	1	3	0	5	0	1	5	30
8:45 AM	20	0	0	0	20	0	1	0	2	1	1	6	0	0	7	28
Hourly Total	139	2	0	1	141	5	5	0	10	10	2	28	0	7	30	181
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	34	1	0	0	35	1	1	0	4	2	0	13	0	1	13	50
3:15 PM	16	1	0	0	17	0	1	0	2	1	0	16	0	0	16	34
3:30 PM	18	1	0	0	19	2	0	0	5	2	0	17	0	0	17	38
3:45 PM	18	2	2	0	22	0	1	0	0	1	0	25	0	1	25	48
Hourly Total	86	5	2	0	93	3	3	0	. 11	6	0	71	0	2	71	170
4:00 PM	14	0	1	0	15	1	2	0	2	3	3	12	0	2	15	33
4:15 PM	25	0	0	0	25	2	1	0	0	3	2	14	0	1	16	44
4:30 PM	7	1	0	0	8	1	0	0	0	1	0	19	0	1	19	28
4:45 PM	29	1	0	0	30	1	1	0	1	2	1	9	0	1	10	42
Hourly Total	75	2	1	0	78	5	4	0	3	9	6	54	0	5	60	147
5:00 PM	14	1	0	0	15	3	2	0	0	5	1	11	0	0	12	32
5:15 PM	11	0	0	0	11	0	1	0	0	1	1	13	0	1	14	26
5:30 PM	18	3	0	0	21	0	1	0	2	1	1	21	0	0	22	44
5:45 PM	19	0	0	0	19	2	0	0	. 1	2	0	8	0	0	8	29
Hourly Total	62	4	0	0	66	5	4	0	3	9	3	53	0	1	56	131
6:00 PM	18	1	1	0	20	4	0	0	0	4	0	14	1	0	15	39
6:15 PM	12	1	0	1	13	1	0	0	. 1	1	0	13	1	1	14	28
6:30 PM	10	1	0	0	11	0	0	0	0	0	0	6	0	0	6	17
6:45 PM	10	3	0	0	13	0	1	0	1	1	0	7	0	0	7	21
Hourly Total	50	6	1	1	57	5	1	0	2	6	0	40	2	1	42	105
Grand Total	519	19	5	2	543	27	21	0	33	48	11	269	2	20	282	873
Approach %	95 6	3.5	09	-	-	56 3	43.8	0 0	-	-	3.9	95.4	0.7	-	-	-
Total %	59 5	2.2	0 6	-	62.2	3.1	2.4	0 0	-	5.5	1.3	30.8	0.2	-	32 3	-
Lights	515	19	5	-	539	27	21	0	-	48	11	258	2	-	271	858
% Lights	99 2	100.0	100.0	-	99.3	100.0	100.0	-	-	100.0	100.0	95.9	100 0	-	96.1	98.3
Mediums	4	0	0	-	4	0	0	0	-	0	0	10	0	-	10	14
% Mediums	0.8	0.0	0 0	-	0.7	0.0	0 0	-	-	0.0	0.0	3.7	0.0	-	3.5	16
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1

% Articulated Trucks	0.0	0.0	0 0	-	0.0	0.0	0 0	-	-	0.0	0.0	0.4	0.0	-	0.4	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	33	-	-	-	-	20	-	-
% Pedestrians	-	-	-	100 0	-	-	-	-	100 0	-	-	-	-	100 0	-	-

Count Name: Bonnie Brae at Alley Site Code: Start Date: 11/19/2019 Page No: 4

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

Turning Movement Peak Hour Data (7:30 AM)

Start Time			Bonnie Brae Southbound					Alley Westbound	,	,			Bonnie Brae Northbound			
Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:30 AM	32	0	0	0	32	0	0	0	3	0	0	8	0	0	8	40
7:45 AM	57	0	1	0	58	2	2	0	1	4	0	7	0	0	7	69
8:00 AM	75	1	0	0	76	2	2	0	2	4	1	9	0	5	10	90
8:15 AM	22	1	0	1	23	1	1	0	5	2	0	8	0	1	8	33
Total	186	2	1	1	189	5	5	0	11	10	1	32	0	6	33	232
Approach %	98.4	1.1	0 5	-	-	50 0	50.0	0 0	-	-	3.0	97.0	0.0	-	-	-
Total %	80 2	0.9	0.4	-	81.5	2.2	22	0 0	-	4.3	0.4	13.8	0.0	-	14 2	-
PHF	0 620	0 500	0.250	-	0.622	0 625	0.625	0.000	-	0 625	0 250	0.889	0.000	-	0 825	0.644
Lights	186	2	1	-	189	5	5	0	-	10	1	31	0	-	32	231
% Lights	100.0	100.0	100.0	-	100 0	100.0	100.0	-	-	100.0	100.0	96.9	-	-	97 0	99.6
Mediums	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Mediums	0.0	0.0	0 0	-	0.0	0.0	0 0	-	-	0.0	0.0	0 0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Articulated Trucks	0.0	0.0	0 0	-	0.0	0.0	0 0	-	-	0.0	0.0	3.1	-	-	3.0	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	11	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100 0	-	-	-	-	100 0	-	-	-	-	100 0	-	-

Count Name: Bonnie Brae at Alley Site Code: Start Date: 11/19/2019 Page No: 6

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

Turning Movement Peak Hour Data (3:00 PM)

			Bonnie Brae					Alley					Bonnie Brae			
			Southbound					Westbound					Northbound			
Start Time	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
3:00 PM	34	1	0	0	35	1	1	0	4	2	0	13	0	1	13	50
3:15 PM	16	1	0	0	17	0	1	0	2	1	0	16	0	0	16	34
3:30 PM	18	1	0	0	19	2	0	0	5	2	0	17	0	0	17	38
3:45 PM	18	2	2	0	22	0	1	0	0	1	0	25	0	1	25	48
Total	86	5	2	0	93	3	3	0	11	6	0	71	0	2	71	170
Approach %	92 5	5.4	22	-	-	50 0	50.0	0 0	-	-	0.0	100.0	0.0	-	-	-
Total %	50 6	2.9	12	-	54.7	1.8	18	0 0	-	3.5	0.0	41.8	0.0	-	41 8	-
PHF	0 632	0 625	0.250	-	0.664	0 375	0.750	0.000	-	0.750	0 000	0.710	0.000	-	0.710	0.850
Lights	85	5	2	-	92	3	3	0	-	6	0	68	0	-	68	166
% Lights	98 8	100.0	100.0	-	98.9	100.0	100.0	-	-	100.0	-	95.8	-	-	95 8	97.6
Mediums	1	0	0	-	1	0	0	0	-	0	0	3	0	-	3	4
% Mediums	1.2	0.0	0 0	-	1.1	0.0	0 0	-	-	0.0	-	4 2	-	-	4.2	2.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0 0	-	0.0	0.0	0 0	-	-	0.0	-	0 0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	11	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100 0	-	-	-	-	100 0	-	-

Count Name: Thomas Street at Alley Site Code: Start Date: 11/19/2019 Page No: 1

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

Turning Movement Data

			ΔΙ	ley					The	IUII omas	iing i	lover	nent l	Jala	Δ	lley					The	omas			1
				ibound						tbound						bound						bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7 00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	4	4
7:15 AM	0	0	4	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	9
7 30 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	9	2	0	2	11	12
7:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	0	9	0	0	0	9	12
Hourly Total	0	0	7	0	2	7	0	0	0	0	1	0	1	0	0	0	3	1	0	27	2	0	2	29	37
8 00 AM	0	0	2	0	0	2	0	0	0	0	2	0	3	1	0	0	0	4	0	19	3	0	0	22	28
8:15 AM	0	0	2	0	0	2	0	0	0	0	2	0	4	0	0	0	0	4	0	8	1	0	0	9	15
8 30 AM	0	0	1	0	0	1	0	0	0	0	0	0	7	1	0	0	0	8	0	5	0	0	0	5	14
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	8	0	6	0	0	0	6	14
Hourly Total	0	0	5	0	2	5	0	0	0	0	4	0	22	2	0	0	0	24	0	38	4	0	0	42	71
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 00 PM	0	0	2	0	1	2	0	0	0	0	0	0	2	0	0	0	1	2	0	11	0	0	0	11	15
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	6	1	0	0	7	8
3 30 PM	0	0	2	0	0	2	0	0	0	0	0	0	5	2	0	0	0	7	0	10	1	0	0	11	20
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	7	2	0	0	9	12
Hourly Total	0	0	5	0	1	5	0	0	0	0	0	0	10	2	0	0	1	12	0	34	4	0	0	38	55
4 00 PM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	7	3	0	0	10	10
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	0	0	4	0	11	2	0	0	13	18
4 30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5	0	0	0	5	6
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	0	4	0	5	0	0	0	5	11
Hourly Total	0	0	4	0	2	4	0	0	0	0	1	0	7	1	0	0	2	8	0	28	5	0	0	33	45
5 00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	10	2	0	0	12	13
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	4	2	0	0	6	9
5 30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	10	10
5:45 PM	0	0	1	0	3	1	0	0	0	0	0	0	4	1	0	0	1	5	0	8	0	0	0	8	14
Hourly Total	0	0	2	0	3	2	0	0	0	0	0	0	6	2	0	0	1	8	0	30	6	0	0	36	46
6 00 PM	0	0	1	0	2	1	0	0	0	0	0	0	1	1	0	0	0	2	0	8	2	0	0	10	13
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
6 30 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5	2	0	0	7	8
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	3	3
Hourly Total	0	0	2	0	4	2	0	0	0	0	0	0	1	1	0	0	2	2	0	19	5	0	0	24	28
Grand Total	0	0	25	0	14	25	0	0	0	0	6	0	47	8	0	0	9	55	0	176	26	0	2	202	282
Approach %	0.0	0.0	100.0	0.0	-	-	0 0	0.0	0 0	0.0	-	-	85.5	14.5	0 0	0.0	-	-	0.0	87.1	12 9	0.0	-	-	-
Total %	0.0	0.0	89	0.0	-	8.9	0 0	0.0	0 0	0.0	-	0.0	16.7	2.8	0 0	0.0	-	19.5	0.0	62.4	9.2	0.0	-	71.6	-
Lights	0	0	25	0	-	25	0	0	0	0	-	0	47	8	0	0	-	55	0	174	26	0	-	200	280
% Lights	-	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100 0	-	-	-	100 0	-	98.9	100.0	-	-	99.0	99 3
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Mediums	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	1.1	0.0	-	-	1.0	0.7

																-				-					
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: Thomas Street at Alley Site Code: Start Date: 11/19/2019 Page No: 4

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

Turning Movement Peak Hour Data (8:00 AM)

								Tun	iiiig ii	loven	епсг	ean	noui	Dala	(0.00	AIVI)									
			A	lley					Tho	omas					A	lley					Tho	mas			
			South	bound					West	tbound					North	bound					East	bound			
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
8 00 AM	0	0	2	0	0	2	0	0	0	0	2	0	3	1	0	0	0	4	0	19	3	0	0	22	28
8:15 AM	0	0	2	0	0	2	0	0	0	0	2	0	4	0	0	0	0	4	0	8	1	0	0	9	15
8 30 AM	0	0	1	0	0	1	0	0	0	0	0	0	7	1	0	0	0	8	0	5	0	0	0	5	14
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	8	0	6	0	0	0	6	14
Total	0	0	5	0	2	5	0	0	0	0	4	0	22	2	0	0	0	24	0	38	4	0	0	42	71
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	0 0	0.0	-	-	91.7	8.3	0 0	0.0	-	-	0 0	90.5	9.5	0.0	-	-	-
Total %	0.0	0.0	70	0.0	-	7.0	0.0	0.0	0 0	0.0	-	0.0	31.0	2.8	0 0	0.0	-	33.8	0 0	53.5	5.6	0.0	-	59.2	-
PHF	0.000	0 000	0.625	0 000	-	0 625	0.000	0 000	0.000	0 000	-	0.000	0.688	0.500	0.000	0.000	-	0.750	0.000	0.500	0.333	0.000	-	0.477	0 634
Lights	0	0	5	0	-	5	0	0	0	0	-	0	22	2	0	0	-	24	0	38	4	0	-	42	71
% Lights	-	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100 0	-	-	-	100 0	-	100 0	100.0	-	-	100 0	100.0
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Mediums	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Count Name: Thomas Street at Alley Site Code: Start Date: 11/19/2019 Page No: 6

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

Turning Movement Peak Hour Data (3:30 PM)

								Tun	iing i	loven	епсг	ean	noui	Dala	(3.30	г IVI <i>)</i>									
	Alley						Thomas					Alley				Thomas									
			South	nbound			Westbound					Northbound				Eastbound									
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3 30 PM	0	0	2	0	0	2	0	0	0	0	0	0	5	2	0	0	0	7	0	10	1	0	0	11	20
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	7	2	0	0	9	12
4 00 PM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	7	3	0	0	10	10
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	0	0	4	0	11	2	0	0	13	18
Total	0	0	4	0	2	4	0	0	0	0	1	0	10	3	0	0	1	13	0	35	8	0	0	43	60
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	0.0	0 0	0.0	-	-	76.9	23.1	0 0	0.0	-	-	0.0	81.4	18 6	0.0	-	-	-
Total %	0.0	0.0	6.7	0.0	-	6.7	0.0	0.0	0 0	0.0	-	0.0	16.7	5.0	0 0	0.0	-	21.7	0.0	58.3	13 3	0.0	-	71.7	-
PHF	0.000	0 000	0.500	0 000	-	0 500	0.000	0 000	0.000	0 000	-	0.000	0.500	0.375	0.000	0.000	-	0.464	0.000	0.795	0.667	0.000	-	0.827	0.750
Lights	0	0	4	0	-	4	0	0	0	0	-	0	10	3	0	0	-	13	0	35	8	0	-	43	60
% Lights	-	-	100.0	-	-	100.0	-	-	-	-	-	-	100.0	100 0	-	-	-	100 0	-	100 0	100.0	-	-	100 0	100.0
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Mediums	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0 0	-	-	0.0	-	-	-	-	-	-	0 0	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	0 0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

APPENDIX C Crash Summary



Appendix C Crash Data Summary Bonnie Brae at Division St, River Forest, IL

	2	014	2	2015	20	16	2017		2018	
	No.	%	No.	%	No.	%	No.	%	No.	%
Type of Crash										
Angle	-	-	-	-	-	-	-	-	1	50%
Turning	1	50%	1	50%	-	-	-	-	-	-
Rear End	-	-	-	-	-	-	-	-	1	50%
Fixed Object	-	-	-	-	-	-	1	25%	-	-
Parked Motor Vehicle	1	50%	1	50%	-	-	2	50%	-	-
Pedalcyclist	-	-	-	-	-	-	1	25%	-	-
Pavement Conditions										
Snowy or Icy Conditions	-	-	-	-	-	-	-	-	1	50%
Wet Conditions	-	-	-	-	-	-	2	50%	-	-
Dry Conditions	2	100%	2	100%	-	-	2	50%	1	50%
Light Conditions					-		-			
Dawn or Dusk Conditions	-	-	-	-	-	-	-	-	-	-
Night Conditions	-	-	-	-	-	-	2	50%	-	-
Day Conditions	2	100%	2	100%	-	-	2	50%	2	100%
Crash Severity							-			
Fatal	-	-	-	-	-	-	-	-	-	-
Injury										
-A (Incapacitating) -B (Non-incapacitating	-	-	- 1	- 50%	-	-	- 1	- 25%	-	-
-C (Reported/Not evident)	-	-	-	-	-	-	-	-	1	50%
Property Damage Only	2	100%	1	50%	-	-	3	75%	1	50%
					1		1			
Total Crashes		2		2	(C		4		2

	2014	-2018
	No.	%
5-Year Crash Summary		
Total Crashes		10
Type of Crash		
-Angle	1	10%
-Turning	2	20%
-Rear End	1	10%
-Fixed Object	1	10%
-Parked Motor Vehicle	4	40%
-Pedalcyclist	1	10%
Pavement Condition		
-Dry	7	70%
-Wet/Snow/Ice	3	30%
Light Condition		
-Daylight	8	80%
-Dark	2	20%
Crash Severity		
-Fatal	0	0%
-Injury	3	30%
-PDO	7	70%



Appendix C Crash Data Summary Bonnie Brae at Thomas St, River Forest, IL

	2014		2	015	20)16	2	017	2018		
Type of Crash	No.	%	No.	%	No.	%	No.	%	No.	%	
								1000/			
Turning	-	-	-	-	-	-	2	100%	-	-	
Parked Motor Vehicle	1	100%	-	-	-	-	-	-	-	-	
Pavement Conditions											
Snowy or Icy Conditions	-	-	-	-	-	-	-	-	-	-	
Wet Conditions	-	-	-	-	-	-	-	-	-	-	
Dry Conditions	1	100%	-	-	-	-	2	100%	-	-	
Light Conditions											
Dawn or Dusk Conditions	-	-	-	-	-	-	-	-	-	-	
Night Conditions	1	100%	-	-	-	-	-	-	-	-	
Day Conditions	-	-	-	-	-	-	2	100%	-	-	
Crash Severity											
Fatal	-	-	-	-	-	-	-	-	-	_	
Injury											
-A (Incapacitating)	-	-	-	-	-	-	-	-	-	-	
-B (Non-incapacitating -C (Reported/Not evident)	-	-	-	-	-	-	-	-	-	-	
Property Damage Only	1	100%	-	-	-	-	2	100%	-	-	
				0		0		•			
Total Crashes		1		0		0		2		0	

	2014	4-2018
	No.	%
5-Year Crash Summary		
Total Crashes		3
Type of Crash		
-Turning	2	67%
-Parked Motor Vehicle	1	33%
Pavement Condition		
-Dry	3	100%
-Wet/Snow/Ice	0	0%
Light Condition		
-Daylight	2	67%
-Dark	1	33%
Crash Severity		
-Fatal	0	0%
-Injury	0	0%
-PDO	3	100%



Appendix C Crash Data Summary Bonnie Brae at Augusta St, River Forest, IL

	2	014	2	015	20	016	2017		2018	
	No.	%	No.	%	No.	%	No.	%	No.	%
Type of Crash					T					
Angle	-	-	2	100%	2	-	1	50%	2	67%
Turning	-	-	-	-	1	-	1	50%	-	-
Rear End	1	100%	-	-	-	-	-	-	-	-
Sideswipe Same Direction	-	-	-	-	-	-	-	-	1	33%
Parked Motor Vehicle	-	-	-	-	1	-	-	-	-	-
Pavement Conditions										
Snowy or Icy Conditions	1	100%	1	50%	-	-	-	-	-	-
Wet Conditions	-	-	-	-	1	25%	1	50%	-	-
Dry Conditions	-	-	1	50%	3	75%	1	50%	3	100%
Light Conditions										
Dawn or Dusk Conditions	-	-	-	-	-	-	-	-	-	-
Night Conditions	-	-	1	50%	1	25%	1	50%	-	-
Day Conditions	1	100%	1	50%	3	75%	1	50%	3	100%
Crash Severity										
Fatal	-	-	-	-	-	-	-	-	-	-
Injury										
-A (Incapacitating) -B (Non-incapacitating -C (Reported/Not evident)	- - 1	- - 100%	- -	- - -		- -	- - 1	- - 50%		- - -
Property Damage Only	-	-	2	100%	4	100%	1	50%	3	100%
Total Crashes		1		2		4	_	2		3
i otal Crashes		1		2		4		۷		ა

	2014	-2018
	No.	%
5-Year Crash Summary		
Total Crashes	· ·	12
Type of Crash		
-Angle	7	59%
-Turning	2	17%
-Rear End	1	8%
-Sideswipe Same Direction	1	8%
-Parked Motor Vehicle	1	8%
Pavement Condition		
-Dry	8	67%
-Wet/Snow/Ice	4	33%
Light Condition		
-Daylight	9	75%
-Dark	3	25%
Crash Severity		
-Fatal	0	0%
-Injury	2	17%
-PDO	10	83%


APPENDIX D ITE Trip Generation Excerpts



Land Use: 220 Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.



The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951



Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: On a:	Dwelling Units Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	42
Avg. Num. of Dwelling Units:	199
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



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Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: On a:	Dwelling Units Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	50
Avg. Num. of Dwelling Units:	187
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



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Multifamily Housing (Low-Rise)

(220)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Setting/Location:	General Urban/Suburban
Number of Studies:	29
Avg. Num. of Dwelling Units:	168
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

APPENDIX E CMAP Correspondence





233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov November 27, 2019

Antonio Maravillas Transportation Engineer Gewalt Hamilton Associates, Inc. 625 Forest Edge Drive Vernon Hills, IL 60061

Subject: IL 43 @ Division Street IDOT

Dear Mr. Maravillas:

In response to a request made on your behalf and dated November 26, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
IL 43 N of Division St	27,000	31,400
IL 43 S of Division St	31,700	36,600
Division St E of IL 43	8,750	10,100
Division St W of IL 43	4,550	5,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

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

cc: Quigley (IDOT) \\cmap.local\shared\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\RiverForest\ck-152-19\ck-152-19.docx

APPENDIX F Capacity Analysis Worksheets



HCS7 Two-Way Stop-Control Report									
General Information		Site Information							
Analyst	AM	Intersection	Bonnie Brae at Division						
Agency/Co.	GHA	Jurisdiction	Local						
Date Performed	11/26/2019	East/West Street	Division Street						
Analysis Year	2019	North/South Street	Bonnie Brae						
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.88						
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25						
Project Description	Existing AM								



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	Ť	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9	Ш,	10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		1	LTR			L		TR		1222	LTR			1.000	LTR	1
Volume (veh/h)		35	220	97		84	376	48		14	3	23		25	7	27
Percent Heavy Vehicles (%)		0				0		_		0	0	5	_	0	0	0
Proportion Time Blocked																
Percent Grade (%)							-				0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		4.1			-	4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.25		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.35		3.50	4.00	3.30
Delay, Queue Length, an	d Level	of Se	ervice		3											
Flow Rate, v (veh/h)		40				95		-		-	45				67	
Capacity, c (veh/h)		1045				1182					293				244	
v/c Ratio		0.04				0.08					0.16	1	-		0.27	
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					0.5				1.1	
Control Delay (s/veh)		8.6				8.3					19.5				25.3	
Level of Service (LOS)		Α				Α					С				D	
Approach Delay (s/veh)	1	1	.2			1	.4		19.5				25.3			
Approach LOS										c					D	

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HCS TW TWSC Version 7.8.5 Existing AM Bonnie Brae at Division St.xtw Generated: 11/26/2019 6:13:11 PM

Pedestrian Level of Service								
Flow (ped/hr)	8	15	13	24				
Two-Stage Crossing	No	No	No	No				
Pedestrian Platooning	No	No	No	No				
Conflicting Vehicular Flow (veh/h)	827	827						
Average Delay (s)	5.0	5.0	0.2	0.3				
Level of Service (LOS)	В	В	Α	A				

HCS TIM TWSC Version 7.8.5 Existing AM Bonnie Brae at Division St.xtw Generated: 11/26/2019 6:13:11 PM

	11037 1100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Division
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Division Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.88
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total AM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	10	1	2	3	4U	4	5	6	1	7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0	
Configuration			LTR			L		TR		1.5	LTR			1	LTR)	
Volume (veh/h)		35	229	97		85	391	48		15	3	23		25	7	27	
Percent Heavy Vehicles (%)		0			-	0		_		0	0	5		0	0	0	
Proportion Time Blocked																	
Percent Grade (%)											0				0		
Right Turn Channelized																	
Median Type Storage				Undi	vided												
Critical and Follow-up H	eadway	ys															
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2	
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.25		7.10	6.50	6.20	
Base Follow-Up Headway (sec)		2.2			-	2.2				3.5	4.0	3.3		3.5	4.0	3.3	
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.35		3.50	4.00	3.30	
Delay, Queue Length, an	d Level	of Se	ervice	5													
Flow Rate, v (veh/h)		40				97		-		-	47				67		
Capacity, c (veh/h)		1030			1	1171					276				234		
v/c Ratio		0.04				0.08				1	0.17	1	-		0.29		
95% Queue Length, Q ₉₅ (veh)		0.1				0.3					0.6				1.1		
Control Delay (s/veh)		8.6				8.3				1	20.7				26.5		
Level of Service (LOS)		Α				Α					С				D		
Approach Delay (s/veh)		1	.2			1	1.4 20.7			0.7	26.5						
Approach LOS			-								с			D			

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HCS TW TWSC Version 7.8.5 Total AM Bonnie Brae at Division St.xtw Generated: 12/9/2019 11:40:20 AM

Pedestrian Level of Service				
Flow (ped/hr)	8	15	13	24
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	855	856		
Average Delay (s)	5.3	5.3	0.2	0.3
Level of Service (LOS)	В	В	A	A

HCS TIM TWSC Version 7.8.5 Total AM Bonnie Brae at Division St.xtw

Generated: 12/9/2019 11:40:20 AM

	11037 100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Division
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Division Street
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing PM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Ţ	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR			12 21	LTR	
Volume (veh/h)		18	313	43		44	266	12		34	1	43		23	4	26
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)											0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided							-				
Critical and Follow-up H	eadway	/s														_
Base Critical Headway (sec)		4.1				4.1		-		7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.2
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-	_		3.50	4.00	3.30		3.50	4.00	3.3
Delay, Queue Length, an	d Level	of Se	ervice	1												
Flow Rate, v (veh/h)	TT	19			-	47		-			83				56	
Capacity, c (veh/h)		1232				1157					386				370	
v/c Ratio		0.02				0.04					0.22	1	-		0.15	
95% Queue Length, Q ₉₅ (veh)		0.0			-	0.1					0.8				0.5	
Control Delay (s/veh)		8.0				8.2					16.9				16.5	
Level of Service (LOS)		Α				Α					C				С	
Approach Delay (s/veh)		0	.5	-		1	.1			1	5.9			10	5.5	
Approach LOS			-							j)	с			1	С	

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HCS TWA TWSC Version 7.8.5 Existing PM Bonnie Brae at Division St.xtw

Generated: 11/26/2019 6:12:43 PM

Pedestrian Level of Service				
Flow (ped/hr)	20	8	16	20
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	681	676		
Average Delay (s)	3.8	3.8	0.4	0.2
Level of Service (LOS)	А	A	A	A

HCS TWA TWSC Version 7.8.5 Existing PM Bonnie Brae at Division St.xtw Generated: 11/26/2019 6:12:43 PM

	11057 100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Division
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Division Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total PM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9	Ш,	10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			Ŀ.		TR		1.5	LTR			15 21	LTR	
Volume (veh/h)		18	326	44		46	277	12		35	1	43		23	4	26
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)											0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided							-				
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)		4.1	-			4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10			,	4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)	1	2.2	-			2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)		19				49		-			84				56	-
Capacity, c (veh/h)		1220			1	1142					368				355	
v/c Ratio		0.02				0.04					0.23	1	-		0.16	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.9				0.6	
Control Delay (s/veh)	1 1	8.0		-		8.3					17.6				17.1	
Level of Service (LOS)		Α				А					С				С	
Approach Delay (s/veh)		0	.5			1	.1			1	7.6			1	7.1	
Approach LOS										1	с	_		1	С	

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HCS TW TWSC Version 7.8.5 Total PM Bonnie Brae at Division St.xtw Generated: 12/9/2019 11:41:50 AM

Pedestrian Level of Service				
Flow (ped/hr)	20	8	16	20
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	707	703		
Average Delay (s)	4.0	4.0	0.4	0.2
Level of Service (LOS)	А	A	А	A

HCS TW TWSC Version 7.8.5 Total PM Bonnie Brae at Division St.xtw Generated: 12/9/2019 11:41:50 AM

		-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Thomas
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Thomas Street
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.62
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing AM		



Vehicle Volumes and Adjustments

Approach	E	astbound		-	West	bound			North	bound			South	bound	
Movement	U	L T	R	U	L	T	R	U	L	T	R	U	L	Ţ	R
Priority	1 - 1	0 11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0 1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration		LTR			1	1			15.2	LTR				LTR	1.
Volume (veh/h)		2 3	3						3	105	10		36	105	4
Percent Heavy Vehicles (%)		0 0	0						0		_		0		
Proportion Time Blocked															1
Percent Grade (%)		0				-					- (0	
Right Turn Channelized															
Median Type Storage			Undi	vided											
Critical and Follow-up H	eadways														
Base Critical Headway (sec)	7	.1 6.5	6.2						4.1		-	-	4.1		
Critical Headway (sec)	7.	60 6.50	6.20			5			4.10				4.10		
Base Follow-Up Headway (sec)	3	.5 4.0	3.3	-					2.2				2.2		
Follow-Up Headway (sec)	3.	95 4.00	3.30			()			2.20				2.20		
Delay, Queue Length, an	d Level o	Servio	e												
Flow Rate, v (veh/h)		13							5				58		
Capacity, c (veh/h)		521		1		1			1395				1364		
v/c Ratio		0.02							0.00				0.04		
95% Queue Length, Q ₉₅ (veh)		0.1							0.0				0.1		
Control Delay (s/veh)		12.7							7.6				7.8		
Level of Service (LOS)		В							A		1		A		
Approach Delay (s/veh)		12.1							0	.2	-		2	.2	
Approach LOS		В													

HCSTM TWSC Version 7.8.5 Existing AM Bonnie Brae at Thomas St.xtw Generated: 11/26/2019 6:20:00 PM

Pedestrian Level of Service				
Flow (ped/hr)	7		7	3
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)			360	403
Average Delay (s)	0.1	0.0	1.7	1.9
Level of Service (LOS)	А	А	A	A

HCS TWA TWSC Version 7.8.5 Existing AM Bonnie Brae at Thomas St.xtw

Generated: 11/26/2019 6:20:00 PM

	HCS7 IWO-	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Thomas
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Thomas Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.62
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Total AM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound	_		West	bound			North	bound			South	bound	
Movement	U	L	τ	R	U	L	T	R	U	L	T	R	U	L	Ţ	R
Priority	1	10	-11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes	1 1	0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LTR			1				15-13	LTR			1	LTR	1.
Volume (veh/h)		2	3	3						3	105	11		37	105	4
Percent Heavy Vehicles (%)		50	0	0						0				0	1	
Proportion Time Blocked							-									-
Percent Grade (%)		C)									- 1			1	
Right Turn Channelized																
Median Type Storage				Undiv	vided											
Critical and Follow-up H	eadways	s				2										
Base Critical Headway (sec)		7.1	6.5	6.2						4.1		-	-	4.1		
Critical Headway (sec)		7.60	6.50	6.20			5			4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3						2.2			1	2.2		-
Follow-Up Headway (sec)		3.95	4.00	3.30						2.20		-		2.20		-
Delay, Queue Length, an	d Level	of Se	rvice				_									
Flow Rate, v (veh/h)			13							5				60		
Capacity, c (veh/h)			518							1395				1362		
v/c Ratio			0.02			1	-			0.00				0.04		
95% Queue Length, Q ₉₅ (veh)			0.1							0.0				0.1		
Control Delay (s/veh)			12.1							7.6				7.8		
Level of Service (LOS)			B			1				A				Α		
Approach Delay (s/veh)	1	12	.1							0	.2	-	2.2			
Approach LOS		E	3													

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HCSTM TWSC Version 7.8.5 Total AM Bonnie Brae at Thomas St.xtw Generated: 12/9/2019 11:47:04 AM

Pedestrian Level of Service				
Flow (ped/hr)	7		7	3
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)			361	405
Average Delay (s)	0.1	0.0	1.7	1.9
Level of Service (LOS)	A	А	Α	A

HCS TM TWSC Version 7.8.5 Total AM Bonnie Brae at Thomas St.xtw Generated: 12/9/2019 11:47:04 AM

	HCS7 Two-	Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Thomas
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Thomas Street
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.70
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing PM		



Vehicle Volumes and Adjustments

Approach	1.7.7.1	Eastbo	ound	_		West	bound			North	bound			South	bound	
Movement	U	L	τ	R	U	L	Ť	R	U	L	Т	R	U	L	Ţ	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LTR			1				15-11	LTR				LTR	1.
Volume (veh/h)		3	1	2						4	57	10		25	139	3
Percent Heavy Vehicles (%)		50	0	0						0				0		-
Proportion Time Blocked							-									1
Percent Grade (%)		0	Rill									- 1				
Right Turn Channelized																
Median Type Storage				Undiv	vided								_			
Critical and Follow-up H	eadways	8														
Base Critical Headway (sec)		7.1	6.5	6.2						4.1			-	4.1		
Critical Headway (sec)	1	7.60	6.50	6.20			5			4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3						2.2				2.2		
Follow-Up Headway (sec)	3	8.95	4.00	3.30						2.20				2.20		
Delay, Queue Length, an	d Level o	f Se	rvice				_									
Flow Rate, v (veh/h)			9							6				36		
Capacity, c (veh/h)			558							1356				1471		
v/c Ratio			0.02			-	-			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.1		
Control Delay (s/veh)			11.6							7.7				7.5		-
Level of Service (LOS)			В							A				A		
Approach Delay (s/veh)		11.	.6							0	.5	-		1	.3	
Approach LOS		В	i.													

HCSTM TWSC Version 7.8.5 Existing PM Bonnie Brae at Thomas St.xtw Generated: 11/26/2019 6:19:31 PM

Pedestrian Level of Service				
Flow (ped/hr)	10		7	6
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)			300	320
Average Delay (s)	0.0	0.0	1.4	1.5
Level of Service (LOS)	A	А	A	А

HCS TWA TWSC Version 7.8.5 Existing PM Bonnie Brae at Thomas St.xtw Generated: 11/26/2019 6:19:31 PM

	11037 100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Thomas
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Thomas Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.70
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Total PM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound	_		West	bound			North	bound			South	bound	
Movement	U	L	τ	R	U	L	T	R	U	L	Т	R	U	L	Ţ	R
Priority	1	10	-11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LTR			1				15-11	LTR				LTR	
Volume (veh/h)		3	1	2						4	57	15		28	139	3
Percent Heavy Vehicles (%)		50	0	0						0				0	<u></u>	
Proportion Time Blocked							-									7
Percent Grade (%)		()													
Right Turn Channelized																
Median Type Storage				Undiv	vided											
Critical and Follow-up H	eadways	s														
Base Critical Headway (sec)		7.1	6.5	6.2		(4.1		-		4.1		
Critical Headway (sec)		7.60	6.50	6.20			5			4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3						2.2				2.2		_
Follow-Up Headway (sec)		3.95	4.00	3.30						2.20		-		2.20		-
Delay, Queue Length, an	d Level	of Se	rvice						-							
Flow Rate, v (veh/h)			9							6				40		-
Capacity, c (veh/h)			548							1356				1462		
v/c Ratio			0.02			-	-			0.00				0.03		
95% Queue Length, Q ₉₅ (veh)			0.0							0.0				0.1		
Control Delay (s/veh)			11.7							7.7				7.5		
Level of Service (LOS)			В							A				А		
Approach Delay (s/veh)	1	11	.7			-			1	0.	.4			1	.4	
Approach LOS		E	3													

HCSTM TWSC Version 7.8.5 Total PM Bonnie Brae at Thomas St.xtw Generated: 12/9/2019 11:48:07 AM

Pedestrian Level of Service				
Flow (ped/hr)	10		7	6
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)			307	324
Average Delay (s)	0.0	0.0	1.4	1.5
Level of Service (LOS)	А	A	Α	A

HCS TW TWSC Version 7.8.5 Total PM Bonnie Brae at Thomas St.xtw Generated: 12/9/2019 11:48:07 AM

	HCS7 IWO-	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Augusta
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Augusta Street
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing AM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L.	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration	1		LTR			15.21	LTR			17.1	LTR			1.00	LTR	1
Volume (veh/h)		70	226	4		3	364	36		3	12	3	_	23	27	58
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked						-										
Percent Grade (%)											0				0	
Right Turn Channelized																
Median Type Storage	-			Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		4.1	-			4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Level	of Se	ervice		3											
Flow Rate, v (veh/h)		74			-	3		-		-	19				115	-
Capacity, c (veh/h)		1094				1321					286				378	
v/c Ratio		0.07				0.00					0.07	1	_		0.30	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.2				1.3	
Control Delay (s/veh)		8.5				7.7					18.5				18.7	
Level of Service (LOS)		Α				Α					С				C	
Approach Delay (s/veh)	2.5 0.1						18	8.5			1	B.7				
Approach LOS										1	с				с	

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HCS TWA TWSC Version 7.8.5 Existing AM Bonnie Brae at Augusta St.xtw

Generated: 11/26/2019 6:23:28 PM

Pedestrian Level of Service				
Flow (ped/hr)	4	3	5	25
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	706	669		
Average Delay (s)	4.0	3.7	0.2	0.5
Level of Service (LOS)	А	A	A	A

HCS TWD TWSC Version 7.8.5 Existing AM Bonnie Brae at Augusta St.xtw Generated: 11/26/2019 6:23:28 PM

	11037 100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Augusta
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Augusta Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total AM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L.	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6	1.0	7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR			15.21	LTR			12.1	LTR			1.00	LTR	
Volume (veh/h)		70	226	4		3	364	37		3	12	3		23	27	58
Percent Heavy Vehicles (%)		0				0				0	0	0	_	0	0	0
Proportion Time Blocked						-										
Percent Grade (%)											0				0	
Right Turn Channelized																
Median Type Storage	-			Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		4.1	-			4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Level	of Se	ervice		6											
Flow Rate, v (veh/h)		74			-	3		-		-	19			1	115	-
Capacity, c (veh/h)		1093				1321					286				377	
v/c Ratio		0.07				0.00					0.07		_		0.30	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.2				1.3	
Control Delay (s/veh)		8.5			1	7.7					18.5				18.7	
Level of Service (LOS)		Α				Α					С				С	
Approach Delay (s/veh)	2.5 0.1							1	8.5			1	8.7			
Approach LOS										j)	с			6	с	

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HCS TW TWSC Version 7.8.5 Total AM Bonnie Brae at Augusta St.xtw Generated: 12/9/2019 11:37:34 AM

Pedestrian Level of Service				
Flow (ped/hr)	4	3	5	25
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	706	670		
Average Delay (s)	4.0	3.7	0.2	0.5
Level of Service (LOS)	А	A	A	А

HCS TW TWSC Version 7.8.5 Total AM Bonnie Brae at Augusta St.xtw Generated: 12/9/2019 11:37:34 AM

	11037 1100	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Augusta
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Augusta Street
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing PM	· · · · · · · · · · · · · · · · · · ·	



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	τ	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR			12-1	LTR			17-14	LTR			1	LTR	1.0
Volume (veh/h)		29	214	12		8	256	31		1	11	3		32	41	68
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)				-							0				D	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)	1	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Leve	of Se	ervice													
Flow Rate, v (veh/h)		33				9				-	17				158	
Capacity, c (veh/h)		1194			1	1309					383				456	
v/c Ratio		0.03				0.01					0.04		-		0.35	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1				1.5	
Control Delay (s/veh)		8.1				7.8					14.8				17.1	
Level of Service (LOS)		А				Α					В				С	
Approach Delay (s/veh)		1	.1			0	.3			14	4.8			17	7.1	
Approach LOS								-			В			1	c	

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HCS TWD TWSC Version 7.8.5 Existing PM Bonnie Brae at Augusta St.xtw Generated: 11/26/2019 6:26:32 PM

Pedestrian Level of Service				
Flow (ped/hr)	9	4	6	25
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	574	572		
Average Delay (s)	3.0	3.0	0.3	0.7
Level of Service (LOS)	А	A	Α	A

HCS TWD TWSC Version 7.8.5 Existing PM Bonnie Brae at Augusta St.xtw Generated: 11/26/2019 6:26:32 PM

		-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Augusta
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Augusta Street
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.89
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total PM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration		1	LTR			15-1	LTR				LTR			1	LTR	
Volume (veh/h)		30	214	12		8	256	35		1	11	3		32	41	68
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)				-							0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20	-			3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, an	d Level	of Se	ervice	5									-			
Flow Rate, v (veh/h)		34				9		-			17			1	158	-
Capacity, c (veh/h)		1189			1	1309	1				380				453	
v/c Ratio		0.03				0.01					0.04		_		0.35	-
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1				1.5	
Control Delay (s/veh)		8.1			-	7.8					14.9				17.2	
Level of Service (LOS)		Α				Α					В				С	
Approach Delay (s/veh)		1	.2			0	.3			14	4.9			1	7.2	
Approach LOS											В			1	С	

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HCS TW TWSC Version 7.8.5 Total PM Bonnie Brae at Augusta St.xtw Generated: 12/9/2019 11:39:02 AM

Pedestrian Level of Service				
Flow (ped/hr)	9	4	6	25
Two-Stage Crossing	No	No	No	No
Pedestrian Platooning	No	No	No	No
Conflicting Vehicular Flow (veh/h)	575	576		
Average Delay (s)	3.0	3.0	0.3	0.7
Level of Service (LOS)	А	A	Α	A

HCSTMI TWSC Version 7.8.5 Total PM Bonnie Brae at Augusta St.xtw Generated: 12/9/2019 11:39:02 AM

	HCS7 Two-	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Public Alley
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.64
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing AM		÷



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	Ĺ	T	R	U	L	T	R
Priority	1	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration	1 1	1-1-1				1	LR	1.1			11.7	TR		LT		1
Volume (veh/h)						5		5			35	1		2	186	1
Percent Heavy Vehicles (%)						0		0		1				0	1	-
Proportion Time Blocked																-
Percent Grade (%)							0								0	
Right Turn Channelized												-				
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)						7.1		6.2		1			-	4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3		1				2.2		_
Follow-Up Headway (sec)						3.50		3.30				-		2.20		-
Delay, Queue Length, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)							16							3		
Capacity, c (veh/h)					1		765							1531		
v/c Ratio	1		-				0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)					1		9.8			1				7.4		
Level of Service (LOS)							A							Α		
Approach Delay (s/veh)	1					9	.8							0	.1	
Approach LOS							A									

Pedestrian Level of Service			
Flow (ped/hr)	11	6	1
Two-Stage Crossing	No	No	No
Pedestrian Platooning	No	No	No
Conflicting Vehicular Flow (veh/h)		347	348
Average Delay (s)	0.1	1.6	1.6
Level of Service (LOS)	A	Α	А

HCS TWO TWSC Version 7.8.5 Existing AM Bonnie Brae at Public Alley.xtw Generated: 11/26/2019 6:29:29 PM

	HCS7 IWO-	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Public Alley
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.64
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Total AM		



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Ť	R	U	L	T	R	U	L	Ţ	R
Priority	1	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	1	0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration	1	1-1-1					LR	1				TR		LT		1
Volume (veh/h)						5	1	6			35	1		2	187	1
Percent Heavy Vehicles (%)						0		0						0		-
Proportion Time Blocked	1															1
Percent Grade (%)							0								0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3	-	1		-		2.2		-
Follow-Up Headway (sec)		(CT)	2			3.50	-	3.30				-		2.20		5
Delay, Queue Length, an	d Leve	of Se	ervice	6												
Flow Rate, v (veh/h)				-			17							3		
Capacity, c (veh/h)							780							1531		
v/c Ratio							0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)					1		9.7						1	7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9	.7					-		. 0	.1	
Approach LOS							Ą									

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HCSTM TWSC Version 7.8.5 Total AM Bonnie Brae at Public Alley.xtw Generated: 12/9/2019 11:43:59 AM
Pedestrian Level of Service			
Flow (ped/hr)	11	6	1
Two-Stage Crossing	No	No	No
Pedestrian Platooning	No	No	No
Conflicting Vehicular Flow (veh/h)		348	350
Average Delay (s)	0.1	1.6	1.6
Level of Service (LOS)	A	A	A

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HCSTM TWSC Version 7.8.5 Total AM Bonnie Brae at Public Alley.xtw Generated: 12/9/2019 11:43:59 AM

	HCS7 Two-	Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Public Alley
Analysis Year	2019	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing PM	·	

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Ť	R	U	Ĺ	T	R	U	L	Ţ	R
Priority	1.000	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration						122	LR	1				TR		LT		1
Volume (veh/h)						3	1	3			75	0		5	86	1
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																-
Percent Grade (%))									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)					,	6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3	-	1		-		2.2		-
Follow-Up Headway (sec)						3.50	-	3.30				-		2.20		
Delay, Queue Length, an	d Leve	of Se	ervice	6						-						
Flow Rate, v (veh/h)							7							6		
Capacity, c (veh/h)							849							1490		
v/c Ratio			-				0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)					1		9.3							7.4		
Level of Service (LOS)		2					A							Α		
Approach Delay (s/veh)			-			9	.3							. 0	.4	
Approach LOS							A					-				

Pedestrian Level of Service			
Flow (ped/hr)	11	2	0
Two-Stage Crossing	No	No	
Pedestrian Platooning	No	No	
Conflicting Vehicular Flow (veh/h)		189	
Average Delay (s)	0.0	0.8	
Level of Service (LOS)	A	A	

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HCSTMI TWSC Version 7.8.5 Existing PM Bonnie Brae at Public Alley.xtw Generated: 11/26/2019 6:31:52 PM

	HC21 IMO-	-Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Bonnie Brae at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Public Alley
Analysis Year	2026	North/South Street	Bonnie Brae
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.85
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Total PM		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	Ĺ	T	R	U	L	Ţ	R
Priority	1.000	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration						1200	LR	1.1				TR		LT		1
Volume (veh/h)						3	1	4			75	0		5	89	
Percent Heavy Vehicles (%)		-	-			0		0						0		
Proportion Time Blocked															1	-
Percent Grade (%))									
Right Turn Channelized												- 1				
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys							_							
Base Critical Headway (sec)						7.1		6.2			·			4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)					-	3.5		3.3	-	1				2.2		-
Follow-Up Headway (sec)						3.50	-	3.30				-		2.20		
Delay, Queue Length, an	d Leve	of Se	rvice	1						-						
Flow Rate, v (veh/h)							8							6		
Capacity, c (veh/h)							860							1490		
v/c Ratio			-				0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)					1		9.2			1			1	7.4		
Level of Service (LOS)		2					A							Α		
Approach Delay (s/veh)		_				9	.2					-		0	.4	
Approach LOS							A									

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HCSTM TWSC Version 7.8.5 Total PM Bonnie Brae at Public Alley.xtw Generated: 12/9/2019 11:44:59 AM

Pedestrian Level of Service			
Flow (ped/hr)	11	2	0
Two-Stage Crossing	No	No	
Pedestrian Platooning	No	No	
Conflicting Vehicular Flow (veh/h)		193	
Average Delay (s)	0.0	0.8	
Level of Service (LOS)	A	A	

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HCSTM TWSC Version 7.8.5 Total PM Bonnie Brae at Public Alley.xtw Generated: 12/9/2019 11:44:59 AM

	HCS7 Two-	Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Thomas at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	11/26/2019	East/West Street	Thomas Street
Analysis Year	2019	North/South Street	Public Alley
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.63
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing AM		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound		-	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	0	0		0	1	0		1	0	0
Configuration		LT				1 - 1						TR		L		1
Volume (veh/h)		6	43				5				1	8		7		
Percent Heavy Vehicles (%)		0	-								0	0		0		
Proportion Time Blocked																
Percent Grade (%)											0			()	
Right Turn Channelized																
Median Type Storage				Undi	ivided											
Critical and Follow-up H	eadway	ys				_										
Base Critical Headway (sec)		5.3									6.5	6.2		7.1		
Critical Headway (sec)		5.30					5				6.50	6.20		7.10		
Base Follow-Up Headway (sec)		3.1									4.0	3.3		3.5		
Follow-Up Headway (sec)		3.10									4.00	3.30		3.50		
Delay, Queue Length, an	d Level	of Se	ervice	-	9		-									
Flow Rate, v (veh/h)		10									1	14		11		
Capacity, c (veh/h)		1159										961		842		
v/c Ratio		0.01				-	-			-		0.01		0.01		
95% Queue Length, Q ₉₅ (veh)		0.0										0.0		0.0		
Control Delay (s/veh)		8.1									1	8.8		9.3		
Level of Service (LOS)		A				1						Α		Α		
Approach Delay (s/veh)		1	.1		1			-			B.8			9	.3	
Approach LOS					1						A			1	A	

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HCS TW TWSC Version 7.8.5 Existing AM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:43:04 PM

Pedestrian Level of Service				
Flow (ped/hr)	2		3	1
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)	78			
Average Delay (s)	0.3	0.3	0.1	0.0
Level of Service (LOS)	А	А	Α	A

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HCS TWD TWSC Version 7.8.5 Existing AM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:43:04 PM

	HCS/ IWO-	Way Stop-Control Report	
General Information		Site Information	
Analyst	AM	Intersection	Thomas at Alley
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	12/9/2019	East/West Street	Thomas Street
Analysis Year	2026	North/South Street	Public Alley
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.63
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total AM		

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound		· · · · · ·	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	0	0		0	1	0		1	0	0
Configuration	1	LT										TR		L		1
Volume (veh/h)		6	48								1	8		9		
Percent Heavy Vehicles (%)		0									0	0		0		
Proportion Time Blocked																
Percent Grade (%)											0				0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		5.3				1					6.5	6.2		7.1		
Critical Headway (sec)		5.30					5				6.50	6.20		7.10		
Base Follow-Up Headway (sec)	1	3.1								1	4.0	3.3		3.5		
Follow-Up Headway (sec)		3.10	-				(4.00	3.30		3.50		
Delay, Queue Length, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)		10									1	14		14		
Capacity, c (veh/h)		1159										952		832		
v/c Ratio		0.01				-	-			1		0.02		0.02		
95% Queue Length, Q ₉₅ (veh)		0.0										0.0		0.1		
Control Delay (s/veh)		8.1				1 1						8.8		9.4		
Level of Service (LOS)		A										A		Α		
Approach Delay (s/veh)		1	.0							8	3.8			9	.4	
Approach LOS											A			1	A	

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HCSTMI TWSC Version 7.8.5 Total AM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:44:11 PM

Pedestrian Level of Service				
Flow (ped/hr)	2		3	1
Two-Stage Crossing	No		No	No
Pedestrian Platooning	No		No	No
Conflicting Vehicular Flow (veh/h)	86			
Average Delay (s)	0.3	0.3	0.1	0.1
Level of Service (LOS)	А	А	A	A

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HCSTM TWSC Version 7.8.5 Total AM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:44:11 PM

	HCS7 Two	-Way Stop-Control Report		
General Information	Site Information	ation		
Analyst	AM	Intersection	Thomas at Alley	
Agency/Co.	GHA	Jurisdiction	Local	
Date Performed	11/27/2019	East/West Street	Thomas Street	
Analysis Year	2019	North/South Street	Public Alley	
Time Analyzed	3:00-4:00	Peak Hour Factor	0.75	
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25	
Project Description	Existing PM			

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	0	0		0	1	0		1	0	0
Configuration		LT										TR		L		1
Volume (veh/h)		4	32				1				2	10		5		
Percent Heavy Vehicles (%)		0									0	0		0		
Proportion Time Blocked																
Percent Grade (%)										1	0			(0	
Right Turn Channelized																
Median Type Storage				Undi	vided							-				
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)		5.3				1					6.5	6.2		7.1		
Critical Headway (sec)		5.30					5				6.50	6.20		7.10		
Base Follow-Up Headway (sec)		3.1			-						4.0	3.3		3.5		
Follow-Up Headway (sec)		3.10					(4.00	3.30		3.50		-
Delay, Queue Length, an	d Level	of Se	rvice	-												
Flow Rate, v (veh/h)		5	-								1	16		7		
Capacity, c (veh/h)		1159										997		887		
v/c Ratio		0.00				-	-			1		0.02		0.01		
95% Queue Length, Q ₉₅ (veh)		0.0										0.0		0.0		
Control Delay (s/veh)		8.1										8.7		9.1		
Level of Service (LOS)		Α				1						Α		Α		
Approach Delay (s/veh)		0.	9		Ī					8	3.7			9	.1	
Approach LOS											A			1	A	

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HCS TW TWSC Version 7.8.5 Existing PM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:43:39 PM

Pedestrian Level of Service				
Flow (ped/hr)	0		1	1
Two-Stage Crossing		1	No	No
Pedestrian Platooning			No	No
Conflicting Vehicular Flow (veh/h)				
Average Delay (s)		0.2	0.1	0.0
Level of Service (LOS)		A	A	A

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HCS 1000 TWSC Version 7.8.5 Existing PM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:43:39 PM

		-Way Stop-Control Report				
General Information		Site Information				
Analyst	AM	Intersection	Thomas at Alley			
Agency/Co.	GHA	Jurisdiction	Local			
Date Performed	12/9/2019	East/West Street	Thomas Street			
Analysis Year	2026	North/South Street	Public Alley			
Time Analyzed	3:00-4:00	Peak Hour Factor	0.75			
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25			
Project Description	Total PM					

Lanes



Vehicle Volumes and Adjustments

Approach		Eastb	ound		· · · · · ·	West	ound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	Ţ	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	0	0		0	1	0		1	0	0
Configuration		LT										TR		L		1
Volume (veh/h)		7	35				5				2	10		6		
Percent Heavy Vehicles (%)		0									0	0		0		
Proportion Time Blocked							-									-
Percent Grade (%)										1	0	- 1		()	
Right Turn Channelized												-				
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)		5.3				1					6.5	6.2		7.1		
Critical Headway (sec)		5.30					5				6.50	6.20		7.10		
Base Follow-Up Headway (sec)		3.1									4.0	3.3		3.5		
Follow-Up Headway (sec)		3.10	-								4.00	3.30		3.50		-
Delay, Queue Length, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)		9									1	16		8		
Capacity, c (veh/h)		1159										992		868		
v/c Ratio		0.01				-				1		0.02		0.01		
95% Queue Length, Q ₉₅ (veh)		0.0										0.0		0.0		
Control Delay (s/veh)		8.1										8.7		9.2		
Level of Service (LOS)		Α					2					A		Α		
Approach Delay (s/veh)		1	.4							8	3.7			9.	.2	
Approach LOS			_								A			ł	A	

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HCS TW TWSC Version 7.8.5 Total PM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:44:42 PM

Pedestrian Level of Service				
Flow (ped/hr)	0		1	1
Two-Stage Crossing		1	No	No
Pedestrian Platooning		·	No	No
Conflicting Vehicular Flow (veh/h)				
Average Delay (s)		0.2	0.1	0.0
Level of Service (LOS)		A	A	A

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HCSTM TWSC Version 7.8.5 Total PM Thomas St at Public Alley.xtw Generated: 12/9/2019 12:44:42 PM

Tab 10

ECONOMIC ANALYSIS The Developer shall submit economic analysis prior to the final submittal of this application

DEVELOPER'S FINANCING Attached to this Application, please find the evidence of financing from Wintrust Commercial Real Estate dated 1/17/20.

PROJECT ECONOMIC VIABILITY Attached to this Application, please find the economic viability completed by AvenueOne. January 17, 2020

Ms. Lisa Scheiner Assistant Village Administrator Village of River Forest 400 Park Avenue River Forest, Illinois 60305

Re: School Contribution

Dear Ms. Scheiner,

The Village Zoning Ordinance sets specific parameters for the land donation and for fee in lieu of donation to the local school districts.

This is intended to offset the additional cost that schools may incur with admission of the school age children generated by the new development.

In our SAC report, we show that our proposed townhomes development will create a net decrease of 2.16 students to the River Forest schools. In this study, our contribution to the local school districts (for a 19 townhomes) was a reduction by 0.535 children to K-8 district and by 1.624 children to the high school district.

In addition to the reduced school cost resulting from the negative number of school age children contribution, both school districts will receive large annual increases in their tax collection due to a very large Assessed Value increase in the development parcel after construction and sale are concluded.

As provided in Sec. 10-23-4.C.1 of the Village Zoning Ordinance, we request that our fee in lieu school contribution is based on our SAC report. Rather than reflecting the generic conditions, our report is based on rigorous analyses of the actual expected school children generation for the type of the units we are proposing to build and taking into account the number of children currently generated by the property that will discontinue.

As the Planned Development process is designed to take into account the unique features of the proposed development, our request is based on the fact that our proposed development will not add additional burden to the local schools and will, in fact, significantly increase their annual funding.

Thank you for your consideration,

Art Gurevich Manager

Bonnie Brae Place, A Luxury Townhomes Development Projected Number of School Age Children and Cost to School Districts Economic Projection for Taxing Bodies

January 2020

Prepared by

Bonnie Brae Construction, LLC

The expected fiscal impact to the school districts resulting from the construction of the Bonnie Brae Place townhomes in River Forest is significantly positive, with expected increase in annual tax revenues of approximately \$111,000 flowing to D90 and an annual increase of more than \$79,000 flowing to D200. Featuring nineteen townhouse units with high end finishes and an average price of \$600,000, the new residents will upper income earners. The number of school age children likely to reside at the proposed Bonnie Brae Place development, which is composed exclusively of three-bedroom townhomes units, is 1.995. The number of students expected to attend a public school 1.841. However, the total impact of the proposed development will be a **reduction in public school attending students by 2.16**.

River Forest is an appealing community for families with school children due to the highly regarded schools and the wealth of extracurricular activities for children ranging from sports to art and music. However, the nature of the project, high-end, for-sale, attached housing without individual yards, limits the attractiveness for households with children.

To estimate the number of school age children, I reviewed a number of demographic sources. In addition to baseline demographic data for River Forest, I used data compiled by the American Community Survey (ACS) Public Use Microdata Sample (PUMS), and reference publications by Wong (use of PUMS I developing SAC multiplier), Fiscal Impact Handbook by Burchelll and Listokin (national reference authors on the subject), Rutgers University research on Residential Demographic Multipliers. I also consulted fiscal impact studies for projects with similar characteristics and enrollment projections for relevant communities. Finally I researched recent trends in family size as it relates to income, education, and housing preference e.g. single family, townhome, condo unit or apartment. Multiyear trends tend to show significant decrease in school age children in townhomes and single family homes. Nationally, from 1970 to 2000 a 3-bedroom townhouse household size decreased from 4.07 to 2.55 and the school age children number decreased respectively from 1.33 to .44 (Demographic Multipliers: Recent National and State Findings, Listokin and Burchell)

Current Demographics of River Forest

River Forest, Illinois with a population of 11,156 had 3,892 households in 2017. The residents have high earnings; the median homeowner income of owners with a mortgage is \$172,921. According to http://www.city-data.com/housing, only 44.4% of River Forest households have a mortgage.

In River Forest, 46.7% of households have children. The average household size is 2.62 persons. A breakdown of household sizes is shown below. **Household By # of Persons 2017**

1 person	897	23%
2 person	1,450	37%
3 person	478	12%
4 person	799	21%
5 person	175	5%
6 person	35	1%
7+ person	28	1%
	3,862	100%

Methodology

To estimate the number of children likely to reside in Bonnie Brae Place townhouse development, I first determine a base factor of number of children per unit. I found credible data regarding the number of school aged children in attached single family homes. Next I adjust that factor for unit size, income and wealth of buyer, age of buyer, and public school attendance.

All proposed townhouse units will be 3 bedroom, with an estimated average market price of \$600,000

Projection of School Age Children Living in Attached Single Family House

In River Forest, 46.7% of all households have children (city-data.com). This includes all housing unit types and sizes (apartments, condos, townhomes, and single family homes) and children of all ages. Out of 3,325 children residing in River Forest, 1,995 attended public schools (1,430 attended K-8 school and 565 attended high school) in 2018/19. Additionally 99 K-8 age children attend private schools and 92 children attend private high schools. At 46.7%, 8.87 dwelling units can be expected to have children, including infants, preschoolers and post high school children 18 or older. Of these, 60% (1,995/3,325) can be expected to have school age children in public schools. This suggests that 5.32 children attending public schools may reside in 19 dwelling units. However this data is not adjusted for unit size, unit type nor the unit cost/owner's income. In one of our previous townhouse developments, out of 15 units, 2 initial owners had small children. A year after the sellout, owners of 4 more units were expecting children. Five years later, there were no school age children and there were small children in 2 units. This reinforced the notion that young couples living in townhomes move up to single family detached homes when children approach school age.

Projection of School Age Children Based On Unit Size

To better understand the impact of unit size, I consulted demographic analysis and projections undertaken by for the Oak Park Elementary School district. Ehlers, a public finance consulting firm, conducted a comprehensive enrollment projection for Oak Park's D97 in 2013 and updated these projections in 2016. Oak Park is a neighboring community which shares a high school with River Forest

The Oak Park data was segregated by unit size. In the adjusted 2016 projections, Ehlers used a multiplier of .136 to estimate K-8 attendees and .038 to estimate high schoolers, for a combined multiplier of .174 school age children per 3-bedroom unit of attached for-sale housing.

While there are distinct differences between River Forest and Oak Park, notably higher income levels and more expensive housing in River Forest, the adjacent communities share many common characteristics, including the same high school, market area, transportation network and convenient near west location. The Ehlers study is the best starting point for projecting school children likely to reside at Bonnie Brae Place because of the level of detail, including unit size, separate multipliers for the elementary school and high school age children and differentiation between detached housing, rental units and for- sale, attached housing. The underlying data from which Ehlers projection is derived is from a community which shares many similar locational characteristics and some demographic attributes. The .174 multiplier will serve as a starting point and will be adjusted for other factors.

Adjustments Due to High Income Buyers

Not only does the type of housing influence the number of children in the household, but so does household income and education. Generally higher-income and better-educated households have fewer children. Current River Forest demographics reveal a population which has a significantly higher income level and education level than the Illinois mean and median. In fact, River Forest average annual household income, at \$111,819, exceeds the annual household income for the community used as the baseline by \$43,800.

People purchasing the Bonnie Brae townhomes units are expected to continue this trend. With the proposed purchase prices to be on average at \$600,000, owners at Bonnie Brae Place will have very high incomes and/or significant wealth. If Bonnie Brae townhomes buyers are financing their purchases through conventional lending sources, households will need an income of about \$150,000. This analysis assumes the use of a 30 year jumbo mortgage with a down payment of 20% and an interest rate of 4.25%.

Historically there has been a strong inverse relationship between income and fertility; householders of childbearing years that earn greater income have fewer children. Recent sales projects by the developer demonstrate this relationship. The table below shows that there were very few school age children among the households purchasing the 32 townhome units priced from \$575,000 to \$725,000.

Recent Sale History for 3-bedroom Townhomes by Art Gurevich and Marko Boldun, Developers

Address	Number of Units	Price	# Sold to Seniors	# of School School Age Children
2823 Oakley, Chicago	15	625,000	2	0
101 – 115 Home Ave, C	Dak Park 17	625,000	2	3

Due to the fact that this project will require a high income buyer, the multiplier is reduced by 10%.

Adjustments Due to Older Buyers

Householders in their 50's and early 60-s have greater earning power and greater wealth than younger residents. This is confirmed by the demographic data provided on the Economic Development page of the River Forest website https://vrf.us/sitemedia/pdf/ EconomicDevelopmentecondev-age-income). During the five year period 2010-15, more than 50% of the growth in households earning more than \$150,000 in River Forest, was attributable to the cohort of age 55 and older.

It is expected that a significant share of the Bonnie Brae Place townhomes owners will be empty nesters seeking to downsize or grandparents looking to be close to their children and grandchildren living in the area. With a greater percentage of purchases being made by empty nesters than typical condominiums, the multiplier is reduced by 30%.

Private School Attendance:

Currently 6% of elementary school children in River Forest attend private schools and 14% attend private high schools. To estimate impact to the school district, this distribution is considered.

Other Observations:

The Ehlers 2016 enrollment projection shows an enrollment drop in the Mann school district. The Mann school district, just across Harlem Avenue from River Forest, is the Oak Park neighborhood most similar to River Forest in terms of income level, housing, and quality of elementary school.

Final Projection: # of Children Attending Public Schools

The most school age children expected to live in the 19 luxury townhouse units comprising Bonnie Brae Place is 1.95. Of these, only 1.84 are expected to attend public schools. The table below summarizes the methodology.

Projection: K-8	Adjustment	Multiplier	Children
Baseline: 19@3BR Townhouse Higher income resident Empty nester resident	0 -10% -30%	0.136	2.58
K-8 Students		0.082	1.558
Projection: High School	Adjustment	Multiplier	Children
Baseline: 19@3BR Townhouse Higher income resident Empty nester resident	0 -10% -30%	0.038	0.722
K-8 Students		0.023	0.437
Total School Age Children: Total School Age Children attend	ing public sch	ools:	1.995
K-8 94%			1.465
High School 86%			<u>0.376</u>
			1.841

It should further be noted that the proposed townhomes development is a re-development of the existing property that currently has a 6 unit apartment building. In that building there are currently **2 children attending elemantary school and 2 children attending high school**. This has been a trend for many years.

Taking this into account, the proposed townhomes development will have an impact of net <u>reduction</u> of school age children in public schools <u>by 2.16</u>. For D90, a reduction of 0.535 and for D200, a reduction of 1.624.

Cost of Education

District 90 is responsible for the elementary education in River Forest and District 200 is responsible for high school education and serves Oak Park as well as River Forest residents. While the per pupil cost of educating students born by local sources is significant, \$15,360 for D90 and \$18,838 for D200, the incremental cost for educating the projected increase of 1.84

students arising from the development of Bonnie Brae Place is minimal because most costs are fixed, including the largest expenditures of salaries, benefits, and building operations. Furthermore, the student population is not static; there are annual shifts in the student enrollment in the River Forest public schools. However, due to the re-development nature of the proposed project, the schools will see a reduction in contributed students of 2.16. This will result in somewhat reduced expenses.

On the other hand, the increased tax base will result in a significant increase in the revenue collected by each of the school districts. For River Forest residents, 40.3% of their real estate taxes are allocated to the elementary school and 27.5% of real estate taxes are allocated to the high school. Each new townhouse unit is expected to be assessed for school contributions totaling \$10,813 based on the projected average price per unit of \$600,000. With the projected reduction of 2.16 children residing at Bonnie Brae Place townhomes, the construction of this townhomes development, is a significant financial gain for the school districts.

D90 Costs

As of 2015 local revenue sources provided \$20,228,846 to D90, which is 90.9% of the total budget. In the last 10 years local contributions have ranged from 85.5% in 2006 to 91.5% in 2013. Enrollment in 2015 totaled 1,317 students, down 22 students from 1,339 in 2014 and down 19 students from 1,336 in 2013 but up by 5 students from 2012.

Currently the burden to local sources at D90 is \$15,360 per enrolled student. However, most of those costs are fixed and do not vary with any additional students.

If the decrease in cost to local sources of losing a D90 student is 20%, then the annual cost reduction will be \$1,980 for the 0.535 students reduction resulting from construction of Bonnie Brae Place townhomes.

D200 Costs

According to the 2016 budget presented at the 3rd Annual IGOV Assembly in 2015, local property taxes provide 79.9% of the high school budget and other local sources provide 10.5% of the budget. With a per pupil cost of \$20,838, total local contributions are \$18,875.55 per student.

If the decrease in cost to local sources of losing a D200 student is 20%, then the annual cost reduction will be \$7,360 for the 1.624 students reduction resulting from construction of Bonnie Brae Place townhomes.

In addition to the cost reduction resulting from the decrease in students contributed by the proposed development, District 90 will see its revenue increased by \$110,728 and D200, by \$79,444.

Conclusion

The proposed Bonnie Brae Place townhomes development will result in a reduction of public school attending students by 2.16. In addition to savings due to the attending students reduction, the school districts will have a revenue increase of \$110,728 for D90 and \$79,444 for D200.

Fiscal Impact on Taxing Bodies

Table below summarizes fiscal impact on River Forest taxing bodies by providing a property tax projection.

Taxing Agency	Percentage of Tax Bill	2018 Property Tax 1111 Bonnie Braae Pl.	2018 Property Tax 1101-1107 Bonnie Brae PI.	Projected Property Tax * Upon Project Completion 1101- 1111 Bonnie Brae Pl.	TOTAL PROJECTED ANNUAL REVENUE INCREASE
School District 90	40%	\$6,515.53	\$2,376.09	\$119,619.76	\$110,728.13
School District 200	29%	\$4,674.68	\$1,704.77	\$85,823.18	\$79,443.74
Village of River Forest	11%	\$1,773.15	\$646.64	\$32,553.62	\$30,133.83
Cook County	5%	\$805.98	\$293.93	\$14,797.10	\$13,697.20
Park District	3%	\$483.59	\$176.36	\$8,878.26	\$8,218.32
Water Reclamation	4%	\$644.78	\$176.36	\$11,837.68	\$11,016.54
Public Library	2%	\$322.39	\$117.57	\$5,918.84	\$5,478.88
Township	1%	\$161.20	\$58.79	\$2,959.42	\$2,739.44
All Other Taxing Bodies	4%	\$644.78	\$235.14	\$11,837.68	\$10,957.76
Total	100%	\$16,119.58	\$5,878.50	\$295,942.00	\$273,943.92

* Assumes market value of \$11,400,000, tax rate of 10.096, Equalization Factor of 2.9109 Source: Cook County Assessor

.

Calculations take into account \$7,000 Homeowner Exemption for ALL units

ECONOMIC IMPACT

The economic impact of the proposed development will consist of the cost of services and property taxes. An impact on an increase in sales tax revenue can't be easily ascertained.

The incremental cost of services is expected to be negligible. Most services will be fee based.

Based on the expert opinion of the local real estate and development professionals, the proposed development is not anticipated to generate any increase in the school age children population. (SAC Consultant projects 2 children). It will, however generate an estimated increase in annual revenue to the school districts of more than \$190,000.

The proposed development will create a significant increase in property taxes that will also boost the revenue to other local taxing districts, such as, library, park district, the Village, etc. The following table summarizes the property tax increase impact.

The data is based on the projected market value of the townhomes units and the Cook County Assessor's office provided tax rate of 10.096%, Assessment Equalization (EAV) factor of 2.9109, assessment level of 10% and the Homeowner Exemption of \$7,000, for all units.

FINANCIAL CAPABILITY

The principals of Bonnie Brae Construction, LLC have, at any given time more than \$20,000,000 worth of projects under construction. All of the projects have owner equity and bank financing.

The development cost for the proposed project is estimated at \$9,000,000. Construction financing will be provided by Wintrust Bank. The Owners are capable of funding the Owner's equity component of the development cost.

The Wintrust Bank financing interest letter is attached dated January 17, 2020.



9700 W. Higgins Rd., 7th Floor, Rosemont, IL 60018 Zornitsa Titova Vice President- Commercial Real Estate

Proposal Letter

January 17, 2020

Mr. Arthur Gurevich Mr. Marko Boldun 3528 Walnut Avenue Wilmette, IL 60091

RE: Financing for Phase I of a 19-unit townhome development know as Bonnie Brae Townhomes Located at 1101-1107 Bonnie Brae Place, in Chicago, IL

Gentleman:

Thank you for your consideration regarding my proposal on the above referenced property. I am pleased to provide you, on behalf of Schaumburg Bank & Trust Company, N.A. (a Wintrust Financial Corporation bank), with a proposal of the terms and conditions under which we may provide construction financing for Phase I 19-unit townhome development located at 1101-1107 Bonnie Brac Place, in Chicago, IL. This proposal does not constitute a commitment of the Bank, as the terms are subject to review and approval of our Credit Department. Should we come to a final agreement and approval, a firm commitment letter will be issued to you. The proposed terms and conditions of the loan are as follows:

CONSTRUCTION LOAN:

Borrower:	Bonnie Brae Construction, LLC or LLC to be determined.
Guarantors:	A Joint & Several unlimited Guaranty to be provided by Messrs. Arthur Gurevich and Marko Boldun.
Loan Amount:	The lender shall provide approximately \$3,800,000 in available funds. The loan amount shall not exceed 69% of the total cost or 75% of the "As Complete" Appraised Value.
Pre-sales:	None will be required.
Amortization:	Interest only.
Loan Term:	18 months with a 6-month extension option, provided no defaults exist under the loan agreement.
Interest Rate:	30-day LIBOR + 275 basis points, floating for the term of the loan. Currently the effective rate as of $10/08/2019$ is 4.69% .
Collateral:	The credit facility will be secured by a 1 st Mortgage and Assignment of Rents & Leases as it relates to the Collateral property located at 1101-1107 Bonnie Brac Place, in Chicago, IL.
	Wintrust Commercial Real Estate, 9700 W. Higgins Rd., Rosemont, 11. 60018

Telephone: 847-364-2849 & Facsimile: 844-894-1408

Sources & Uses:

				PITAL-2AT ON / BUDGET SUMMARY / SOUR		Land SF:	0	Bullding SF:	15,600
	SOURCES				USES	the second s		and the second second	Contraction of the
	JOONCES					SEUNDED	\$ FUNDED		
DESCRIPTION	5	\$ PSF	56	DESCRIPTION	TOTAL \$	VIA LOU IY	VIA DEUT	\$ P5F	% oF TOTAL
Dabt Structure	\$3,800,000	245_58974	65%	Land and Acquisition Costs	\$2,050,000	\$2,050,000	\$0	NDIV/01	35%
Equity Structure	\$2,058,460	\$132	3591						
Other Sources	\$0	\$0	095	Construction Losts	\$3,252,903	\$D	\$3,262,900	\$210	56%
				Tenant I mprovements	\$/3	\$D	\$0	\$0	050
TOTAL MAIRCES	\$5,858,4/JO	537E	100%	Leasing Commissions	\$3	\$0	\$0	\$C	0%
				FF&F Costs	23	\$0	50	\$6	0%
				Other Hard Costs	\$3	\$0	\$D	Ş40	0%
				Hard Cost Contingency	50	\$0	\$0	\$0	0%
				Total Hard Costs	\$3,282,900	\$0	\$3,282,900	\$210	56%
				Development Management Fee	\$0	\$0	\$0	\$0	0%
				Real Estate Taxes	\$10,000	50	\$10,000	\$5	.0%
				Cther Soft Costs Dermits, clasing	\$255,000	\$8,400	\$246,600	\$16	4%
				Architectual/Engineering	\$123,500	\$0	\$123,500	58	29
				Interest Reserve	\$190,000	\$a	\$130,000	58	2%
				Operating Reserve	\$7,000	\$0	\$7,000	\$0	05
				Total Soft Costs	\$525,500	\$8,400	\$517,100	\$34	95
				TOTAL USES	\$5,858,400	\$2,058,400	\$3,800,000	\$376	1005

*Borrower Equity goes in first.

Prepayment Penalty:

None while floating.

- Fees/Closing: \$28,500 (0.75%) origination fee. In addition, should the Borrower request to exercise the 6 month loan extension option, a fee of 1/4% will be assessed in conjunction with the extension. The availability of the extension is subject to confirmation that no defaults exist under the loan agreement.
- **Expenses:** Borrower will be responsible for outside third party reports, as deemed necessary by the bank in its sole discretion, including but not limited to: appraisal, environmental, title insurance, loan documentation, flood search, 3rd party inspection fees, and such due diligence considered typical for this type of transaction.

Sources of Repayment:

Upon a sale of a condominium unit, the Bank shall receive repayment equal to the greater of 94% of Gross Sales Proceeds or 100% of the Net Sales Proceeds.

- Reserves: Real Estate Tax Escrow: will be required for the term of the loan.
- **Proceeds:** Loan proceeds will be used to finance Phase I of Bonnie Brae townhomes, which will consist of site development of the 19 townhomes plus the vertical construction of 6 of the 19 townhome to be located at with a 6-month extension option, provided no defaults exist under the loan agreement.
- **Deposits:** All deposit accounts associated with the property, including earnest money, reserve accounts to be established and maintained with the Bank throughout the term of the loan.

Appraisal/ Environmental:

Prior to the Bank's binding loan approval, the Bank will require a current FIRREA appraisal of the collateral. The appraisal shall indicate a value no less than \$5,067,000 on an "As-Complete Market" appraised value. If the appraisal reflects a value less than this, the loan amount shall be reduced proportionately.

Furthermore, the Bank will require the satisfactory review of a Phase I for subject property.

Wintrust Commercial Real Estate, 9700 W. Higgins Rd., Rosemont, IL 60018 Telephone: 847-364-2849 & Facsimile: 844-894-1408

Additional Requirements:

- A Checking Account shall be opened and maintained by Borrower for subject collateral and maintained with Schaumburg Bank & Trust Company, N.A. ("Operating Account") throughout the term of the loan.
- Ongoing Reporting Requirements for all Borrowers/Guarantors to include:
 - o Guarantors: Personal Financial Statement and Tax Return Annually,
 - o Borrower: Tax Return annually within 120 days of filing.
- A tax escrow must be established and maintained at the Bank for the term of the loan.
- Receipt and satisfactory review of all
- All construction draws to be processed via a construction escrow at a title company.
- Additional covenants or conditions may be required once Bank has a greater chance to review plans, budget, ownership structure, and guarantor financial statements.
- Cost/ Documentation Review and Construction Monitoring: Prior to closing of the proposed credit facility the bank will require that a bank approved inspecting architect reviews and approves the construction documentation and associated construction budget. Further, the inspecting architect will monitor and review all construction draws before disbursement by the Bank.
- Covenant Related to Construction Completion: Confirmation of lien free construction completion and receipt of a final certificate of occupancy shall be received by the bank within 18 months of loan opening.
- Liquidity Covenant- Guarantors will maintain a min of \$500,000 in combined liquidity during the term of the loan.
- Borrower to supply the bank with sales contracts or sales traffic reports at bank's request.
- Closing: TBD,

Expiration Date:

The terms presented in this discussion purposes term sheet shall be null and void unless the undersigned has received a copy of the accepted term sheet no later than 01/24/2020 at 12 pm CST.

Please note that this letter constitutes the potential terms at which the Bank is willing to provide financing for your project and is not a legally binding commitment by the bank or any of its affiliates to provide the contemplated financing. This discussion purposes proposal letter is subject to full bank credit approval as well as satisfactory completion of the Bank's due diligence, in its sole discretion.

Gentlemen,

I look forward to an opportunity to work with you on this new project! It looks like a great addition to your portfolio. This letter constitutes a proposal and not a legally binding commitment. The proposal is contingent on the satisfactory completion of the Bank's due diligence.

Sincerely Hora UP

Zornitsa Titova Vice President- CRE (847) 364-2849

Wintrust Commercial Real Estate, 9700 W. Higgins Rd., Rosemont, IL 60018 Telephone: 847-364-2849 & Facsimile: 844-894-1408 ACCEPTED BY BORROWER:

By:

DATE:

By:

DATE:

PROPERTY VALUES

The proposed development will significantly increase the value of the 1101-1111 Bonnie Brae Place by replacing an open space parking lot and a 6 unit apartment building with new 19 townhome units of high quality and with desirable features and amenities.

The Developer consulted with local development experts – a prominent realtors and one Architect/Developer. Their opinion letters are attached.

ECONOMIC VIABILITY

The Developer consulted with Avenue One, Compass Real Estate a very experienced and reputable local real estate and development professionals who analyzed the current market conditions and the desirability of the proposed development.

In their opinion, the proposed development is desirable for the market and is feasible, based on the proposed development cost and the expected pricing. Additionally, it will have a positive impact on the surrounding property values.

Avenue One opinion letter for the market analysis is attached.



Residential Market Analysis 1101 Bonnie Brae River Forest Illinois 60305 December 2019

At the request of *Bonnie Brae Construction,LLC*, AvenueOne evaluated the market conditions for development in River Forest Illinois. This analysis addresses the current market conditions & pricing for 19 townhomes located at 1101 Bonnie Brae, River Forest Illinois 60305.

DEVELOPMENT



AvenueOne | av1realty.com | Forest Park | 7415 Madison Street Forest Park IL, 60130 | 773 622 4663

AvenueOne

Residential Market Analysis

1101 Bonnie Brae River Forest Illinois

Subject Property 1101 Bonnie Brae River Forest



1101 Bonnie Brae - River Forest

Subject

The Subject property consists of an approximate 27,690 ft² redevelopment parcel located on the corner of Thomas and Bonnie Brae near Harlem Av in River Forest. The Lot is currently occupied by a parking lot and a multi unit building. A public alleyway aligns to the east of the property. Access for unit garages will be provided along this alleyway as well as through a new on site driveway to the west.

Area

The surrounding area is mostly multi family dwellings with few single family homes. Directly to the east is the Concordia University and to the north the Dominican

priory.

The areas is served by 3 thriving commercial districts; Lake St to the south, Harlem to the east and Chicago ave to the South. The area is Prime with excellent shopping, transportation and entertainment options very nearby.

The property is served by the CTA green line as well as Metra stop both within short walking distance from the site.

Residential Market Analysis

1101 Bonnie Brae River Forest **III**inois

Proposed Development

Description

As conceptualized by John Conrad Schiess Architect & Bonnie Brae Construction LLC. The proposed building will consist of 19 townhomes set in 3 North South rows. The plan provides for attached parking garages at a 2.0 space per residential unit ratio.

Utilizing energy efficient construction technologies, the development will compliment its River Forest surroundings with its elegant modern facade. Each Townhome will feature a balcony plus a private roof deck.

1101 Bonnie Brae townhomes will consist of all 3 bedroom 3.5 bath designs of 2,369 ft ²

UNIT	BEDS/BATHS	FT ²		
1 - 19	3/3.5	2,369		



ш A R 8 ш _ NNO 8

SITE DATA:

PROPOSED: 3 STORY 18 UNITS 36 PRIVATE PARKING SPACES + 4 GUEST PARKING SPACES ZONING DISTRICT: R4 (MULTI-FAMILY RESIDENTIAL) . LOT AREA: 27,681 SQ FT BUILDING FOOTPRINT: 13,395 SQ FT GREEN AREA (PERVIOUS): 6,616 SQ FT · LOT COVERAGE: 21,065 SQ FT · GROSS FLOOR AREA: 35,730 SQ FT • BUILDING HEIGHT: 40'-8" BUILDING SETBACKS NORTH: 5'-0" (SIDE) SOUTH: 5'-0" (SIDE) EAST: 5'-0" (REAR)

10' X 12' WASTE + RECYCLE ENCLOSURE BRICK + BLOCK + GATE WITH REMOVABLE LID

5' X 10' CANTILEVERED BALCONY ABOVE - TYP.

CONCRETE DRIVE-TYP. FOR 6



Residential Market Analysis

1101 Bonnie Brae River Forest Illinois

SITE PLAN



Residential Market Analysis

1101 Bonnie Brae River Forest Illinois



7771 Van Buren - NOAH Properties

17 Townhomes 3 Bedrooms 3.1 Baths 2 Car Garage

Price Range \$430,000 - \$500,000 Closed 5.2018 - 4.2019 **Price Per ft²** 226



233 Desplaines - Gordon Jones

4 Townhomes 3 Bedrooms 2.1 Baths 2 Car Garage

Price Range \$500,000

Closed 2.2019 - 4.2019 **Price Per ft²** 227



147 Euclid - District House - Ranquist

28 Condos 3 Bedrooms 2.1 Baths 2 Car Garage

Price Per ft² 385

Price Range \$430,000 - \$500,000 **Closed**

Launch 2016 - 22 mos to CLSD
1101 Bonnie Brae River Forest III inois



1133 Chicago Maple Place - altierra

11 Condos 3 Bedrooms 2.1 Baths 2 Car Garage

Price Per ft² 362

Price Range \$719,000 - \$813,000 **Closed** 24 mos 5 units preconstruction/6 on site



202-08 Harrison - Ranquist

4 Townhomes 3 Bedrooms 2.1 Baths 2 Car Garage

Price Per ft² 274

Price Range \$514,000 Closed 4.2019 sold preconstuction



331 Burkhardt - Bright Green Homes

3 Townhomes 3 Bedrooms 3.1 Baths 2 Car Garage

Price Range \$540,000 **-** \$550,000

Closed ACTV **Price Per ft²** 317

1101 Bonnie Brae River Forest Illinois



7601 Lake - RF 30 condos 2 & 3 Bedrooms

2 & 3 Baths 1 Car Garage

Price Range \$600,000 \$1.2m Closed ACTV **Price Per ft²** 446



35 - 46 Forest - Promenade

29 Townhomes

3 Bedrooms

3.1 Baths 2 Car Garage

Price Range \$479,000- \$549,000 **Closed** 2017 Launch - 12 CLSD/ 17 ACTV **Price Per ft²** 198



930 - 948 Madison - Lexington Reserve

21 Townhomes 3 Bedrooms 2.2 Baths 2 Car Garage

Price Range \$464,000 - \$544,000 **Closed**

3 CLSD - 20 mo market

Price Per ft² 216

PRICING COMPARISON AREA RESIDENTIAL DEVELOPMENTS

ADDRESS	CLSD DATE	FT ²	PRICE	PPFT ²
7771 Van Buren				
10298221	3/11/19	2200	479,000	217
10143855	2/6/19	2200	499,000	226
233 Desplaines				
10012886	4/1/19	2200	500,000	227
147 Euclid				
1047540ACTV	12/3/19	1883	726,000	385
0943630	6/12/18	1718	725,000	422
1133 Chicago				
09912744	8/30/18	1983	719,000	362
202 - 208 Harrison				
09688655	12/13/18	2000	549,000	274
331 Burkhardt				
10468094	ACTV	1700	540,000	317
7601 Lake				
10352050	ACTV	1627	800,000	491
10351442	ACTV	2240	1,000,000	446
35 Forest - The Promonade				
10565250	ACTV	2612	519,000	198
942-56 Madison				
10529200	ACTV	2507	544,000	216

1101 Bonnie Brae River Forest Illinois

Building Amenities

Premium Exterior Masonry & Limestone Materials Special Attention to Exterior Lighting & Security Features. Living level balconies Roof deck

Home Features

Open, generous floor plans Additional sound proofing insulation in floor 3 1/4'" Oak Hardwood Flooring throughout, Operable Floor to Ceiling Windows 1 Garage space Gas ventless fireplace Large Terraces

AMENITIES

Kitchen

Professional Line Stainless Steel Appliances 42" Custom Wood Cabinets

Master Suite

Generous Walk-In Closet Dual Vanity Natural Wood Vanity with Quartz or Natural Stone Top Kohler Commode Designer Faucets Electric Heated Floors Separate Deep Soaking Whirlpool Tub with faucet and extra hand held sprayer Spacious Stand Up Shower with Hand Wand & Multiple Body Sprays & Rain Head Porcelain Flooring, Tub & Shower Surrounds Choice of tile from builder's selection Large Custom mirror above Vanity

1101 Bonnie Brae River Forest **III**inois

2nd Bath

Porcelain Tile floor and tub surround ¾" Quartz or Natural Stone Top White Porcelain Under-mount Sink

Powder Room

White porcelain pedestal sink Kohler toilet Hardwood Flooring

AMENITIES

Mechanicals

Whirlpool Front load Washer & Dryer High efficiency Gas Forced Heating/Air Conditioning System Central Humidifier Pre-Wired for Telephone and Cable in Multiple Sites Pre-wired for Sound in Master Bed and Bath, Living Room, terrace Sprinkler system

Soundproofing/Insulation

Floor Joists with Fiberglass Blown In Insulation with R-38 Value Resilient metal isolation channels 5/8" Firecode Drywall

Level 1 3 Bed/3.5 Bath

2,369 sqft + balcony + roof deck 2 car garage



20'

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Level 2 3 Bed/3.5 Bath 2,369 sqft + balcony + roof deck



20'



20'

1 K

Level 4 3 Bed/3.5 Bath

2,369 sqft + balcony + roof deck



20'

PRICING MATRIX

1101 Bonnie Brae Townhomes

UNIT	EXPOSURE	BEDS/BATHS	FT ²	PPFT ²
1	S,E,W	3/3.5	2,369	260 - 265
2	E,W	3/3.5	2,369	250 - 255
3	N,E,W	3/3.5	2,369	260 - 265
4	S,E,W	3/3.5	2,369	260 - 265
5	E,W	3/3.5	2,369	250 - 255
6	N,E,W	3/3.5	2,369	260 - 265
7	N,E,W	3/3.5	2,369	260 - 265
8	E,W	3/3.5	2,369	250 - 255
9	E,W	3/3.5	2,369	250 - 255
10	E,W	3/3.5	2,369	250 - 255
11	E,W	3/3.5	2,369	250 - 255
12	E,W	3/3.5	2,369	250 - 255
13	S,E,W	3/3.5	2,369	260 - 265
14	N,E,W	3/3.5	2,369	260 - 265
15	E,W	3/3.5	2,369	250 - 255
16	E,W	3/3.5	2,369	250 - 255
17	E,W	3/3.5	2,369	250 - 255
18	E,W	3/3.5	2,369	250 - 255
19	S,E,W	3/3.5	2,369	260 - 265

Absorption Forecast

Months 1-12 preconstruction	4 - 6 units
Months 12-18 on site Model	12 - 15 units
Months to stabilization - 18mo	

This information has been secured from sources we believe to be reliable, but we make no representations or warranties, expressed or implied, as to the accuracy of the information. References to square footage or age are approximate. Buyer must verify the information and bears all risk. Any projections, opinions, assumptions or estimates used herein are for example purposes only and do not represent the current or future performances of the property.

AvenueOne | av1realty.com | Forest Park | 7415 Madison Street Forest Park IL, 60130 | 773 622 4663

1101 Bonnie Brae River Forest Illinois

GEOGRAPHIC ORIENTATION NEWER RESIDENTIAL DEVELOPMENTS



	Attached Status: Area:	CLSD 130	MLS #: List Date: List Dt Rec:	10298221 03/05/2019 03/05/2019	9 Sold SP In Parki	List Price: Price: Icl.	\$499,900 \$499,900 \$479,900 Yes	
	Address:	7771 Van Buren St						
	Directions:	Des Plains to Madi	son Ave, west to	Van Buren, s		and the second sec	-	
	Closed:	05/21/2019	Contract:	03/11/2019		Mkt. Time: essions:	/	
	Off Mkt:	03/11/2019	Financing:	Conventiona		ingency:		
	Year Built:	2018	Blt Before 78:	No	Curr.	Leased:		
A COMPANY OF A COMPANY	Dimensions:	25X41						
	Ownership:	Fee Simple w/ HO Assn.	Subdivision:		Mode	el:		
ALL HALL	Corp Limits: Coordinates:	Forest Park	Township:	Proviso	Coun # Fin	ty: eplaces:	Cook	
	Rooms:	7	Bathrooms	3/1	Parki	ng:	Garage	
200	Bedrooms:	3	(Full/Half): Master Bath:	Full	# Sn	aces:	Gar:2	
A REAL PROPERTY AND A REAL	Basement:	None	Bsmnt. Bath:	No		ng Incl.	Yes	
					In Pr			
	Waterfront: Total Units:	No 1	Appx SF:	0		ource:	Not Reported	
	# Stories:	3	Bldg. Assess. SI Unit Floor Lvl.:			pprvl:	0	
	% Own. Occ.:		% Cmn. Own.:	3		Approvals		
	Mobility Score	:60 - Fair Mobility!						
		Assessments	UDED IN THE PR	Тах			Pet Information	1.00
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D LLC - The accuracy of all informat on, regardless of source, including but not lim ted to square footages and lot sizes, is deemed reliable but not guaranteed and should be personally verified through personal inspection by and/or wit the appropriate professionals. NOTICE: Many homes contain recording dev ces, and buyers should be aware that they may be recorded during a showing. Prepared By: Riley Mockler | Avenue 1 Realty Group Inc | 11/26/2019 03:14 PM

MLS #: 10298221

MLS#: 10298221 Attached Single 7771 Van Buren ST Unit #: 10 Forest Park IL 60130







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guaranteed and should be personally verified through personal inspection by and/or with the appropriate professionals. NOTICE: Many homes contain recording devices, and buyers should be aware that they may be recorded during a showing. Prepared By: Riley Mockler | Avenue 1 Realty Group Inc | 11/26/2019 03:14 PM

MLS #: 10143855

MLS#: 10143855 Attached Single 7771 Van Buren ST Unit #: 11 Forest Park IL 60130







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	Attached Status: Area:	l Single CLSD 130	MLS #: List Date: List Dt Rec:	10012886 07/10/201 07/10/201	8 Sold Pr	st Price: ice:	\$499,900 \$499,900 \$502,900
	Address:	233 Des Plaines Av	Eoroct Dark 1	60130	SP Incl Parking		Yes
	Directions:	2 blocks north of Ma					
	Classed	02/10/2010	Contracto	02/08/201		t. Time:	214
-	Closed: Off Mkt:	03/18/2019 02/08/2019	Contract: Financing:	02/08/201 Convention			
	Year Built: Dimensions:	2018 PER SURVEY	Blt Before 78:	No	Curr, L		
-	Ownership:	Fee Simple w/ HO Assn.	Subdivision:		Model:		
	Corp Limits: Coordinates:	Forest Park	Township:	Proviso	County # Firep		Cook
	Rooms:	7	Bathrooms	2/1	Parking		Garage
and a state	Bedrooms:	3	(Full/Half): Master Bath:	Full	# Spac	es:	Gar:2
R. R.	Basement:	None	Bsmnt. Bath:	No	Parking	Incl.	Yes
	Waterfront:	No	Appx SF:	2200**	In Price SF Sou		Plans
	Total Units:	4	Bldg. Assess. SI		# Days		FIGINS
	# Stories:	3	Unit Floor Lvl.:	1	Bd App		0
	% Own. Occ.: **Level Squa	re Footage Details: Up	% Cmn. Own.:	Main So Ft. 7	and the second se	pprovals	
	Total Sq Ft:	2200, Aprox. Total Fi 2:43 - Fair Mobility!					
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chool Data		Assessments		Тах			Pet Information
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		Monthly			00100000 / F	Pets Allow	
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List Broker: Riley Mockler (901554) / (773) 704-7376 / rileymockler@me.com

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	Attache Status: Area:	d Single ACTV 305	MLS #: List Date: List Dt Rec	11/04/2	0 List Price: 019 Orig List Price 019 Sold Price: SP Incl.	\$519,000 e: \$519,000 Yes
	Address:	43 Forest A	ve . River	Forest, IL 6030	Parking:	100
and the second se	Directions:				TO FOREST AVE	
	Closed:		Contract:		Lst. Mkt. Tim Concessions:	
	Off Mkt:	2010	Financing:		Contingency:	
	Year Built: Dimensions:		Blt Before	78: No	Curr. Leased:	No
	Ownership:	Fee Simple w/ HO	Subdivisio	n:	Model:	
	Corp Limits:	Assn. River	Township:	Divor For	est County:	Cook
S 7 and All tand where the set of a last finance	The second secon	Forest N:100	rownship.	River rol		
	Coordinates:	W:7820			# Fireplaces:	
	Rooms:	7	Bathrooms (Full/Half)	3/1	Parking:	Garage, Exterior Space(s)
	Bedrooms:	3	Master Bat	h: Full	# Spaces:	Gar:2 Ext:
	Basement:	None	Bsmnt. Ba	th: No	Parking Incl. In Price:	Yes
	Waterfront: Total Units:	No 29	Appx SF: Bldg. Asse	2612	SF Source: # Days for	Estimated
	# Stories:	3	Unit Floor	Lvl.: 1	Bd Apprvl:	0
	% Own. Occ. Mobility Scor	.: 'e:43 - Fair M	% Cmn. O	wn.:	Fees/Approva	als:
MASSIVE WALK-IN-CLOSET AND DOUBLE SI AND ADDITIONAL STORAGE; 2-CAR ATTACH School Data	ED HEATED GARAGE! Assessments			ax		formation
Elementary: Lincoln (90) A Junior High: Roosevelt (90)	mount: \$14	4 Amount: http://www.amountschild.com/am		NEW 151231307600	Pets Allowed:	Cats OK, Dogs OK
High School: Oak Park &River Forest (200)				/ Mult PINs: No		
S	Special Assessments: No Special Service Area: No Master Association: No	the second se	ps: Deduction:	2018		
S M	Special Service Area: No	Tax Exmp Coop Tax	ps:			
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MLS #: 10565250

Prepared By: Riley Mockler | Avenue 1 Realty Group Inc | 11/26/2019 03:14 PM

MLS#: 10565250 Attached Single 43 Forest AVE River Forest IL 60305



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Ste	1	- All	Attached Status: Area:	l Single CLSD 302	MLS #: List Date List Dt Re	: 1	09688655 07/13/2017 07/13/2017		\$549,900 \$549,900 \$539,494 Yes
		Terre	Address: Directions:	202 Harrison Corner of Ha					
de art I		4. 12	Closed: Off Mkt: Year Built:	11/20/2018 07/19/2017 2017		: (Lst. Mkt. Time: Concessions: IContingency: Curr. Leased:	7 No
		ALC: N	Dimensions: Ownership: Corp Limits:	18 X 97	Subdivisi Township	on:	Oak Park	Model: County:	Cook
Come shotes		, stand	Coordinates:	W:208	di Sira di			# Fireplaces:	0
Some photos i	may be virtually	staged	Rooms:	5	Bathroom (Full/Half		2/1	Parking:	Garage
			Bedrooms:	3	Master Ba		Full	# Spaces:	Gar:2
			Basement:	None	Bsmnt. B	ath:		Parking Incl. In Price:	Yes
			Waterfront:	No	Appx SF:		D	SF Source:	Not
			Total Units:	4	Bldg. Ass			# Days for	Reported
			# Stories: % Own. Occ.: Mobility Score		Unit Floor % Cmn.		1	Bd Apprvl: Fees/Approvals	0
School Data Elementary: Longfellow Junior High: Percy Julia High School:Oak Park 8	an (97)	Amount: Frequency: Special Asso Special Service	sessments \$12: Moni essments: No vice Area: No ociation: No	5 Amount: thly PIN: Tax Year: Tax Exmps Coop Tax I Tax Deduc	s: Deduction:	/ Mult I 2016 None	70370000		Cats OK, Dogs OK
Square Footage Commer	nts:					_			
Living Room 21X17 Dining Room Kitchen 16X13	Level Main Level Not Applicable Main Level Not Applicable	Flooring Other Other	Win Trmt None None	Room Nam Master Bedrood 2nd Bedroom 3rd Bedroom 4th Bedroom	m17X12 13X11	2nd Le	vel vel	Flooring W Carpet Carpet Carpet	in Trmt None None None
Laundry Room 10X8	2nd Level	Other		Walk In Closet	10X7	3rd Lev	vel (Carpet	_
Exterior Property Feature						_			
Age:NEW Proposed Co Type:Townhouse 3+ S FriLevel			Features: wnership: Own n Site: Yes	ed		Water:	Sewer-Publ Lake Michig Opts:Central	an	
	(South)	Garage Ty Garage D	ype:Detached etails:Garage	Door Opener(s)	Genera Ameni	al Info:None ties:Curbs/G	utters, Sidewa	lks, Stree
Exterior: Other		Parking O	wnership:			Asmt I		eu ommon Insura nce, Lawn Care	
Exterior:Other Air Cond:Central Air Heating:Gas, Forced Ai Kitchen:Island		Parking O Parking D							
Exterior:Other Air Cond:Central Air Heating:Gas, Forced Ai Kitchen:Island Appliances:Oven/Rang Refrigerator, Disposal	e, Dishwasher,	Parking O Parking D Parking F Parking F Driveway	etails: ee (High/Low): :	/		Remo	val Index Score:		
Exterior:Other Nir Cond:Central Air Heating:Gas, Forced Ai (Itchen:Island Appliances:Oven/Rang Refrigerator, Disposal Gitchen Appliances Dining:Combined w/ L Bath Amn:Separate Sho	e, Dishwasher, I, All Stainless Stee .ivRm	Parking O Parking D Parking F Driveway Basement Foundatio	eetails: ee (High/Low): : t Details: None on:C oncrete	1		Remo HERS Green Green Green	val Index Score: Disc: Rating Source Feats:Low flo	e: ow commode	
Exterior: Other Air Cond: Central Air Heating: Gas, Forced Air Kitchen: Island Appliances: Oven/Rang Refrigerator, Disposal Kitchen Appliances Dining: Combined w/ L Bath Amn: Separate Sho Soaking Tub	e, Dishwasher, I, All Stainless Stee .ivRm	Parking O Parking D Parking F Driveway Basement	eetails: ee (High/Low): : t Details: None on:C oncrete	1		Remo HERS Green Green Green Sale Te	val Index Score: Disc: Rating Source Feats:Low fle erms:		
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Exterior: Other Air Cond: Central Air Heating: Gas, Forced Ai Kitchen: Island Appliances: Oven / Rang Refrigerator, Disposal Kitchen Appliances Dining: Combined w/ L Bath Amn: Separate Sho Soaking Tub Fireplace Details: Fireplace Location: Electricity: Circuit Break	e, Dishwasher, I, All Stainless Stee .ivRm ower, Double Sink kers	Parking O Parking D Parking F Driveway Basement Foundatio Exst Bas/ Roof: Disability Disability	etails: ee (High/Low): : t Details: None on: Concrete Fnd: No Access: No Details:	1		Remo HERS I Green Green Green Sale To Posses Est Oc Manag	val Index Score: Disc: Rating Source Feats:Low fle erms: sion: Closing cp Date:09/0	ow commode	
Exposure:N (North), S Exterior:Other Air Cond:Central Air Heating:Gas, Forced Ai Kitchen:Island Appliances:Oven/Rang Refrigerator, Disposal Kitchen Appliances Dining:Combined w/ L Bath Amn:Separate Sh Soaking Tub Fireplace Details: Fireplace Details: Fireplace Location: Electricity:Circuit Break Equipment:Humidifier, Additional Rooms:Walk	e, Dishwasher, I, All Stainless Stee ivRm ower, Double Sink kers CO Detectors	Parking O Parking D Parking F Driveway Basement Foundatio Exst Bas/ Roof: Disability Disability	etails: ee (High/Low): : t Details: None on: Concrete Fnd: No Access: No	/		Remo HERS I Green Green Sale To Posses Est Oc Manag Rural: Addl. S	val Index Score: Disc: Rating Source Feats:Low fle erms: sion: Closing cp Date:09/0	ow commode 01/2018 oper Controls one	

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MLS#: 09688655 Attached Single 202 Harrison ST Oak Park IL 60304



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Attached	I Single	MLS #:	10468094	List Price:	\$540,000
Status:	ACTV	List Date:	07/30/201	9 Orig List Price:	\$540,000
Area:	130	List Dt Rec:	07/30/201	9 Sold Price:	
				SP Incl. Parking:	Yes
Address:	311 Burkh	ardt Ct , Forest	Park, IL 601	30	
Directions:	Harlem to	Madison. W to I	Burkhardt Ct.	N to property	
				Lst. Mkt. Time:	120
Closed:		Contract:		Concessions:	
Off Mkt:		Financing:		Contingency:	
Year Built:	2019	Blt Before 78:	No	Curr. Leased:	
Dimensions:	0				
Ownership:	Fee Simple	Subdivision:		Model:	
Corp Limits: Coordinates:	Forest Par	k Township:	Proviso	County: # Fireplaces:	Cook
Rooms:	8	Bathrooms (Full/Half):	3/1	Parking:	Garage
Bedrooms:	3+1 bsmt	Master Bath:	Full	# Spaces:	Gar:2
Basement:	Full	Bsmnt. Bath:	Yes	Parking Incl. In Price:	Yes
Waterfront:	No	Appx SF:	1700**	SF Source:	Builder
Total Units:	3	Bldg. Assess. Sl	F:	# Days for	
# Stories:	3	Unit Floor Lvl.:	1	Bd Apprvl:	0
% Own. Occ.:		% Cmn. Own.:		Fees/Approvals	
**Level Squa	re Footage De	etails: Upper Sq	Ft: 850, Mai	n Sq Ft: 850, Ab	ove Grade
Total So Ft:	1700, Finish	ed Basement S	a Ft: 800, Tot	al Basement So	Ft: 800.

e Total Aprox. Total Finished Sq Ft: 2500, Total Finished/Unfinished Sq Ft: 2500 Mobility Score: 49 - Fair Mobility!

Remarks: NEW CONSTRUCTION, SOLAR POWERED & HIGH PERFORMANCE HOME WALKING DISTANCE TO METRA/EL & MADISON ST! Designed and built by award-winning BrightLeaf Homes. This ALL ELECTRIC home has a beautiful open concept floor plan for entertaining with lots of natural light & 10' ceilings! Hardwood on main level, quartz counter tops & stainless appliances. Mud room with built-ins off kitchen. Master suite & second floor laundry. Full finished basement with family room, bedroom and full bath. Garage man disk entime available Servert textballers includes each provide the second floor laundry. roof deck option available. Smart technology includes solar panels, smart lighting & plugs, Wifi thermostat, garage door opener & Ring doorbell, all controlled from your smartphone. Garage pre wired for Tesla car charger. EPA EnergyStar & DOE Zero Energy Ready certified. Home has advanced insulation and air sealing improving air quality and gives you a quiet, comfortable and healthier home that is unlike any other!

citori Dutu	ol Data Assessments			Tax		Pet Information		
Elementary: (91) Junior High: (91) High School: (209)	Amount: Frequency: Special Assessm	\$0 Not Applicable	Amount: PIN: Tax Year:	\$9,644 15124 Mult P 2017	310310000 /	Pets Allowed: Max Pet Weigh	Cats OK, Dogs OK t: 999	
quare Footage Commen	Special Service Master Associat	Area: No on: No	Tax Exmps: Coop Tax Deductio Tax Deduction Year	n: r:				
iving Room 15X15 bining Room 15X8 itchen 14X13 amily Room 20X15 aundry Room 5X5	Main Level Hard Main Level Hard	lwood lwood lwood oet	Master Bedrood 2nd Bedroom 3rd Bedroom 4th Bedroom Deck	m15X14 11X9 11X9 12X12 20X19	Level 2nd Level 2nd Level 2nd Level Basement Main Level	Flooring Carpet Carpet Carpet Carpet	Win Trmt	
xterior Property Feature Age: NEW Under Constr Age: NEW Under Constr Age: Townhouse-2 Sto Stories, Townhouse-2 Sto Stories, Townhouse-The Exposure: Exterior: Other Exterior: Other Exte	ruction ory, Townhouse 3+ riLevel rced Air	Laundry Features: Garage Ownership Garage On Site: Ye Garage Type:Deta Garage Details: Ga Parking Ownership Parking On Site: Parking Details: Parking Fee (High/ Driveway:Concret Basement Details: Foundation:Concret Exst Bas/Fnd:No Roof:Asphalt/Gla Disability Access: 1 Disability Details: Lot Desc:	:Owned es iched irage Door Opener(:): /Low): / te Finished ete ess (Shingles)	s)	General Info:: Bus, Commu Amenities: Asmt Incl:No HERS Index S Green Disc:N Green Rating Other Green Feats:I Tankless hot Sale Terms: Possession: O	eck/Patio/Scre School Bus Serviter Train, Inter ne Score: Source: Energy S Photovoltaic/So t water heater ther 21/31/2019	vice, Commuter estate Access Star Homes,	

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MLS#: 10468094 Attached Single 311 Burkhardt CT Forest Park IL 60130











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Prepared By: Riley Mockler | Avenue 1 Realty Group Inc | 11/26/2019 03:14 PM

		Attached Status: Area:	Single ACTV 302	MLS #: List Date: List Dt Rec:) List Price: 19 Orig List Price: 19 Sold Price: SP Incl.	
		. And the second				Parking:	Yes
	The Tax	Address: Directions:			1, Oak Park, IL Home Street	60302	
		Closed: Off Mkt:	Harlein Ave	Contract: Financing:	nome ou cet	Lst. Mkt. Time: Concessions: Contingency:	63
	W I D	Year Built: Dimensions:	2019 21X47	Blt Before 7	8: No	Curr. Leased:	
		Ownership:	Fee Simple w/ HO Assn	Subdivision		Model:	The Buckingham
11. Ber Billion B	Di Dia ma	Corp Limits: Coordinates:	Oak Park	Township:	Oak Park	County: # Fireplaces:	Cook
	1.15	Rooms:	7	Bathrooms (Full/Half):	3/1	Parking:	Garage
States and the second		Bedrooms:	4	Master Bath	: Full	# Spaces:	Gar:2
Some photos may be virt	tually staged	Basement:	None	Bsmnt. Bath	1:	Parking Incl. In Price:	Yes
C	, ,	Waterfront:	No	Appx SF:	2507	SF Source:	Builder
		Total Units: # Stories: % Own. Occ.:	21 3	Bldg. Assess Unit Floor L % Cmn. Ow	vl.: 1	# Days for Bd Apprvl: Fees/Approvals	0
		Mobility Score	:39 - Minima			Tees/Approvais	
shower, 36" dual vanities with qu Photos shown are of the model ho living. Choose your own finishes - School Data	ome. Finishes m	ay vary. Mins to	pub. trans in	cl. Blue +Gr	reen Line & Mel	tra. Spacious con Reserve at Oak P	temporary
Elementary: Abraham Lincoln (97)		t: \$2	58 Amount		NEW	Pets Allowed:	Cats OK,
Junior High: Gwendolyn Brooks (9) High School: Oak Park & River Fores		ncv: Mo	nthly PIN:		160732403500	non rets Allowed.	Dogs OK
			1 4141				
	Specia Specia	Assessments: No Service Area: No Association: No	Tax Yea Tax Exn Coop Ta	nps: ax Deduction:	/ Mult PINs: N 2017		
	Specia Specia	Assessments: No Service Area: No	Tax Yea Tax Exn Coop Ta	nps:	/ Mult PINs: N 2017		
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guaranteed and should be personally verified through personal inspection by and/or with the appropriate professionals. NOTICE: Many homes contain recording devices, and buyers should be aware that they may be recorded during a showing. Prepared By: Riley Mockler | Avenue 1 Realty Group Inc | 11/26/2019 03:14 PM

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MLS#: 10529200 Attached Single 944 Madison ST Unit #: 2-1 Oak Park IL 60302



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and the second sec	Attached	Single	MLS #:	09912744	List Price:	\$719,000
and the second se	Status:	CLSD	List Date:	04/08/2018	Orig List Price:	\$719,000
A CONTRACTOR OF A CONTRACTOR O	Area:	302	List Dt Rec:	04/11/2018	Sold Price:	\$719,000
					SP Incl. Parking:	Yes
16 10 10 10	Address:	1133 W Ch	icago Ave Unit 31	N, Oak Park,	IL 60302	
	Directions:	HARLEM TO	CHICAGO EAST	ON CHICAGO	TO MAPLE	
					Lst. Mkt. Time:	103
	Closed:	08/28/201	8 Contract:	07/19/2018	Concessions:	
	Off Mkt:	07/19/201	8 Financing:	Conventiona	Contingency:	
	Year Built:	2017	Blt Before 78:	No	Curr. Leased:	No
	Dimensions:	COMMON A	REAS			
	Ownership:	Condo	Subdivision:		Model:	
	Corp Limits: Coordinates:	Oak Park	Township:	Oak Park	County: # Fireplaces:	Cook
	Rooms:	7	Bathrooms (Full/Half):	2/0	Parking:	Garage
the second se	Bedrooms:	3	Master Bath:	Full	# Spaces:	Gar:1
and the second	Basement:	None	Bsmnt. Bath:	No	Parking Incl. In Price:	Yes
	Waterfront:	No	Appx SF:	1983	SF Source:	Builder
	Total Units:	11	Bldg. Assess. SF	1000	# Days for	
	# Stories:	5	Unit Floor Lvl.:	3	Bd Apprvl:	0
	% Own. Occ.: Mobility Score		% Cmn. Own.:		Fees/Approvals	£

Remarks: ONLY ONE LEFT!! New Construction at it's best! This exceptional residence has it all & is now ready for occupancy. It features UPGRADED 3 1/4 solid oak floors thru out, UPGRADED designer kitchen cabs & quartz counters, UPGRADED Bosch appl package, UPGRADED lighting package, UPGRADED bathrooms, master w/oversized, roll-in shower. Open & airy layout offering sunshine year round! Lg BRs and closets, AND extra storage closet. In unit laundry. balcony off great rm. State of the art HVAC-creating a healthy home. Silent floor system & sound attenuation for walls, Parking in heated garage included, addl space available for purchase! Virtual Doorman, Elevator building, ECO-efficient & LEED CERTIFIED, & the list goes on! Outstanding location steps to the heart of it all, Walk to shops, parks, schools, trains, & restaurant. A healthy, eco-friendly condo home. MODEL CLOSEOUT SPECIAL-LOADED WITH TONS OF FREE UPGRADES VALUE OVER 50K. Open Sundays 12-2 or by appt.

School Data					Assessment	S			Tax	Pet Inf	ormation
Elementary: 2nd/Alternate Junior High:		W Holmes (97) olyn Brooks		Amount: Frequen	cy:		9 Amount: http://www.endocommonstance.com/pii/2014/2014/2014/2014/2014/2014/2014/2014		NEW 1607100000000 / Mult PINs: No	Pets Allowed Max Pet Weig	Dogs OK
		rk &River Forest (200)	Special S	Assessments Service Area Association:	: No	Tax Year: Tax Exmp Coop Tax Tax Dedue	Deductio			
Square Footag		A 10 B I I I I I I I I I I I I I I I I I I	El.		Mar Trent	_	Design March		1	classica à	110 T
Room Nam Living Room Dining Room	22X14	Level Main Level Main Level	Hai	dwood	Win Trmt		Room Nam Master Bedroon 2nd Bedroom	T		Flooring Hardwood Hardwood	Win Trmt
Kitchen Family Room	14X09			dwood			3rd Bedroom 4th Bedroom	11X11		Hardwood	
Laundry Room Foyer Terrace	09X06 08X06 38X08	Main Level Main Level Main Level	Har	dwood		1	Den Walk In Closet Storage	8X9 12X06 8X5	Main Level Main Level Basement	Hardwood Hardwood	
		res: Hardwood Fl res: Deck, Storms			Hook-Up in	u Unit					
Age: 1-5 Yea		and the second second			Features:	-			Sewer: Sewer-Pub		orm
Type: Condo,	Mid Rise	e (4-6 Stories)		Garage	Ownership:	Owne	d		Water: Lake Michig	jan, Public	
Exposure:S (South), V	W (West)		Garage On Site:Yes				Const Opts:			
Exterior: Brick	ĸ			Garage	Type:Attack	hed			General Info:Comn	nuter Train, H	listorical
Air Cond:Cen	tral Air			Garage	Details: Tran	nsmit	ter(s), Heate	d	District		
Heating:Gas, Kitchen:Islan		Air			Ownership: On Site:				Amenities:Elevator, Storage, Curbs/Gutte Sidewalks, Street Lights, Street Paved		
Kitchen:Island Appliances:Oven-Double, Microwave,			Parking Details:					Asmt Incl:Water, Parking, Common Insurance, Doorman, Exterior Maintenance			

Dishwasher, High End Refrigerator, Parking Fee (High/Low): / Washer, Dryer, Disposal, All Stainless Steel Driveway: Kitchen Appliances, Cooktop, Oven/Built-in, Basement Details:None Range Hood Foundation: Dining:Combined w/ LivRm Exst Bas/Fnd: Bath Amn:Separate Shower, Double Sink Roof:Rubber **Fireplace Details:** Disability Access: Yes Fireplace Location: Electricity:Circuit Breakers, 200+ Amp Service

Equipment:Humidifier, TV-Cable, Fire Sprinklers, CO Detectors, Air Cleaner Additional Rooms:Den, Foyer, Walk In Closet, Terrace, Storage Other Structures:

Garage Type:AttachedGeneral Info:Commuter Train, HistoricalGarage Details: Transmitter(s), HeatedDistrictParking Ownership:Amenities: Elevator, Storage, Curbs/Gutters,Parking On Site:Amenities: Elevator, Storage, Curbs/Gutters,Parking Details:Sidewalks, Street Lights, Street PavedParking Fee (High/Low): /Scavenger, Snow RemovalDriveway:HERS Index Score:Basement Details:NoneGreen Rating Source: LEED-H CertifiedFoundation:Green Feats: Enhanced Air Filtration, LowRoof:RubberFow fixtures, Green roofDisability Access: YesSale Terms:Disability Details:32 inch or more wide doors,
36 inch or more wide halls, Doors-Swing-In,
Doors w/Lever Handles, Main Level Entry, NoPossession: ClosingExt DayFounder, Main Level Entry, NoEst Occp Date:Management:Manager Off-siteRural:

Addl. Sales Info.:List Broker Must Accompany Broker Owned/Interest:No Relist:

Zero Lot Line:

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MLS#: 09912744 Attached Single 1133 W Chicago AVE Unit #: 3W Oak Park IL 60302



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MLS#: 09912744 Attached Single 1133 W Chicago AVE Unit #: 3W Oak Park IL 60302





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	Attached	Single	MLS #:	10475405	List Price:	\$726,250
	Status:	CTG	List Date:	09/05/2019	Orig List Price:	\$749,000
	Area:	302	List Dt Rec:	09/05/2019	Sold Price:	1.1.1
					SP Incl. Parking:	Yes
	Address:	147 N Euc	lid Ave Unit 206,	Oak Park, IL	60302	
	Directions:	Northwest	corner of Lake 8	Euclid		
					Lst. Mkt. Time:	83
	Closed:		Contract:	11/08/2019	Concessions:	
And the second sec	Off Mkt:		Financing:		Contingency:	A/I
	Year Built:	2017	Blt Before 78:	No	Curr. Leased:	No
	Dimensions:	COMMON				
	Ownership:	Condo	Subdivision:		Model:	
A REAL PROPERTY OF A REAL PROPER	Corp Limits:	Oak Park	Township:	Oak Park	County:	Cook
	Coordinates:	N:147 W:708			# Fireplaces:	
	Rooms:	7	Bathrooms (Full/Half):	2/1	Parking:	Garage
	Bedrooms:	3	Master Bath:	Full	# Spaces:	Gar:2
	Basement:	None	Bsmnt. Bath:	No	Parking Incl. In Price:	Yes
	Waterfront:	No	Appx SF:	1883	SF Source:	Builder
	Total Units:	28	Bldg. Assess. SF:		# Days for	
	# Stories:	5	Unit Floor Lvl.:	2	Bd Apprvl:	0
	% Own. Occ.:		% Cmn. Own.:		Fees/Approvals	
	Mobility Score	:61 - Good	Mobility!			

of private yard. The custom designed kitchen boasts gorgeous and unique backsplash, high end appliances, quartz counter tips, upgraded cabinets, built-in microwave and a wine refrigerator. Magnificent master suite. All bedrooms have unique features that you will not find in other units. All bedrooms have custom closets to maximize space. You will not believe the amount of storage space! In addition to the private outdoor space, there is a beautiful common rooftop deck with a green roof/garden and spectacular views of the city. 2 parking spots (1 space with lift for second vehicle) in the heated garage. Great location! 1 block from the green line in the heart of Oak Park's restaurant/ business district "The Avenue."

School Data	Asses	10000	Т					
Elementary: Oliver W Holmes (97) Junior High: Gwendolyn Brooks (97) High School:Oak Park &River Forest (200)	Amount: \$383 Frequency: Monthly Special Assessments: No Special Service Area: No Master Association: No		DIN: 12345678900			Homeowner		
Square Footage Comments:			2.40° 9.50 975	Se victoria estatua				
Living Room 18X15 Main Level H Dining Room 18X9 Main Level H	ooring W ardwood ardwood ardwood	2r 3r	Room Nam aster Bedroom Id Bedroom d Bedroom h Bedroom	7.1.7.8.7.6.1.	Main Level	Flooring Hardwood Carpet Carpet Hardwood	Win Trmt	
Interior Property Features: Elevator, Hardwo Exterior Property Features: Roof Deck	ood Floors, Lau	indry Hook-U	p in Unit, Wa	alk-In Cl	oset(s)			
Age: 1-5 Years	Laundry Fea	Laundry Features: In Unit				Sewer:Sewer-Public		
Type:Condo	Garage Own	ership:Owned			Water:Lake Michigan			
Exposure:	Garage On S	Site:Yes			Const Opts:			
Exterior:Brick, Glass	Garage Type	e:Attached			General Info:Scho			
Air Cond:Central Air		ils:Garage Do			Bus, Commuter		ite Access	
Heating:Gas		oot or more	high garage	door	Amenities: Elevator, Sundeck Asmt Incl: Water, Parking, Common			
Kitchen: Island	Parking Owr				Asmt Incl:water, Insurance, Exter			
Appliances: Microwave, Dishwasher, High E Refrigerator, Disposal, Wine Cooler/Refrigerator, Cooktop, Oven/Built in, Range Hood	Parking Deta	Site: ails: (High/Low): /			Scavenger, Snov HERS Index Score Green Disc:	w Removal e:		
Dining: Combined w/ LivRm	Basement D	etails:None			Green Rating Sour			
Bath Amn:Double Sink	Foundation:				Green Feats:Low		e, Green roo	
Fireplace Details:	Exst Bas/Fn	d:			Sale Terms: Conve			
Fireplace Location:	Roof:Other				Possession: Closing			
Electricity: Equipment:Humidifier, CO Detectors, Ceilin Fan Additional Rooms:Walk In Closet, Den, Decl Other Structures:	 Disability De Let Dess: Ce 	etails:			Est Occp Date: Management: Rural:No Addl. Sales Info.:C Broker Owned/Inte Relist: Zero Lot Line:	and the second sec	ocation	

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MLS#: 10475405 Attached Single 147 N Euclid AVE Unit #: 206 Oak Park IL 60302



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-			Attached tatus: rea:	ACTV 305	MLS #: List Date: List Dt Rec:	04/22/20	2 List Price: 19 Orig List Price: 19 Sold Price: SP Incl. Parking:	\$1,000,000 \$1,000,000
2			ddress: pirections:		St Unit 301 ET TO LATH	, River Forest,		
HIT:	R & R & R & R & R & R & R & R & R & R &	C O Yi	losed: off Mkt: ear Built: imensions:	2020 36414	Contract: Financing: Blt Before 7		Lst. Mkt. Time Concessions: Contingency: Curr. Leased:	: 219
	Wie na su		wnership:	Condo River	Subdivision		Model:	
THE FRENT	FOR THE REAL PROPERTY.	and the second	orp Limits:	Forest N:500	Township:	River For	est County: # Fireplaces:	Cook
155 ST 1	The Mar March	A 10-		W:7601	Bathrooms	2/0		
A STREET OF	other the local division in which the		ooms:	6	(Full/Half):	3/0	Parking:	Garage
Some photos may	be virtually stag	ied	edrooms: asement:	None	Master Bath Bsmnt. Bat		# Spaces: Parking Incl.	Gar:2
			aterfront:	No	Appx SF:	2240	In Price: SF Source:	Builder
		# %	otal Units: Stories: Own. Occ.	30 5 : :42 - Fair M	Bldg. Asses Unit Floor L % Cmn. Ov	vl.: 3	# Days for Bd Apprvl: Fees/Approval	0 s:
2nd/Alternate: Lincoln Junior High: Roosevelt (90 High School: Oak Park & Ri	ver Forest (200) S S	pecial Servi	ssments: No ice Area: No ciation: No	Tax Ex Coop T			Max Pet Weig	Dogs OK 999
Square Footage Comments:			Time				El anda à	Mile Teach
Kitchen 13X15 Main Family Room Not A	Level Hardy Level Hardy Applicable	wood wood	in Trmt	Master Bedro 2nd Bedroon 3rd Bedroom 4th Bedroom	oom 25X12 n 12X10 n 13X10 1	Level Main Level Main Level Main Level Not Applicable	Flooring Carpet Carpet Carpet	Win Trmt
aundry Room 6X3 Main Balcony 25X11 Main	Level Vinyl Level Other			Foyer Terrace	13 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Main Level Main Level	Hardwood Other	
nterior Property Features: El Exterior Property Features: B		Floors, 1st	Floor Bedr	oom, 1st Flo	oor Laundry	1st Floor Full	Bath, Walk-In Cl	oset(s)
ge: NEW Proposed Constru		aundry Fea	tures:In Un	it		Sewer: Sewer-I	Public	
Type:Condo, Mid Rise (4-6		Garage Own				Water:Lake Mi	chigan	
Exposure: Exterior:Stone, Concrete		Sarage On S Sarage Type	e:Attached			Const Opts: General Info:No	me	
Air Cond:Central Air	G	Garage Deta		Door Opene	r(s),		ator, Storage, Re	eceiving Roo
leating:Gas (itchen:Eating Area-Breakf		leated Parking Own	ership:				er, Common Insu rior Maintenance	
Island	P	Parking On S	Site:				l, Internet Acces	
Appliances:Oven/Range, Mi Dishwasher, High End Refr	igerator, Freezer, p	Parking Deta Parking Fee	ails: (High/Low):	1		Green Disc:	ne.	
Washer, Dryer, Range Hoo Dining:Combined w/ LivRm	a c	Driveway:				Green Rating So	ource:	
Bath Amn:Double Sink, Soa	king Tub		etails:None			Green Feats:		
Fireplace Details:	F	oundation:				Sale Terms:	ina	
Fireplace Location:		xst Bas/Fno				Possession: Close		
ectricity:		Roof:Rubbe				Est Occp Date:1	anager Off-site	
Equipment:		Disability Ac		The second second		Dumela	unager on site	
Additional Rooms:Foyer, Bal Other Structures:	cony, Terrace I		eps, Disable	Bars in Bath ed Parking, 1		Addl. Sales Info Broker Owned/I		

Lot Desc: Corner

Relist: Zero Lot Line:

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MLS#: 10351442 Attached Single 7601 Lake ST Unit #: 301 River Forest IL 60305



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Tab 11

ENVIRONMENTAL REPORT

See Attached Phase 1 Report completed by Gabriel Environmental Services dated September 27, 2012



PHASE | ENVIRONMENTAL SITE ASSESSMENT

Performed For

Bridgeview Bank 1970 Halsted Street Chicago, Illinois 60614

On A Site Located At

1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street **River Forest, Illinois 60305**

By

Gabriel Environmental Services 1421 North Elston Avenue Chicago, Illinois 60642 ©2012

Submitted on September 27, 2012 by:

Meredith Horn, EP **Project Manager**

Reviewed by:

Natalie K. Neuman, EP Group Leader Assessment Services

Project Number: 09-012-02 Gabhub/09-2012

Chicago

Mt. Prospect

1421 N. Elston Avenue Chicago, Illinois 60642 Phone: (773) 486-2123 Pax: (773) 486-0004

500 W. Central Road Mt. Prospect, IL 60056 Phone: (847) 259-5533 Fax: (847) 259-5606

7431 E. State Street #225 Rockford, JL 61108 Phone: (815) 332-8378 Fax: (815) 332-8377

Rockford

COCLEGED INSIDE

NW Indiana

8522 Kennedy Avenue Highland, IN 46322 Phone: (219) 972-1110 Fax: (219) 972-1211

3700 Conumerce Drive Madison, WI 53719 Phone: (608) 826-4827 Fax: (608) 836-0817

Madison, WI

SE Wisconsin 1500 S. Sylvania Avenue Some 112 Shinevani, WI 53177 Phone: (262) 886-9505 Fax: (262) 886-9510

Table of Contents

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3.0	Regulatory Status and Environmental Conditions	
4.0	Summary and Recommendations	
5.0	Statement of Limitations	43
6.0	Appendices	44
	 A. Site Vicinity Exhibits B. Historical Documentation C. Regulatory Documentation D. Site Photographs 	

1.0 Introduction

Gabriel Environmental Services was contacted by Mr. Alan Dalton of Bridgeview Bank (potential lenders) to conduct a Phase I Environmental Site Assessment (ESA) of the properties located at 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60305 (subject property). Gabriel personnel conducted the site inspection on Friday, September 14, 2012 escorted by Mr. Greg Reposh the Property Manager with Hearthstone Realty, the property management firm retained by the subject property ownership (Bonnie Brae Development, LLC).

This survey is being performed as part of the environmental due diligence requirements for the refinance of this property from Forest Park Bank to Bridgeview Bank, and should satisfy the requirements presented by the Bridgeview Bank. This report meets or exceeds the guidelines presented in the American Society of Testing and Materials (ASTM) Standard Practice of Environmental Site Assessments: Phase I Environmental Site Assessment Process (E1527-00), and the environmental audit requirements of the Illinois Environmental Protection Act with the exception of the fifty-year historical chain-of-title search. This report does not meet the requirements of an ASTM E1527-05 AAI Compliant Phase I Environmental Site Assessment.

During the course of our survey, performed under Gabriel Project #09-012-02, we have attempted to determine if any potential chemical and physical hazards are present on the site. We have also generally addressed the following issues:

- Site Information
- Surrounding Site Usage
- Regulatory Status and Environmental Conditions
- Air Emissions
- Asbestos
- Hazardous Wastes and Materials
- PCBs
- Soil Conditions
- Underground Storage Tanks
- Water Sources and Discharges
- Surrounding Regulatory Sites

Gabriel personnel conducted a visual examination of the subject property and surrounding structures, along with an interview with Mr. Greg Reposh the Property Manager with Hearthstone Reality, the property management firm retained by the subject property ownership and officials of the Village of River Forest, Cook County and the State of Illinois, as needed. No samples were collected as part of the scope of this Phase I ESA.

2.0 Site Information

2.1 Site Description

The subject property consists of ten (10) adjoining rectangular parcels that encompass a combined total of approximately 95,431 square feet. The subject property is located along the east side of Bonnie Brae Place and to the north and south of the intersection of Thomas Street, in the east-central portion of the Village of River Forest, Cook County, Illinois. River Forest is a suburb located approximately 10 miles west of downtown Chicago, Illinois.

A Plat of Survey was not provided to Gabriel for use in the preparation of this report. However, information supplied by the Cook County Assessor's Office (CCAO) and corroborated by documents provided by the Village of River Forest building department revealed that the subject property is identified by eleven (11) Permanent Real Estate Index Numbers (PINs). Additional information supplied by the CCAO is discussed in Section 2.2, Site History.

The subject property is improved with eight multi-unit residential buildings that include two duplexes/row houses (side by side units), four two-flats (vertical units), a six-unit and an eight unit apartment building (subject buildings). Each of the subject buildings are constructed of wood or metal-supported masonry and contain a basement. The subject buildings have a combined total of approximately 34,714 square feet of floor space. The subject property also includes an asphalt-paved parking lot at the northeast corner of Thomas Street and Bonnie Brae Place. Each of the residential parcels includes a wood frame wood or masonry one or two vehicle garage. The six-unit apartment building has a four car garage and a five vehicle garage is also located on the northeast portion of the parking lot parcel.

During the visual reconnaissance, Gabriel observed representative apartment units and garages. Gabriel observed at least one unit in each subject building with the exception of the two-unit row house at 1037-1039 Bonnie Brae Place which was inaccessible as the tenants were not home and no keys were available. Mr. Reposh reported that the units in the 1037-1039 Bonnie Brae structure were identical to those in the 1033-1035 Bonnie Brae building. Mr. Reposh added that the toured units in each building were representative of those in the remainder of each building.

There are no below grade or partially below grade or "garden style" apartments in any of the subject building basements. None of the subject buildings contain elevators.

A brief description of each of the subject buildings from south to north is as follows (see following page):

1033-1035 Bonnie Brae Place:

This is a two-story duplex or row house containing two side-by-side three bedroom and two and one-half bathroom residential units. It is constructed of wood and metal with a white brick veneer. The interior is finished with hardwood, carpet or ceramic or vinyl tiled floors and painted plaster and painted lath and plaster walls and ceilings.

The first floor of the building houses the kitchen, living and dining rooms and a half bathroom. The bedrooms and remaining bathrooms are located on the second floor. The basements are finished and contain a Sears combination forced air heating and cooling unit, a sump, laundry facilities and a 200-amp circuit breaker panel.

This property also includes a matching wood and white brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

1037-1039 Bongle Brae Place:

As noted the interior of this structure was not provided at the time of the property visit as the tenants were not home and no keys were available. This is a two-story duplex or row house containing two side-by-side three bedroom and two and one-half bathroom residential units. It is constructed of wood and metal with a rust-colored brick veneer. The interior is reportedly similar to that noted in the 1033-1035 Bonnie Brae subject building.

This property also includes a matching wood and rust-colored brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

7221-7227 Thomas Street:

This is a two-story, eight-unit (all two-bedroom) apartment building constructed of metal supported concrete and wood with a rust-colored "Chicago common" brick veneer that is located at the southeast corner of the intersection of Thomas Street and Bonnie Brae Place. This building is accessed via several doorways along the north side of the structure (along Thomas Street) that lead to walk-up staircases (no elevator service).

The apartment units have a central living/dining room with an attached kitchen and a halfway that leads to the bedrooms and bathroom. The apartments are finished with hardwood floors, with 12" x 12" vinyl tiled kitchens and decorative ceramic tiled floors in the bathrooms. The walls and ceilings are painted drywall or painted lath and plaster.

Each of the apartments is serviced by a separate natural gas boiler located in the basement and the heat is dispersed through baseboard colls. Observations revealed that the basement is divided into four segments, each containing two side-by-side sets of a heating boiler and domestic hot water heater for the apartments. Of the eight boilers, three are newer 70,000 BTU/hour units manufactured by Pennco and the remaining five are older 75,000 BTU/hour units manufactured by Weil McLain.

The basement also contains the electric meters and 125-amp circuit breaker panels for each apartment. There are also several empty storage rooms located in the basement.

Two chimneys observed along the south exterior wall had metal doors indicating that they were historically used as incinerators. An approximate 2" pipe was noted extending from the east exterior wall of this structure. The pipe was cut several inches beyond the exterior wall and filled with concrete. Interior observations of this pipe that enters the basement revealed it was cut several inches from the wall. Several other circular holes were patched with concrete on the wall in the interior of the basement in the vicinity of the cut pipe. The nature of the pipe is unknown.

An approximate 12" circular metal cover observed in the lawn off the southwest corner of this building was reportedly associated with an in-ground sanitary sewerage ejector sump. Observations under the cover corroborated this information (see Site Photographs, Appendix D).

Asphalt-paved tenant parking is located along the south side of this building that is accessed from Bonnie Brae to the west (entrance) and Thomas Street to the north (exit).

1101-1109 Bonnie Brae Place:

This is an asphalt-paved parking lot located at the northeast corner of the intersection of Thomas Street and Bonnie Brae Place. An approximate 15' wide strip of land along the eastern edge of this parcel is covered with grass on the southern portion and a rustcolored five-vehicle wood supported wood garage on the northern portion. The garage is accessed via the alleyway to the east. The garage is leased to various tenants and the interior was not accessible.

<u>1111-1113 Bonnie Brae Place:</u>

This is a three-story, six-unit (all three-bedroom) apartment building constructed of metal supported concrete block and masonry with a rust-colored brick veneer. This building is accessed via several doorways along the south and east sides of the

structure that lead to walk-up staircases (no elevator service). These units have separate living and dining rooms, kitchen and hallway that leads to the bedrooms and bathroom. The apartments are finished with hardwood floors, with 12" x 12" vinyl tiled kitchens and decorative ceramic tiled floors in the bathrooms. The walls and ceilings are painted drywall or painted lath and plaster.

This building is serviced by a central natural gas hot water and radiator boiler system. The boiler is located in the southeast corner of the basement and is a 440,000 BTU output system manufactured by Weil McLean. The basement also houses the electric meters and 100-amp circuit breaker panels for each apartment and common area lighting.

Gabriel observed eight PVC pipes entering the south wall of the boiler room, located in the southeast corner of the subject building (see Site Photographs, Appendix D). The pipes terminated several inches inside the wall and were capped. The pipes were reportedly conduit associated with electrical service for lighting to the south adjacent parking lot (also part of the subject property). The lighting was reportedly never installed. Gabriel observed several of the PVC pipes exiting the ground surface in the decorative landscape in the parking lot.

A segment of copper piping (1/4 inch diameter) was observed to be extending through a basement window along the east side of the boiler room (see Site Photographs, Appendix D). The copper pipe was cut several feet from the inside and outside of the window. Although similar to an older fuel oil feed line, the nature of the pipe is unknown.

Gabriel observed a 2" metal capped pipe exiting the ground along the south exterior wall of the garage located on the eastern portion of this subject parcel (see Site Photographs, Appendix D). The adjacent ground surface appeared to be disturbed in this area. Interior observations of the garage did not reveal any interior piping. The nature of this pipe is unknown.

Gabriel also observed an approximate 12" circular metal cover off the southeast corner of this building. Observations under this cap revealed what appeared to be a metal lined pipe of similar diameter leading moist soil approximately 6 feet below grade. This structure appears to be associated with the sanitary sewer service; however, this was not confirmed. The nature this structure is unknown.

Two rectangular metal covers in the wall along the south side of this building appeared to be associated with old coal chutes. The adjacent areas in the basement are now used for tenant storage. Two approximate 12" circular metal covers located in the landscaping along the south side of the building were labeled as sewer covers.

As a note; a 1964 Village of River Forest Housing Survey & Zoning Survey denotes that the heating system at that time was hot water that operated on oil. See Section 2.2. for additional information.

1115-1117 Bonnie Brae Place:

This is a two-story, two-flat containing a three bedroom apartment on the first floor and a four-bedroom apartment on the second floor. It is constructed of wood and metal with a chestnut brick veneer. The interior is finished with hardwood, carpet or ceramic or vinyl tiled floors and painted lath and plaster walls and ceilings. These units contain full living and dining rooms.

The basement is divided into multiple rooms that area mostly unused. The basement also contains a shared laundry room and a boiler room that houses the central natural gas operated 175,000 BTU/hour boiler manufactured by Weil McLain. Water staining from some reported historical basement water/seepage was observed on the base of the basement walls. Minor mold growth was also observed.

As a note, an unidentified gauge box manufactured by the Transmission Machinery Company (see Site Photographs, Appendix D) was observed on the east wall of the laundry room. A glass-faced circular gauge on the unit had a red and green display with the needle on the green side. No markings denoting the nature of the gauge were observed. Electrical conduits exited from the gauge and entered into the wall to the east and down along the walls to an electrical junction box behind the washer along the north wall of the basement. The nature of the gauge is unknown.

This property also includes a matching chestnut brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

1119-1121 Bonnie Brae Place:

This is a two-story, two-flat containing a two-bedroom apartment on each floor. It is constructed of wood and metal with a chestnut brick veneer. The interior is finished with hardwood, carpet or ceramic or vinyl tiled floors and painted lath and plaster walls and ceilings. These units contain full living and dining rooms.

The basement is divided into multiple rooms that area mostly unused. The basement also contains a boiler room that houses the central natural gas operated 380,000 BTU/hour boiler manufactured by Weil McLain. The basement also contains the electric meters and 50-amp fuse boxes manufactured by Wadsworth.

This property also includes a matching chestnut brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

Gabriel observed a depression in the grass in the lawn to the west of this building. Documents provided by the River Forest Fire Department records indicate that a 2010 collapse in the lawn to the west of this building was due to the suspected presence of a heating oil underground storage tank (UST) in the lawn. See Section 3.6 for additional information.

1123-1125 Bonnie Brae Place:

This is a two-story, two-flat containing a three-bedroom apartment on each floor. It is constructed of wood and metal with a chestnut brick veneer. The interior is finished with hardwood, carpet or ceramic or vinyl tiled floors and painted lath and plaster walls and ceilings. These units contain full living and dining rooms.

The basement is divided into multiple rooms that area mostly unused. The basement also contains a boiler room that houses the central natural gas operated 240,000 BTU/hour boiler manufactured by Weil McLain. The basement also contains the electric meters and 100-amp fuse boxes manufactured by Wadsworth.

This property also includes a matching light tan brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

Gabriel observed a disturbed area in the lawn to the west of this building, near the sidewalk, just south of the driveway for the north adjacent property. Documents provided by the River Forest Fire Department included a 2010 inspection that noted "remove old fuel oil tanks when possible." The exact location of these tanks was not determined. See Section 3.6 for additional information.

1127 Bonnie Brae Place:

This is a two-story, two-flat containing a three-bedroom apartment on each floor. It is constructed of wood and metal with a chestnut brick veneer. The interior is finished with hardwood, carpet or ceramic or vinyl tiled floors and painted lath and plaster walls and ceilings. These units contain full living and dining rooms.

The basement is divided into multiple rooms that area mostly unused. The basement also contains a boiler room that houses the central natural gas operated 225,000

BTU/hour boiler manufactured by Dunkirk. The basement also contains the electric meters and 100-amp fuse boxes manufactured by Federal Pacific.

This property also includes a matching chestnut brick two-car garage located along the eastern side of the parcel that is accessed via a driveway extending from Bonnie Brae to the west.

As a note, piping indicative of underground storage tank (UST) emplacement was noted in the lawn to the west of this building. Information provided by the Village of River Forest corroborated the historical use of heating oil and suspected presence of USTs. See Section 3.6 for additional information.

The portions of the subject property not occupied by the subject buildings, associated garages, asphalt-paved parking lots and driveways, concrete driveways and walkways consist of decorative brick patios, decorative landscaping and lawns.

Wastes that are currently generated consist of domestic municipal refuse and recyclables. These are placed in dumpsters located along the alleyway and in the parking lot (8-unit apartment building) where they are removed by Roy Strom Refuse & Recycling, Inc.

Review of the 1997 USGS 7.5 minute topographic map titled *River Forest* revealed that the subject property is located approximately 630 feet above mean sea level and is relatively level in topography, with no significant grade change noted across the surface.

Photographs of the subject property, taken during Gabriel's inspection, are included in Appendix D-Subject Property Photographs.

2.2 Site History

The history of the site was investigated in order to determine whether previous usage of the property might affect current environmental conditions on the site. Gabriel contacted various sources including the following: an interview with Mr. Greg Reposh, Property Manager with Hearthstone Realty, the property management firm retained by the subject property ownership, officials of the Village of River Forest, the Northeast Illinois Planning Commission, Cook County and the library at the University of Illinois at Chicago. Historical documents, such as building permits, fire department files, Sanborn Fire Insurance Maps, historical USGS topographic maps and historical aerial photographs were also reviewed by Gabriel personnel.

Information supplied by Mr. Greg Reposh revealed that he has been the Property Manager since May 2011. The subject property has remained in the same general configuration since he has been the Property Manager. Mr. Reposh indicated that to the best of his knowledge, the subject properties have been residential since development. Mr. Reposh indicated that all of the heating systems currently operate on natural gas and that he was unaware of the current or historical presence of underground storage tanks. Minor repairs are conducted such as re-painting, carpet cleaning and general maintenance are done at the time of tenant turn over.

Gabriel submitted a Freedom of Information Act (FOIA) request to the Village of River Forest to review the building permit and fire inspection information pertaining to the subject property address range.

1033-1035 Bonnie Brae:

There were no permits in the "archived" (permits older than 10 years) folder for this property. The current file contained permits for a fence in 1997, a new roof in 2004 and new stairs in 2009. An excerpt of a Plat of Survey (no date or preparer information included) showed the subject property in its present-day configuration. No underground tanks were depicted on the Plat of Survey.

There were several Real Estate Transfer Tax documents included in the file that revealed that the 1033 address was sold by Mickey Mattox to Concordia University on December 13, 1999, from Concordia University to Nancy Duerr on June 16, 2004. Nancy Duerr sold the property to Bonnie Brae Development, LLC on October 28, 2005. The 1035 Bonnie Brae address was sold by Clifford T. Johnson to Concordia University on January 25, 2000 and from Concordia University to Bonnie Brae Development, LLC on June 28, 2005.

No record of underground storage tank installations and/or removals or indication of oil as a heating fuel source was found in the information provided. No fire inspection records were provided for this address range.

1037-1039 Bonnie Brae:

The "archived" permit file included documents that dated back to June 23, 1948, when a permit was issued to construct the present-day 14-room, two-family home. A Village of River Forest Housing Survey & Zoning Survey dated February 14, 1964 revealed that the heat at that time was provided by a natural gas operated hot air (forced air) system. Subsequent permits pertained to typical repairs. An excerpt of a Plat of Survey (no date or preparer information included) showed the subject property in its present-day configuration. No underground tanks were depicted on the Plat of Survey.

There were several Real Estate Transfer Tax documents included in the file that revealed that this property was sold by Kristy Kokenes to Michael M. O'Neill on December 21, 2004.

No record of underground storage tank installations and/or removals or indication of oil as a heating fuel source was found in the information provided. No fire inspection records were provided for this address range.

7221-7227 Thomas Street:

The "archived" permit file included documents that dated back to April 22, 1948; however, this was a file card with no specific information. It is believed that this document pertained to the construction of the present-day apartment building. A document issued in 1959 pertained to an inspection payment and various renter cards in the 1960s show the owner of this parcel during that period as Concordia College. The recent permit file indicated a new roof was permitted in 1998.

There were several Real Estate Transfer Tax documents included in the file that revealed that this property was sold by Concordia University to the Bonnie Brae Development Company, LLC on May 11, 2004.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010. The document revealed minor code violations.

No record of underground storage tank installations and/or removals or indication of oil as a heating fuel source was found in the information provided.

1101-1109 Bonnie Brae:

There were no "archived" permit files for this address range. The recent permit file indicated that the Metropolitan Water Reclamation District (MWRD) issued a permit to do construction under the sewer for the Thomas Street parking lot (undated). In September 1999, a permit was issued to resurface the lot. The owner at that time was listed as Bonnie Brae Development, LLC.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010. The document revealed that the property was a parking lot with a 5-car garage. The garage was not inspected at that time as it was rented out and no interior access was provided.

No record of underground storage tank installations and/or removals or indication of oil as a heating fuel source was found in the information provided.

<u>1111-1113 Bonnie Brae:</u>

The "archived" permit file dated back to May 7, 1926, when permit 940 was issued for the construction of an apartment building. Gabriel believes that this pertains to the presentday subject building. This building was converted to a six-unit apartment building in 1957-1958. The owner at that time was listed as Concordia Teacher's College. In 1983, the four-car garage was replaced.

A Real Estate Transfer Tax document dated April 14, 2004 indicated that this property was sold by Concordia University to the Bonnie Brae Development Company, LLC at that time.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010. The document revealed minor code violations. In addition, the River Forest Fire Department files included a Housing Survey & Zoning Survey dated May 18, 1964 (see copy, Appendix B) which revealed that the heat at that time was provided by a hot water boiler that operated on oil.

<u>1115-1117 Bonnie Brae;</u>

The "archived" permit file dated back to February 19, 1925, when permit 680 was issued for the construction of a brick two-flat. Gabriel believes that this pertains to the presentday subject building. Alterations were permitted in 1964 and the owner at that time was listed as Concordia Teacher's College. A Real Estate Transfer Tax document dated April 14, 2004 indicated that this property was sold by the Lutheran Church-Missouri Synod to the Bonnie Brae Development Company, LLC at that time.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010. The document revealed minor code violations. In addition, the River Forest Fire Department files included a Housing Survey & Zoning Survey dated February 10, 1964 which revealed that the heat at that time was provided by a hot water boiler that operated on natural gas.

No record of underground storage tank installations and/or removals or indication of oil as a heating fuel source was found in the information provided.

<u>1119-1121 Bonnie Brae:</u>

The "archived" permit file dated back to December 18, 1924, when permit 1005 was issued for the construction of a brick two-flat. Gabriel believes that this pertains to the present-day subject building. Sump pumps were installed in 1958 and a new driveway was completed in 1962.

A Real Estate Transfer Tax document dated April 14, 2004 indicated that this property was sold by the Lutheran Church-Missouri Synod to the Bonnie Brae Development Company, LLC at that time.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). The document revealed minor code violations. In addition, hand-written notes reveal the suspected presence of an underground storage tank (UST) in a collapsed area in the yard located approximately 15 feet west of the building and 7 feet north of the driveway.

As a note, a Housing Survey & Zoning Survey dated July 13, 1964 which revealed that the heat at that time was provided by a hot water boiler that operated on natural gas.

<u>1123-1125 Bonnie Brae:</u>

The "archived" building permit file dated back to April 1, 1925, when permit 1057 was issued for the construction of a brick two-flat containing six rooms each. Gabriel believes that this pertains to the present-day subject building. Minor repairs were subsequently permitted at various times. An excerpt of a Plat of Survey (no date or preparer information included) showed the subject property in its present-day configuration. No underground tanks were depicted on the Plat of Survey.

A Real Estate Transfer Tax document dated April 13, 2004 indicated that this property was sold by Concordia University to the Bonnie Brae Development Company, LLC at that time.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). The document revealed minor code violations. In addition, hand-written notes indicate "remove old fuel oil tanks when possible." No information regarding the location of the oil tanks was provided. Interview remarks from the Fire Inspector Lt. David B. Witken revealed that he could not recall the location of the tanks.

As a note, review of a Housing Survey & Zoning Survey dated February 28, 1964 revealed that the heat at that time was provided by a hot water boiler that operated on natural gas.

1127 Bonnie Brae:

The "archived" building permit file dated back to October 6, 1925, when permit 1123 was issued for the construction of a brick two-flat containing six rooms each. Gabriel believes that this pertains to the present-day subject building. Minor repairs were subsequently permitted at various times.

A Real Estate Transfer Tax document dated March, 2004 indicated that this property was sold by Concordia University to the Bonnie Brae Development Company, LLC at that time.

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). The document revealed minor code violations. In addition, hand-written notes indicate that a UST was suspected in the front lawn where one pipe was noted near the city walk, one pipe was noted near the shrubs and a vent was noted near the shrubs. These pipes were observed by Gabriel at the time of the property visit.

As a note, review of a Housing Survey & Zoning Survey dated August 1, 1962 revealed that the heat at that time was provided by a hot water boiler that operated on oil.

Sanborn Fire Insurance Maps (Sanborn Maps) are a useful tool in identifying past development and usage of a property in a historically developed area. Gabriel ordered a *Certified Sanborn Map Report* from Environmental Data Resources (EDR) of Milford, CT. Sanborn Maps for the years 1930, 1951 and 1975 were provided for review for the

subject property adjoining properties. Copies of the Sanborn Maps are included in Appendix B).

1930: A review of the earliest Sanborn Map shows the northern portion of the subject property including 1111 through 1127 Bonnie Brae to be improved with a three-story residential flat ("F") and four two-story dwellings ("D") and associated garage buildings ("A") similar to those observed during the property visit. The remaining properties comprising the central and southern portions of the subject property including 1033-1109 Bonnie Brae Place and 7221-7227 Thomas Street are undeveloped.

The north adjacent parcel is improved with a residential flat and an associated garage. The area to the east of the northern portion of the subject property (north of Thomas Street) is occupied by an alleyway followed by undeveloped land. The area to the east of the south portion of the subject property is undeveloped. Undeveloped land is located to the south of the subject property. Bonnie Brae Place borders the subject property to the west and is followed by dwellings that appear to be part of Concordia College.

1951: The next available Sanborn Map shows no major changes to the properties from 1111 through 1127 Bonnie Brae from that noted on the 1930 Sanborn Map. The parcel at the northeast corner of the intersection of Thomas Street and Bonnie Brae (1101-1109 Bonnie Brae), currently occupied by a parking lot and 5-car garage, is depicted as unimproved with the exception of a rectangular garage on the northeast portion. The southern portion of the subject property including the parcels at 7221-7227 Thomas Street and 1033-1039 Bonnie Brae are improved with two, two-unit dwellings and a residential flat. The entire subject property appears to be in its present-day configuration.

There were no major changes to the north and west adjoining properties on the 1951 Sanborn Map when compared to the 1930 Sanborn Map. The area to the east of the far northern portion of the subject property (1119-1127 Bonnie Brae) is bordered by an alleyway followed by undeveloped land. The area to the east of the north-central portion of the subject property (1101-1115 Bonnie Brae) is bordered by an alleyway followed by a three-story, U-shaped residential flat building. The area to the east of the south portion of the subject property (south of Thomas Street) is improved by a structure denoted as the West Suburban Temple Israel. The south adjacent property is improved with a two-unit residential building.

1975: There were no major changes to the subject property and adjoining properties on the 1975 Sanborn Map from that described on the 1951 Sanborn Map. One exception is the area to the east of the far north portion of the subject property,
which was improved with four-unit residential buildings similar to those observed during the property visit.

Based on a review of the Sanborn Maps, it appears that the subject property has been utilized exclusively for residential purposes. The buildings on the northern portion of the subject property (1111-1127 Bonnie Brae) were constructed prior to 1930 and those on the southern portion (1033-1039 Bonnie Brae and 7221-7227 Thomas) were constructed after 1930 but prior to 1951.

As a note, a filling station is depicted on the Sanborn Maps at the southwest corner of the intersection of Harlem Avenue and Division Street (denoted as 1140-1146 Harlem Avenue and 7201 Division Street). That site and the depicted tanks are located approximately 150 feet northeast of the subject property. That site is not identified on the environmental database as a registered underground storage tank or leaking underground storage tank site.

Based on its distance, anticipated flow of groundwater in the area (west, toward the Des Plaines River) and/or engineered barriers (building/roads), that site would not be expected to have a significant environmental impact on the subject property.

Historical aerial photographs were obtained for the years 1980, 1990 and 2001 from the Northeastern Illinois Planning Commission (NIPC) via the UIC main tibrary located in Chicago, Illinois. On each of the aerial photographs reviewed, the subject and adjoining properties appeared similar to those observed during the property visit. Copies of the aerial photographs are included in Appendix B of this report.

Historical topographic maps including the area of the subject property, prepared by the United States Geological Survey (USGS), were also obtained at the UIC main library. The subject property is located within the River Forest, Illinois 7.5-minute quadrangle. The topographic maps available for review included the years: 1928, 1953, 1963, 1963, photorevised in 1972 and photorevised in 1978 and 1993 and 1997.

The earliest USGS map shows the subject property as unimproved land. The adjoining properties to the north, east and south were also unimproved. Bonnie Brae is depicted to the west and is followed by several square buildings shaded dark that appear residential in nature. These may be associated with the Concordia development farther west.

The subsequent USGS maps dated 1953, 1963, 1963 photorevised in 1972 and 1978, 1993 and 1997, show the area is located where individual, non-public structures were not specifically identified due to the high structure density in the region (areas shaded). However, the maps testified to the general development of the vicinity during this period.

As a note, Concordia College is depicted on the west adjoining property on all of the subsequent maps. Copies of the USGS maps are included in Appendix B of this report.

Information obtained from the Cook County Assessor's Office (CCAO) website reveals that the subject property is identified by eleven tax numbers or PINs. The following table summarizes the information provided by the CCAO (see following page):

Address	PiN (tax) Number	Comment
1033 Bonnie Brae PI.	15-01-406-034-0000	Two-story masonry row style house, 67
		years old, central air, 1,5481 square foot
		building on 5,481 square foot lot. One car
		detached garage.
1035 Bonnie Brae PI,	15-01-406-033-0000	Two-story masonry row style house, 67
1		years old, central air, 1,546 square foot
		building on 5,618 square foot lot. One car
1037 Bonnie Brae Pl.	45 01 400 004 0000	detached lot.
toor boiline brae Pl.	15-01-406-024-0000	Two-story masonry row style house, 63
		years old, central air, 1,931 square foot
		building on 11,100 square foot lot. No
7221-7227 Thomas St.	15-01-406-022-0000	garage.
	10-01-400-022-0000	Eight-unit, 65 year old corridor or California
		style apartment. Approximate 8,798 square foot building on 10,131 square foot lot.
1101 Bonnie Brae Pl.	15-01-403-021-0000	9,250 square foot lot with unspecified minor
		improvements.
1107 Bonnie Brae Pl.	15-01-403-020-0000	Residential garage. 74 years old. 9,325
		square foot lot.
1111 Bonnie Brae Pl.	15-01-403-019-0000	Two-story masonry building, two to six
		apartments, 86 years old, central air, 3,319
		square foot building on 9,210 square foot lot.
1115 Bonnie Brae Pl.		Two car detached garage.
1715 Bonnie Brae Pl.	15-01-403-018-0000	Two-story masonry residence two to six
		apartments, 86 years old, no central air,
		3,138 square foot building on 9,216 square
1119 Bonnie Brae Pl.	15-01-403-017-0000	foot lot. Two car detached garage.
	10-01-403-017-0000	Two-story masonry residence two to six
[]		apartments, 86 years old, no central air,
	Í	3,609 square foot building on 9,210 square
1123 Bonnie Brae Pl.	15-01-403-016-0000	foot lot. Three car detached garage. Two-story masonry residence two to six
		apartments, 86 years old, no central air,
		3,531 square foot building on 9,212 square
		foot fot. Three car detached garage,
1127 Bonnie Brae Pl.	15-01-403-015-0000	Two-story masonry residence two to six
		apartments, 86 years old, no central air,
		3,704 square foot building on 9,250 square
		foot lot. Two and one half car detached
		garage.

Gabriel ordered a *City Directory Image Report (CDIR)* from EDR in Milford, CT. The CDIR included information published by Haines Company, Inc., (Chicago West Suburban and Near West Suburban Volumes) from the years 1971, 1977, 1982, 1988, 1993, 2000, 2004 and 2009. A copy of the CDIR is included in Appendix B.

According to the CDIR, the addresses comprising the subject property were primarily occupied by individuals, indicating residential usage. Apple Compugraphics was listed at the address 1035 Bonnie Brae Place in the 1988 city directory and was likely a home office. Concordia University and individuals were listed at the 7227 Thomas address in the 2004 city directory; however, additional historical documents reveal that they were the owners of the building at that time and not the occupants.

The adjoining properties to the north and south were occupied by individuals indicating residential usage. The area to the west was occupied by individuals and buildings occupied by Concordia College and subsequently Concordia University. The CDIR did not include the east adjoining properties along Harlem Avenue.

A fifty-year historical chain-of-title search was not performed for the subject property because our client did not request it.

In summary, it appears that the properties comprising the northern portion of the subject property (1111-1127 Bonnie Brae Place) were developed with the present-day residential buildings in the 1920s. The properties comprising the southern portion of the subject property (1033-1039 Bonnie Brae Place and 7221-7227 Thomas Street) were unimproved land until development with the present-day residential buildings in the 1940s. The buildings comprising the subject property have remained in the same general configuration since construction and has been utilized exclusively for residential purposes.

2.3 Site Surroundings

Depending on usage, neighboring facilities can have a potential impact on the environmental conditions of the subject site. Because of this, a brief description of the surroundings and comment on any observations made of the surrounding activity during Gabriel's investigation is included with this report.

The subject property is located in a residential and institutional (Concordia University and West Suburban Temple Har Zion) area on the eastern edge side of River Forest, Illinois. According to the most recent (September 2010) River Forest Zoning Map available online (<u>www.river-forest.us</u>) the subject property is located in a Zoned R-4 "Multi-Family" District. The subject property is currently surrounded by the following:

- <u>North:</u> The subject property is bordered to the north by a three-story residential apartment building and associated garage.
- <u>West:</u> Bonnie Brae Place borders the subject property to the west that is followed by buildings associated with the Concordia University.
- <u>South</u>: The subject property is bordered to the south by a two-unit row-house residential building.
- <u>East:</u> A public alleyway borders the northern portion of the subject property (north of Thomas Street) to the east and is followed by a large "U"-shaped apartment building and several one-story, four unit apartment building. The southern portion of the subject property (south of Thomas Street) is bordered to the east by the West Suburban Temple Har Zion.

During this inspection, Gabriel personnel noted the surrounding site usage, and whether such would affect the environmental integrity of the property surveyed. At the time of Gabriel's inspection, there were no *visual* indications that the operations conducted on the surrounding properties were negatively impacting the environmental conditions of the subject site. None of the adjoining properties were identified on the environmental database with the exception of the Concordia University campus that occupies a large area to the west of Bonnie Brae. Buildings associated with Concordia University were identified on the environmental database as a registered UST site, LUST site (three incidents), RCRA Conditionally Exempt Small Quantity Generator (CESQG) of hazardous waste, Facility Index System (FINDS site) and Tier 2 site. See Sections 3.6 and 3.8 for further information on the adjoining and area properties.

3.0 Regulatory Status and Environmental Conditions

Ms. Meredith Horn an Environmental Professional (EP) of Gabriel Environmental Services Field Services Staff, surveyed the site on Friday, September 14, 2012, escorted by Mr. Greg Reposh the Property Manager with Hearthstone Realty, the property management firm retained by the subject property ownership (Bonnie Brae Development, LLC). During this survey, we attempted to assess the regulatory and environmental aspects of the property and surrounding sites. Our study focused on the following areas: air emissions, water sources and discharges, underground storage tanks, asbestos, hazardous wastes and materials, PCBs, soil conditions, and a regulatory agency documentation review of the subject property and surrounding sites. Each of these issues will be discussed in this section.

During the visual reconnaissance, Gabriel observed representative apartment units and garages. Gabriel observed at least one unit in each subject building with the exception of the two-unit row house at 1037-1039 Bonnie Brae Place which was inaccessible as the tenants were not home and no keys were available. Mr. Reposh reported that the units in the 1037-1039 Bonnie Brae structure were identical to those in the 1033-1035 Bonnie Brae building. Mr. Reposh added that the toured units in each building were representative of those in the remainder of each building. He added that all of the garages are similar with a poured concrete floor, wood or masonry walls and pitched wood roofs. The garages are unheated and leased to various tenants.

3.1 Air Emissions

The Clean Air Act (CAA), enacted in 1970 and most recently amended in 1990, seeks to protect the public's health and welfare by safeguarding and improving the quality of our air. Under the CAA, the EPA sets air quality standards and relies on the states to develop programs to attain those standards. While the CAA regulates both "stationary" and "mobile" sources of air pollution, the stationary source restrictions are of primary concern to business. All facilities must meet applicable permit requirements, even if that requires new control technologies in new or expanded facilities.

At the time of Gabriel's inspection, one type of air emission source, which may be regulated by the Illinois EPA (IEPA), was noted on the subject property. This source consisted of flue gas emissions generated from the natural gas fired boilers and forced air furnaces that service the buildings that occupy the subject property. The heating units observed were manufactured by several companies including Weil McLain, Dunkirk, Pennco and Sears. The output ratings ranged from 75,000 to 440,000 BTU/hour.

As this source is below 50 million BTU/hour threshold capacity for residential buildings (Section 201.146 [b][c]), an air permit would not be required at this time.

3.2 Asbestos

The site was inspected for asbestos in accordance with the USEPA guidelines set forth in the "Guidance for Controlling Asbestos Containing Materials in Buildings" issued in 1985. The purpose of this segment of our inspection was to identify the extent to which asbestos containing materials (ACM) were used, or subsequently added in the construction of the facility surveyed. It was the intention of our survey to only assess materials that are friable (as being crumbled, pulverized, or reducible to a powder with hand pressure). As a result, we have made no mention of items such as cement, or roofing materials. This inspection only covers building materials readily visible and accessible to our asbestos building inspector.

The following classifications of potential asbestos-containing materials were noted in the subject building at the time of the property visit:

Thermal System Insulation (TSI)

Piping covered with what appeared to be asbestos-containing insulating materials ("air cell" or "aero cell") and/or pressed paper was observed in several areas where the hot water heating system piping was exposed. These materials were noted in the basement of the 1119-1121 Bonnie Brae Place and 1111-1113 Bonnie Brae Place buildings. The materials observed were in good condition (see Site Photographs, Appendix D).

Based on the age of the subject buildings (circa 1920s and 1940s) and use of a hot water boiler system in each, with the exception of the 1033-1039 Bonnie Brae buildings, there is likely additional insulating material on pipes behind walls and above the ceilings.

Aero cell is a thermal insulation designed for use on domestic hot water pipes, low pressure steam heating systems, forced air heating duct work and boiler jacketing. Aero cell is normally fabricated from asbestos fibers that are impregnated into heavy corrugated cardboard, and can contain up to 50% chrysotile asbestos.

Pressed paper is a thermal insulation designed for use on domestic hot water pipes, and low pressure steam heating systems. Pressed paper is normally fabricated from layers of tightly wrapped paper and often containing one or two layers of asbestoscontaining paper. As a note, some of the pipe insulation observed was fiberglass, not a suspect ACM, with plastic elbows.

Miscellaneous Materials

Floor tiles and mastic

Vinyl floor tile $(12^{\circ} \times 12^{\circ})$ in a variety of colors and patterns was observed throughout the subject buildings, primarily in kitchens and some bathrooms. The tiling observed appeared to be in good condition at the time of this inspection. In addition, some mastic from removed 9" x 9" vinyl floor tile was observed in the basement of the 1119-1121 Bonnie Brae subject building (see Site Photographs, Appendix D).

Since the 1920's, asbestos mixed with asphalt and vinyl-based products created numerous varieties of linoleum and tile flooring. The mastic used to apply the tiles may also contain asbestos fibers. Although not in a friable state as is, asbestos flooring is likely to become friable when broken, scraped or sanded.

Celling Tiles

Several types of 1' x 1' adhesive ceiling tiles were observed in the subject buildings including in the basement of 1119-1121 Bonnie Brae Place, second floor residential unit in 1123-1125 Bonnie Brae Place and basement in the 1033 Bonnie Brae subject building. These materials were in good condition at the time of our inspection.

Asbestos fibers were used in some ceiling tiles prior to 1980 for acoustical sound absorbency and decoration. When glued, the adhesive also contained asbestos mixed with an asphalt base. Ceiling tiles will deteriorate with age, and are susceptible to water damage and air current erosion.

Surfacing Materials

The original walls and ceilings in the subject buildings appear to be lath and plaster. Occasionally, asbestos was added to plaster materials to improve adhesion and provide texture. The materials observed were in good condition at the time of the property visit.

Sheetrock was used in spot repairs in some areas of the subject buildings. This material could contain asbestos fibers. Additionally, joint compound and tape is typically utilized to seal seams between drywall panels. These materials could contain asbestos fibers. The materials observed were in good condition at the time of the property visit.

If renovations and/or demolition are planned in the future, Gabriel recommends conducting an asbestos survey prior to the commencement of any work. The sampling and analysis should be performed by an Illinois Department of Public Health (IDPH) licensed asbestos building inspector. All suspect or presumed or identified (through sampling) ACMs should be handled according to applicable federal, state and local regulations by a licensed asbestos contractor.

Additionally, Gabriel recommends the development, implementation and maintenance of an asbestos Operations & Maintenance (O&M) Plan, including updates as necessary to include any additional sampling results, suspect material replacement and any repair or abatement activities.

3.3 Hazardous Materials and Wastes

Gabriel personnel inspected the property for evidence of potentially hazardous materials being generated, stored, or disposed of on site. Under the Occupational Health and Safety Administration (OSHA) Hazard Communication Standard Final Rule employers must have a Material Safety Data Sheet (MSDS) for each hazardous chemical they use. Hazardous wastes are evaluated according to provisions set forth by the Resource Conservation and Recovery Act (RCRA see Section 3.8).

Hazardous Materials

No significant quantities of hazardous materials were observed in the subject buildings. Small retail sized containers of cleaning supplies and maintenance chemicals were observed in the apartments toured and the basement laundry rooms. No evidence of improper storage practices or staining was observed.

Lead Paint Hazards

Heavy metals have historically been added to paint to enhance their aesthetic appeal and longevity. Lead was historically used in paints to enhance hardness and high gloss. Lead-based paint was banned from <u>household</u> paint production in 1978. Painted surfaces containing lead which are flaking, peeling, and subject to wear, abrasion, and remodeling activities, including scraping, sanding, and burning, can result in lead dust release, leading to a potential health hazard by inhalation or ingestion.

The Lead-Based Paint Poisoning Prevention Act (LBPPPA) requires Public Housing Projects to be inspected for lead-based paint. Under the LBPPPA, a lead-based paint is defined as having a lead concentration of 0.5% (equivalent to 5,000 mg/kg).

Based on the dates of construction (circa the 1920s and the 1940s), there is a potential for LBP to be located in the subject buildings. At the time of this inspection, the painted surfaces appeared to be in relatively sound condition. If future plans include renovation or demolition activities that would disturb the paint, Gabriel recommends sampling and analysis be performed prior to the commencement of any work.

Hazardous Wastes

No hazardous wastes were observed to be generated on the subject property at the time of the property visit. The subject property was <u>not</u> identified in the environmental database as a RCRA generator of hazardous waste.

Non Hazardous Wastes:

Wastes currently generated at the subject property consist exclusively of household municipal wastes and recyclables. These are placed in receptacles in the alleyway to the east of the north portion of the subject property and in the parking lot and driveways of the properties on the south portion of the subject property. The materials are removed weekly by Roy Strom Refuse & Recycling, Inc. The materials are picked-up twice per week from the 6 and 8-unit apartment buildings.

For surrounding facilities that may generate or store hazardous wastes, see Section 3.8, RCRA.

3.4 Polychlorinated biphenyls, PCBs

PCBs are specifically regulated by the Toxic Substance Control Act (TSCA) of 1980, TSCA is charged with regulating the manufacturing of substances that it considers toxic and harmful to health and the environment. For this reason, our survey examines properties for items that could contain, or may have been contaminated with, PCBs. Although PCBs had many uses, the most widespread use was in the manufacture of nonflammable dielectric fluids (askarels) for electrical transformers, capacitors, and other liquid-cooled electrical equipment.

There are three transformers mounted on a utility pole to the east of the 7221-7227 Thomas Street subject building and three transformers mounted on a utility pole in the alleyway to the east of the 1123-1125 Bonnie Brae subject building. Labels indicating the units as non PCB-containing were observed on the units to the east of the 7221-7227 Thomas Street subject building; however, the remaining transformers were unlabeled. The units belong to Commonwealth Edison, who is responsible for their maintenance and upkeep. At the time of Gabriel's inspection, the units appeared intact, with no staining or leakage noted.

In general, the electrical distribution equipment (circuit breaker panels, fuse boxes, switches and mains) is located by the electric meters in the basements of each subject building. The equipment was manufactured by several companies including Federal Pacific, Wadsworth, Siemen's and Square D. The sizes range from 75 to 200-amps. These types of standard, light duty equipment would not likely incorporate dielectric fluids or PCBs.

There are no elevators or hydraulic systems such as a compactor located in the subject buildings or on the property that would incorporate oils.

3.5 Soil Conditions

Soil Classification

Review of the 1970 Illinois State Geological Survey (ISGS) publication *Surficial Geology of the Chicago Region*, indicates that this property is underlain by the Park Ridge Moraine of the Lake Border System of the Wasdworth Member of the Wedron Formation. The Wadsworth Member of the Wedron Formation is characterized by the ISGS as: "mostly glacial till with lenses and beds of gravel, sand and silt. Includes all glacial till from the top of the surface to the underlying Morton Loess."

Soil boring data/logs were not available or provided to Gabriel for use in this report.

<u>Radon</u>

Radon is a colorless, odorless gas produced by the decay of radium, a radioactive element produced from the natural decay of uranium, shale, granite, phosphate, or pitchblende. Radon is a cause of lung cancer in the United States, and is a concern when offices or apartments are below grade. The subject buildings each contain basements but there are no apartments or living spaces in the basements and these areas are not routinely (daily) occupied.

The Illinois Department of Nuclear Safety recently conducted a statewide screening for indoor radon to determine whether there are particular regions within Illinois, which are more prone to indoor radon problems than others. The results of this study indicate that in tests conducted in Cook County, 17-21% exceed the EPA guideline of 4.0 pico Curies per liter (pCi/l).

If radon levels were to be determined at the subject site, preliminary screening can be performed using the relatively inexpensive canister method.

Visual Observations

The exterior of the subject property was inspected for evidence of dumping or of chemical or liquid spills. No evidence of such chemical spillage or dumping of hazardous materials was noted at the time of Gabriel's inspection.

The interiors of the subject buildings were also inspected for evidence of chemical or liquid spills. Chemical spills can contaminate the subsurface soil by seeping through cracks and seams in the floor. No visible evidence of significant chemical spills was noted in interior portions of the subject buildings during the visual reconnaissance.

Underground Storage Tanks:

Physical and/or documented evidence of the presence of underground storage tanks (USTs) and/or use of heating oil as a fuel source was found to be associated with four of the eight residential buildings that comprise the subject property. Given the age of the subject buildings (circa the 1920s and 1940s) and the prevalence of the historical use of oil as a heating fuel source in the area, the presence of tanks on the remaining properties is possible. See Section 3.6 below for a complete discussion of USTs on the subject property.

Adjacent USTs:

Gabriel observed a vent pipe extending from the asphalt surface of the west exterior wall of the apartment building to the east of the 1101-1117 portion of the subject property. A small pipe with a cover with a raised square was noted in the concrete directly west of the vent. These structures are indicative of UST emplacement and are located approximately 25-30 feet east of the subject property. To determine if the subject property has been impacted by this apparent tank system, a boring could be placed on the subject property adjacent to the suspected tank in conjunction with soil sampling and analysis recommended for the on-site USTs.

3.6 Underground Storage Tanks

Underground storage tanks (USTs) are an environmental concern if leakage or spillage has occurred. Leaking or overfilled USTs can contaminate the surrounding soil, as well as the groundwater. Our survey includes a search of the database provided by the Office of the State Fire Marshal (OSFM). We also visually inspect the site for obvious signs of tank placement, such as gas pumps, fill ports, and manways. Not so obvious tank related items such as vent stacks, petrometers, pipes, valves, raised concrete, etc. are also included in our inspection.

On-Site USTs

A search of the OSFM database updated on May 1, 2012, was conducted by Gabriel using an Environmental Data Resources, Inc. (EDR)-Radius Map™ Report. The results of this search found no <u>registered</u> USTs at the subject property, although this does not preclude the chance that USTs may have been emplaced and not registered. A complete listing can be found in the Radius Map[™] report included in Appendix C of this report.

As noted, physical and/or documented evidence of the presence of USTs and/or use of heating oil as a fuel source was found to be associated with at least four of the eight residential buildings that comprise the subject property. Additionally, an unidentified gauge was noted on the basement wall of an additional building comprising the subject property at 1115-1117 Bonnie Brae Place. Lastly, a cut pipe was noted exiting the east wall of the eight unit apartment building at 7221-7227 Thomas Street.

A description of the information and/or observations is detailed below:

1111-1113 Bonnie Brae Place (6-Unit apartment Building):

Information provided by the Village of River Forest Fire Department included a Housing Survey & Zoning Survey dated May 18, 1964 (see copy, Appendix B) which revealed that the heat at that time was provided by a hot water boiler that operated on oil.

Gabriel observed a 2" metal capped pipe exiting the ground along the south exterior wall of the garage located on the eastern portion of this subject parcel (see Site Photographs, Appendix D). The adjacent ground surface appeared to be disturbed in this area. The nature of this pipe is unknown.

Gabriel also observed an approximate 12" circular metal cover off the southeast corner of this building. Observations under this cap revealed what appeared to be a metal lined pipe of similar diameter leading to moist soil approximately 6 feet below grade. This structure appears to be associated with the sanitary sewer service; however, this was not confirmed. The nature this structure is unknown.

Additionally, a segment of copper piping (1/4 inch diameter) was observed to be extending through a basement window along the east side of the boiler room (see Site Photographs, Appendix D). The copper pipe was cut several feet from the inside and

outside of the window. Although similar to an old oil feed line, the nature of the pipe is unknown.

1115-1117 Bonnie Brae Place:

An unidentified gauge box manufactured by the Transmission Machinery Company (see Site Photographs, Appendix D) was observed on the east wall of the laundry room. A glass-faced circular gauge on the unit had a red and green display with the needle on the green side. No markings denoting the nature of the gauge were observed. Electrical conduits exited from the gauge and entered into the wall to the east and down along the walls to an electrical junction box behind the washer along the north wall of the basement. The nature of the gauge is unknown.

1119-11121 Bonnie Brae Place:

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). Hand-written notes reveal the suspected presence of an underground storage tank (UST) in a collapsed area in the yard located approximately 15 feet west of the building and 7 feet north of the driveway.

Observations of the yard to the west of this building revealed a low area in the grass and a small area of exposed soil in the northwest portion.

1123-1125 Bonnie Brae Place:

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). Hand-written notes indicate "remove old fuel oil tanks when possible." No information regarding the location of the oil tanks was provided. Interview remarks from the Fire Inspector Lt. David B. Witken revealed that he could not recall the location of the tanks.

Observations of the yard to the west of this building revealed an area of disturbance on the northwest portion.

1127 Bonnie Brae Place:

Information provided by the Village of River Forest Fire Department included a copy of the most recent fire inspection that is dated November 9, 2010 (see copy in Appendix B). Hand-written notes indicate that a UST was suspected in the front lawn where one pipe was noted near the city walk, one pipe was noted near the shrubs and a vent was noted

near the shrubs. These exterior pipes were observed by Gabriel at the time of the property visit (see Site Photographs, Appendix B).

In addition, Gabriel observed what appeared to be cut oil feed lines along the west wall of the basement in this building. Two one inch diameter capped pipes were noted in the basement floor, west of the current boiler. Gabriel also observed a 2" capped pipe extending approximately three feet from the floor in a tenant storage space in the basement, northeast of the boiler. See Site Photographs, Appendix D for pictures of these structures.

7221-7227 Thomas Street:

An approximate 2" pipe was noted extending from the east exterior wall of this structure. The pipe was cut several inches beyond the exterior wall and filled with concrete (see Site Photographs, Appendix B). Interior observations of this pipe that enters the basement revealed it was cut several inches from the wall. Several other circular holes were patched with concrete on the wall in the interior of the basement in the vicinity of the cut pipe. The nature of the pipe is unknown.

The physical and documented evidence of UST emplacement on the subject property represents a Recognized Environmental Condition (REC).

As a note, given the age of the subject buildings (circa the 1920s and 1940s) the historical use of oil as a heating fuel source is possible for the remaining buildings comprising the subject property. Should oil storage vessels (ASTs/USTs) subsequently be determined to be located on the subject property, they should be abandoned or removed following applicable regulations, including soil sampling and analysis as needed.

Adjacent Underground Storage Tank emplacement

A search of the OSFM database updated on May 1, 2012 was conducted by Gabriel using the EDR-Radius MapTM Report. The results of this search found five registered underground storage tank sites within one-eighth mile of the subject property and no registered USTs between one-eighth and one-quarter mile of the subject property. A complete listing can be found in the Radius MapTM report included in Appendix C of this report.

The closest site with <u>registered</u> USTs is listed in the database search as Concordia University at 7400 Augusta Street. The Concordia University campus occupies an area bordered by Division Street to the north, Augusta Street to the south, Bonnie Brae Place to the east (west adjacent property to the subject property) and Monroe Street to the west. Due to the size of the campus, the exact location of the USTs on the campus and their proximity to the subject property could not be determined.

That site has been assigned facility number 2018928 and there are 10 USTs registered to that location. Two heating oil tanks, two gasoline tanks and a used oil tank retain "removed" statuses. The remaining four tanks listed as a 300-gallon diesel fuel, 1,000-gallon gasoline and two, 20,000-gallon heating oil USTs retain a "currently in use" status.

That site is included on the IEPA listing of LUST incidents (twice) under the name Concordia University and is discussed in that section below.

The remaining sites with registered USTs are located at least 150-200 feet from the subject property. Based on their distances, anticipated flow of groundwater in the area (west, toward the Des Plaines River) and/or engineered barriers (building/roads), those sites would not be expected to have a significant environmental impact on the subject property.

As a note, although not included on the environmental database, Gabriel observed a vent pipe extending from the asphalt surface of the west exterior wall of the apartment building to the east of the 1101-1117 portion of the subject property. A small pipe with a cover with a raised square was noted in the concrete directly west of the vent. These structures are indicative of UST emplacement and are located approximately 25-30 feet east of the subject property. To determine if the subject property has been impacted by this apparent tank system, a boring could be placed on the subject property adjacent to the suspected tank in conjunction with soil sampling and analysis recommended for the on-site USTs.

As a note, a filling station is depicted on the Sanborn Maps at the southwest corner of the intersection of Harlem Avenue and Division Street (denoted as 1140-1146 Harlem Avenue and 7201 Division Street). That site and the depicted tanks are located approximately 150 feet northeast of the subject property. That site is not identified on the environmental database as a registered underground storage tank or leaking underground storage tank site.

Based on its distance, anticipated flow of groundwater in the area (west, toward the Des Plaines River) and/or engineered barriers (building/roads), that site would not be expected to have a significant environmental impact on the subject property.

LUST Sites

The Illinois Environmental Protection Agency (IEPA) provides a list of Leaking Underground Storage Tanks (LUST) Incident Reports. This list of reported LUST sites is a non-verified, unconfirmed list, and should not be used or considered as a final Agency determination regarding whether releases have occurred at sites on the list. The Agency is in the process of confirming the type and size of release, if any, the proper owner or operator, and the location of each site.

A search of the IEPA LUST/LUST Trust Incident listings updated on March 22, 2012, was conducted by Gabriel using an EDR-Radius Map[™] Report (see copy of report in Appendix C). The results of this search found **ten** LUST sites within a one-half mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60305. A complete listing can be found within the EDR Report, included in Appendix C.

The closest LUST sites (two) are listed as Concordia University at 7400 Augusta Street. The Concordia University campus occupies an area bordered by Division Street to the north, Augusta Street to the south, Bonnie Brae Place to the east (west adjacent property to the subject property) and Monroe Street to the west. Due to the size of the campus, the exact location of the USTs on the campus and their proximity to the subject property could not be determined. However, one of the LUST incidents (992045) was listed as the "south side of the service building."

There have been three LUST incidents on the Concordia Campus. LUST incident 992045 was related to a release of unspecified petroleum reported on August 30, 1999. The 20 and 45-Day Reports were received by the IEPA on September 22, 1999 and December 9, 1999, respectively. After review of the materials provided, the IEPA issued a No Further Remediation (NFR) Letter on June 26, 2000 indicating formal closure has been granted and that the agency no longer considers that release to pose a threat to human health or the environment.

LUST incident 991448 was related to releases of used oil and gasoline reported on June 16, 1999. The 20 and 45-Day Reports were received by the IEPA on July 8 and August 2, 1999, respectively. After review of the materials provided, the IEPA issued an NFR Letter on March 3, 2010, indicating formal closure has been granted and that the agency no longer considers the release to pose a threat to human health or the environment.

LUST incident 991449 was related to a release of fuel oil reported on June 16, 1999. The 20 and 45-Day Reports were received by the IEPA on July 8 and August 2, 1999, respectively. After review of the materials provided, the IEPA issued an NFR Letter on, September 20, 1999, indicating formal closure has been granted and that the agency no longer considers the release to pose a threat to human health or the environment.

Based on the NFR statuses, anticipated flow of groundwater in the area (west, toward the Des Plaines River) and/or engineered barriers (building/roads), that site would not be expected to have a significant environmental impact on the subject property.

The next closest LUST site is listed as Shell Oil Company at 1145 North Harlem Avenue, located approximately 200 feet to the northeast of the subject property. The LUST incident was related to a release of gasoline reported on May 22, 1990 and incident number 901368 was subsequently assigned to the release. The IEPA received the 45-Day Report on March 31, 1994; however, the incident retains an "open" or unresolved status.

However, based on its distance, anticipated flow of groundwater in the area (west toward the Des Plaines River) and/or engineered barriers (building/roads), that site would not be expected to have a significant environmental impact on the subject property.

The remaining LUST sites are located in excess of approximately 300 feet from the subject property. Based on the anticipated flow of groundwater in the area (west, toward the Des Plaines River), NFR statuses, distances and/or engineered barriers (building/roads), those sites would not be expected to have a significant environmental impact on the subject property.

3.7 Water Sources and Discharges

The primary purpose of the Clean Water Act (CWA), enacted in 1972 and most recently amended in 1987, is to "restore and maintain the chemical and biological integrity of the nation's waters." Any company that discharges wastewater into the nation's "navigable waters" or a public sewer system must comply with CWA requirements. The CWA contains extensive enforcement measures. In addition to the "self enforcement" of businesses and publicly owned treatment works (POTWs) imposed by the CWA's monitoring and reporting requirements, the Act includes broad inspection powers and many enforcement approaches, including administrative orders, civil suits, and criminal prosecution.

Water Sources

The water supply for the subject site is from the City of Chicago Water Department via the Village of River Forest Water Department. This supply is from Lake Michigan, not wells, and the water is then treated prior to public consumption. According to Mr. Thomas Powers, Commissioner for the City of Chicago Department of Water Management, this source is in complete compliance with all the drinking water regulations set by the Safe

Drinking Water Act of 1986, the Federal Environmental Protection Agency, and the Illinois Environmental Protection Agency. This information is stated in a letter received by Gabriel Environmental Services from the City of Chicago Water Department. Copies of this letter are available upon request.

Wastewater Discharges

Wastewater discharges consist of sanitary and kitchen wastes. No grease traps were noted on the subject property. The effluent is discharged to the local water treatment authority. In Cook County, this agency is the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC).

Based on the volume and type of discharges, the subject property at 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60305 would likely be exempt from special filing and pretreatment procedures. This does not, however, prohibit the local sanitary district from inspecting the premises. If such an inspection should turn up irregularities, the District could mandate a routine wastewater sampling of the effluent discharge.

Storm Water Discharges

On November 16, 1990, the USEPA published its final rule on National Pollutant Discharge Elimination System (NPDES) permitting of storm water discharges. All facilities included under the definition of "storm water discharge associated with industrial activity" must obtain an NPDES permit. Under this ruling, "storm water discharge associated with industrial activity" is defined as storm water directly related to manufacturing, processing or raw materials storage areas at an industrial plant. Regulated storm water includes discharges from industrial yards, immediate access roads, and rail lines used by carriers of raw materials, material-handling sites, refuse sites, etc., as described in the rule.

The subject property is located in an area with a "combined" sewer system (systems designed to convey municipal sanitary sewage and storm water). As such, the property is not required to file for this type of a NPDES permit for storm water discharge.

3.8 Surrounding Regulatory Sites

Data Base	Search Radius	less than 1/8 mile	1/8-1/4 mile	1/4-1/2 mile	1/2-1 mile	Subject Site
132-24	0.25 mile		0			
DUST/LOST	0.50 mile	5.,	0	5		N.
RCRA	0.125 mile					
<u>Received and a second and a second a s</u>	1.00 mile		0			
Ret A	1.00 mile		0	0	0	9 4. ph
MHROL VERS	0.50 mile	895-5 Bi - 3 - 1	Ö			
MERAR NERAR	0.25 mile		0			N.
NPL	1.00 mile		0		0	N.
SSU	1.00 mile		0	0		
SRP	0.50 mile		0		~	
ERNS	0.125 mile	6				
SWLF	0.50 mile	0	0	0	<u> </u>	
ILLINOIS DRYCLEANERS	0.125 mile					N A
IL-NIPC	0.50 mile	•	0	0		- N

REGULATORY AGENCY RECORDS SEARCH SUMMARY CHART

*Although not registered, physical and documented evidence of on-site USTs was found from other sources. Definitions:

UST: Underground Storage Tanks

LUST: Leaking Underground Storage Tanks

RCRA: Resource Conservation and Recovery Act Notifiers excluding TSD facilities

RCRA TSD: Treatment, Storage, or Disposal Facility

CORRACTS: RCRA "Corrective Action" Site

CERCLA: Comprehensive Environmental Response, compensation, and Liabilities Act

NFRAP: "No Further Remodial Action Planned"

NPL: National Priorities List

SSU: State Sites Unit

SRP: State Site Remediation Program

ERNS: Emergency Response Natilication System

SWLF: Solid Waste Disposal Sites/Landfill Sites/Incinerators, or transfer stations

DRY CLEANERS: Illinois dry cleaners facilities

IL NIPC: Historical Solid Waste Disposal Sites

The information below was provided In an EDR Radius Map™ Report and was reviewed by Gabriel technical staff prior to entry into the record,

The following summarizes information contained in EDRs database report following review by Gabriel personnel:

<u>RCRA</u>

The Resource Conservation and Recovery Act (RCRA) of 1976 implemented Federal and State programs for the regulation of land disposal of waste materials and the recovery of materials and energy resources from the waste stream. RCRA seeks to limit releases of hazardous waste into the environment by controlling the wastes from point of generation through to disposal ("cradle to grave"). RCRA permitted TSD facilities are sites, which treat, store, of dispose of RCRA wastes defined in 40 CFR 261.

RCRA generators are grouped into categories, depending on the amounts of hazardous wastes that are generated and the length of time these wastes are stored at the facilities. A site is listed as a Large Quantity Generator (LQG) if it generates in excess of 1,000 kg/month of non-acutely hazardous waste or over 1 kg/month of acutely hazardous waste. A site is listed as a Small Quantity Generator (SQG) if it produces between 100 kg and 1,000 kg of non-acutely hazardous wastes each month. A Conditionally Exempt Small Quantity Generator (CESQG) produces less than 100 kg/month of non-acutely hazardous waste or below 1 kg/month of acutely hazardous waste. Generators of hazardous waste must send their waste to a RCRA permitted TSD facility which either has interim authorization or has received its Part B permit.

A search of the IEPA RCRA Generator and TSD database updated on March 15, 2012, was conducted by Gabriel using an EDR-Radius Map[™] Report (see copy of report in Appendix C). The results of this search found four generator sites within a one-eighth mile radius, **no** TSD sites and **no** CORRACTS sites (database updated August 19, 2011), within a one-mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

The subject property is <u>not</u> included on the database report as a RCRA generator of hazardous waste.

The closest RCRA generator site is a CESQG listed in the database as Concordia University at 7400 Augusta Street. As noted, the Concordia University campus occupies a large area to the west of the subject property. No visual indications of hazardous materials or wastes were noted on the Concordia University property when viewed from the public right of way. No violations were noted in the database report.

Provided that all hazardous materials and wastes are properly stored and disposed of at the RCRA sites, we would not expect them to have a significant environmental impact on the subject property.

No visual indications of hazardous materials or wastes were noted on the adjacent properties when viewed from the public right of way.

The remaining RCRA generator sites are located over 200 feet from the subject property. Provided that all hazardous materials and wastes are properly stored and disposed of at the RCRA sites, we would not expect them to have a significant environmental impact on the subject property.

CERCLA/CERCLA-NFRAP

The main focus of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 and its amendments (the Superfund Amendments and Reauthorization Act - SARA) is also on hazardous substances. CERCLA and SARA promulgated and enacted Federal and State programs to initiate the cleanup of uncontrolled hazardous waste sites. These measures were enacted to assure the protection of human health and the environment.

CERCLIS (CERCLA Information System) is a computer database of sites that have been proposed to be investigated by the Environmental Protection Agency IEPA). Sites can be placed on the CERCLIS list for a variety of reasons. It should be noted, however, that a site included on a CERCLIS list does not necessarily pose a threat to the environment. An inspection of the site by qualified personnel is required before any conclusions can be made.

Once a site is put on the CERCLIS list, the EPA performs a preliminary assessment of the site. The preliminary assessment determines whether the site requires additional investigation, or whether no further action is needed. The site will remain on the CERCLIS list regardless of the outcome of the preliminary assessment.

A search of the EPA CERCLIS database, updated on December 27, 2011 and CERCLA-NFRAP database updated on December 28, 2011 was conducted by Gabriel using an EDR-Radius Map™ Report (see copy of report in Appendix C). The results of this search found **no** CERCLIS sites within a one-half mile radius and **no** CERCLA-NFRAP sites within a one-quarter mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

<u>NPL</u>

The National Priorities List (NPL) identifies and ranks targets for long-term remedial action. It is updated by the Environmental Protection Agency once a year. The NPL identifies the worst uncontrolled or abandoned hazardous waste sites in the United

States. Factors taken into consideration prior to national priority status include: the types and quantities of wastes involved, the number of people potentially exposed, the likely pathways of exposure, and the importance and vulnerability of the underlying supply of groundwater.

A search of the EPA NPL database, updated on May 8, 2012, was conducted by Gabriel using an EDR-Radius Map[™] Report (see Appendix C). The results of this search found **no** sites within a one-mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

<u>SSU</u>

The State Response Action Program database identifies the status of all sites under the responsibility of the Illinois EPA's State Sites Unit. These are the state's equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with the sites where cleanup will be paid for by the potentially responsible parties.

A search of the IEPA SSU database, updated on July 10, 2012, was conducted by Gabriel utilizing the EDR Radius Map[™] Report. The results of this search found no sites within a one-mile radius of the subject site located at 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

<u>SRP</u>

A search of the IEPA SRP database, updated on July 20, 2012, was conducted by Gabriel using an EDR-Radius Map[™] Report (see copy of report in Appendix C). The results of this search found **one** SRP site within a one-half mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

The SRP site is identified as Harlem Associates at 1515 North Harlem Avenue, located approximately 2,300 feet north of the subject property. That site is also included on the LUST and UST databases. The SRP case has been assigned identification number 0312255139 and enrolled in the program on December 10, 2001. The case was issued an NFR Letter on March 6, 2002, indicating formal closure has been granted and that the agency no longer considers the release to pose a threat to human health or the environment.

Based on the NFR status, distance, anticipated flow of groundwater in the area (west, toward the Des Plaines River) and/or the engineered barriers (roads, buildings), that

SRP site would not be expected to have a significant environmental impact on the subject property.

<u>ERNS</u>

The ERNS List is the EPA's Emergency Response Notification System List of reported CERCLA hazardous substance releases or spills in quantities greater than the reportable quantity, as maintained at the National Response Center. Notification requirements for such releases or spills are codified in 40 CFR Parts 302 and 355.

A search of the ERNS and state spill listings, updated on April 2, 2012, was conducted by Gabriel using an EDR-Radius Map[™] Report (see copy of report in Appendix C). The results of this search found no sites within a one-eighth mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

Current Solid Waste Facilities

Gabriel reviewed the Solid Waste Disposal Facilities Accepting Municipal Waste map provided by the Northeastern Illinois Planning Commission, along with the "Available Disposal Capacity for Solid Waste in Illinois" report, compiled by the Solid Waste Management Section of the IEPA, and last published in March, 1994. "Solid wastes" refers to non-hazardous residential, commercial, institutional, and industrial solid waste that is commonly disposed of in general waste landfills. The map does not include wastes such as demolition materials or special industrial process wastes that are disposed of in other than general waste landfills. Nor are issues related to private on-site disposal of waste by industrial or other establishments included.

No solid waste disposal facilities currently accepting waste are located within a one-half mile radius of the subject property.

A search of the IEPA listing of solid waste landfills, incinerators, and transfer stations, updated on various dates, was also conducted by Gabriel under an EDR-Radius Map[™] (see copy of report in Appendix C). The results of this search found **no** sites within a one-half mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

<u>IL NIPC</u>

A map and table titled "Historical Inventory of Solid Waste Disposal Sites in Northeastern Illinois - "Cook County" were obtained from the Northeastern Illinois Planning Commission. The sites on this listing were identified in a survey conducted in 1987 by NIPC and are generalized to the quarter square mile in which they were said to be located. The sites indicated on the map are solid or liquid waste dump sites and do not include hazardous materials manufacturing sites unless information was available that significant disposal or waste occurred on-site.

Based on a review of this information as provided by EDR, no sites were identified to lie within a one-half mile radius of 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60503.

4.0 Summary and Recommendations

This Phase I Environmental Site Assessment was requested by Mr. Alan Dalton of Bridgeview Bank to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 1033-1127 Bonnie Brae Place and 7221-7227 Thomas Street, River Forest, Illinois 60305 (subject property). Gabriel personnel conducted the site inspection on Friday, September 14, 2012 escorted by Mr. Greg Reposh the Property Manager with Hearthstone Realty, the property management firm retained by the subject property ownership (Bonnie Brae Development, LLC).

The subject property consists of ten (10) adjoining rectangular parcels that encompass a combined total of approximately 95,431 square feet. The subject property is located along the east side of Bonnie Brae Place and to the north and south of the intersection of Thomas Street. It is improved with eight multi-unit residential buildings that include two duplexes/row houses (side by side units), four two-flats (vertical units), a six-unit and an eight unit apartment buildings (subject buildings). Each of the subject buildings are constructed of wood or metal-supported masonry and contain a basement. The subject buildings have a combined total of approximately 34,714 square feet of floor space. The subject property also includes an asphalt-paved parking lot at the northeast corner of Thomas Street and Bonnie Brae Place. Each of the residential parcels includes a wood frame wood or masonry garage. A five vehicle garage is also located on the northeast portion of the parking lot parcel.

Historical records indicate that the properties comprising the northern portion of the subject property (1111-1127 Bonnie Brae Place) were developed with the present-day residential buildings in the 1920s. The properties comprising the southern portion of the subject property (1033-1039 Bonnie Brae Place and 7221-7227 Thomas Street) were unimproved land until development with the present-day residential buildings in the 1940s. The buildings comprising the subject property have remained in the same general configuration since construction and have been utilized exclusively for residential purposes.

Physical and/or documented evidence of the presence of underground storage tanks (USTs) and/or use of heating oil as a fuel source was found to be associated with at least four of the eight residential buildings that comprise the subject property. Given the age of the subject buildings (circa the 1920s and 1940s) and the prevalence of the historical use of oil as a heating fuel source in the area, the presence of tanks on the remaining properties is possible.

As a note, information provided by the client revealed that the current and former ownership (Bonnie Brae Development, LLC and Concordia University, per the Village of River Forest records) are aware of at least one UST on the subject property; however, to date no previous environmental information has been provided to Gabriel for review. It is unclear whether the tank known by the owners corresponds to those identified by Gabriel.

Following completion of this Phase I ESA, we found the following known or suspect recognized environmental conditions (RECs) at the subject site:

On-Site USTs:

Physical and/or documented evidence of the presence of USTs and/or use of heating oil as a fuel source was found to be associated with at least four of the eight residential buildings (1111-1113 and 1119-1127 Bonnie Brae) that comprise the subject property. In addition, unidentified gauging was noted on the basement wall of an additional building comprising the subject property (1115-1117 Bonnie Brae). Lastly, the nature of a cut pipe noted exiting the east wall of the eight unit apartment building at 7221-7227 Thomas Street is unknown Refer to Section 3.6 for a complete discussion of UST emplacement.

Gabriel recommends proper removal/closure of the UST(s) likely located in the lawn to the west of the 1127 Bonnie Brae subject building, including soil sampling and analysis.

Gabriel recommends conducting a magnetic or ground penetrating radar (GPR) survey of the 1123-1125 Bonnie Brae property in an effort to determine the location of oil tanks documented in a 2010 River Forest Fire Department Inspection file. Gabriel observed a disturbance in the lawn to the west of this building, near the sidewalk.

Gabriel recommends conducting a magnetic or GPR survey of the area of the lawn to the west of the 1119-1121 Bonnie Brae subject building, in the area of the ground collapse/suspected UST documented in the River Forest Fire Department records. If a tank is discovered, it should be removed following applicable regulations. Regardless of the results of the magnetic or GPR survey, a subsurface investigation is recommended for this area.

Gabriel recommends further investigation into the nature of the gauge observed on the east wall of the basement laundry room in the 1115-1117 Bonnie Brae subject building. Due to the age of the building and use of heating oil in the area, Gabriel recommends conducting a magnetic or GPR survey on this parcel.

Gabriel recommends further investigation into the nature of the capped pipe extending from the ground surface along the south exterior wall of the garage on the 1111-1113 subject property (six unit apartment building). Additionally, Gabriel recommends further investigation into the nature of the 12" diameter pipe off the southeast corner of this building and the terminated copper piping entering the boiler room window. If any of these structures are determined to be associated with UST emplacement, Gabriel would recommend proper removal or closure of the tank(s) including soil sampling and analysis. Gabriel recommends conducting a magnetic or GPR survey on the remainder of this property.

Due to the age (circa 1940s) of the remaining subject properties (1033-1039 Bonnie Brae and 7221-7227 Thomas) and the prevalence of the historical use of oil as a heating fuel source in the area, Gabriel recommends conducting a magnetic or GPR survey on these properties.

Should oil or other storage vessels (ASTs/USTs) subsequently be determined to be located on the subject property, they should be abandoned or removed following applicable regulations, including soil sampling and analysis as needed.

Adjacent UST:

Gabriel observed a vent pipe extending from the asphalt surface of the west exterior wall of the apartment building to the east of the 1101-1117 portion of the subject property. A small pipe with a cover with a raised square was noted in the concrete directly west of the vent. These structures are indicative of UST emplacement and are located approximately 25-30 feet east of the subject property. To determine if the subject property has been impacted by this apparent tank system, a soil boring could be placed on the subject property adjacent to the suspected tank, in conjunction with soil sampling and analysis recommended for the on-site USTs.

Business Environmental Risk

Although not technically RECs, the following areas may pose a business environmental risk or additional cost to the subject site.

Asbestos Containing Materials (ACMs):

Based on the dates of construction (1920s and 1940s), it is possible for ACMs to be located in the subject buildings. Suspect and presumed asbestos-containing materials were observed in the subject buildings and included thermal system insulation in the form of pipe lagging (insulation), vinyl floor tile and associated mastic, adhesive ceiling tile, plaster, drywall and joint compound. The materials observed were in good condition,

If renovations and/or demolition are planned in the future that would disturb the suspect or presumed ACMs, Gabriel recommends conducting an asbestos survey prior to the commencement of any work. The sampling and analysis should be performed by an Illinois Department of Public Health (IDPH) licensed asbestos building inspector. All suspect or presumed or identified (through sampling) ACMs should be handled according to applicable federal, state and local regulations by a licensed asbestos contractor.

Additionally, Gabriel recommends the development, implementation and maintenance of an asbestos Operations & Maintenance (O&M) Plan, including updates as necessary to include any additional sampling results, suspect material replacement and any repair or abatement activities.

Lead-Based Paint (LBP):

Based on the 1920s and 1940s dates of construction, it is possible that the painted surfaces in the subject buildings contain LBP, however, only sampling and analysis could confirm this contention.

At the time of this inspection, the painted surfaces observed in the accessible portions of the subject building appeared to be in relatively sound condition. If future plans include renovation or demolition activities that would disturb the paint, Gabriel recommends sampling and analysis be performed prior to the commencement of any work.

5.0 Statement of Limitations

The environmental assessment detailed in this report has been performed in accordance with generally accepted methods and practices of the environmental laboratory engineering profession. The scope and depth of this study were as directed, and as agreed to, by the client.

Gabriel uses experienced and trained professionals in attempting to locate and identify hazardous materials or conditions. We do not warrant that all such materials have been identified. It is possible that some materials containing a hazardous substance were not visible or accessible to the surveyor, or, for various other reasons, were not sampled.

All findings are based on documentary review, conversations, and analytical data proved by the laboratory as noted in this report. These findings are not to be considered scientific certainties. The intent of this study was to identify environmental concerns, which would be obvious to a skilled, knowledgeable professional applying accepted standards. This report is not intended to represent an exhaustive research of all potential hazards that may exist at this site.

This report also does not purport to be representative of future conditions or events. Activities, which transpire subsequent to this report, which result in adverse environmental impacts, are not to be construed as relevant to this study.

This report has been performed for the exclusive use of the client. Our report and its findings shall not, in whole or part, be disseminated to any other party, nor be used by any other party without prior written consent by Gabriel Environmental Services.

6.0 Appendices

A. Site Vicinity Exhibits

B. Historical Documentation

C. Regulatory and Interview Documentation

D. Site Photographs

APPENDIX A: SUBJECT SITE EXHIBITS

48 COOK COUNTY



SEE PAGES 54-55

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APPENDIX B: HISTORICAL DOCUMENTATION

1033-1127 Bonnie Brae Place/7227 Thomas Street

1033-1127 Bonnie Brae Place/7227 Thomas Street River Forest, IL 60305

Inquiry Number: 3416969.3 September 25, 2012

Certified Sanborn® Map Report



440 Wheelers Farms Road Milford, CT 06461 800.352.0050 www.edmet.com

Tab 12

IMPACT ON VILLAGE SERVICES

The proposed development will cater to mostly young couples and empty nesters, who, either can't afford or no longer need larger single family homes and prefer to live townhouses offering close neighbor community, comfortable living areas and no responsibility for building and grounds maintenance.

Therefore, we anticipate that there will be few children of school age in the development and no impact on area schools. The attached School Age Children Generation Report (Tab10) that we commissioned, indicated 2 school age children.

Additionally, based on the buyer profile, we anticipate virtually no impact on police services.

The buildings will be serviced by a private waste disposal contractor.

Other, fee based services may include miscellaneous building permits.

The Developer consulted with local development experts – two prominent realtors and one Architect/Developer. Their opinion letters are attached (Tab 10).

Tab 13

OFF-SITE UTILITY IMPROVEMENTS

SITE DRAINAGE PLAN

FIRE TRUCK TURN-IN EXHIBIT

The proposed development will not generate a need in additional off-site improvements, such as traffic signals, turn lanes, additional sewer lines and water main capacities, off-site storm water detention, etc.

Attached to this Application, please find the Civil drawings completed by Greengard, Inc dated 11/26/19

LEGAL DESCRIPTION

LOTS 14,15 AND 16 IN GREY AND BRAESE'S RESUBDIVISION OF BLOCK 1 IN THE SUBDIVISION OF BLOCKS 1,8,9,10,11,14,15 AND 16 IN BOGU'S ADDITION TO OAK PARK BEING A SUBDIVISION OF THE EAST 1/2 OF THE SOUTHEAST 1/4 AND THE EAST ONE THIRD OF THE WEST 1/2 OF SAID SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



NOTE

BOUNDARY TAKEN FROM PLAT OF SURVEY PREPARED BY CHICAGOLAND SURVEY COMPANY, INC.. DATED JULY 28, 2015. BOUNDARY SHOWN IS ONLY AN ESTIMATE. THIS DRAWING IS NOT A PLAT OF SURVEY.

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Tab 14

NEIGHBOR MEETING MINUTES

Pursuant to a duly issued notice, a meeting of the neighbors was conducted on October 27, 2019.

Other than the Assistant Village Manger, the Applicant and the Applicant's Architect, no one came to the meeting.

A day after the meeting notices were mailed, Applicant receive a phone call from a neighbor expressing interest in purchasing a townhome when sales begin.

There were no negative comments regarding the proposed development and there were no opposition to the project itself or any of its features.

Meeting Minutes:

Bonnie Brae & Thomas Townhome Project Resident Meeting Notes – October 9, 2019 Location – River Forest Village Hall

The meeting sponsors waited until 7:30 PM for possible attendees. No residents or media representatives came to the meeting.

Tab 15

ALLOWANCES REQUESTED

See Summary of Development Allowances requested.

Bonnie Brae + Thomas Avenue Development									
Summary of Development Requirements and Site Allowances									
(SITE ALLOWANCES REQUESTED ARE IN RED)									
ZONE	ZONE DISTRICT R-4								
Description	Required/Allow	Provided							
Lot Size (square feet)	More than 26,136	27,681 SF							
Lot Coverage	Less than 70%	76%							
Lot Area Per 1 Dwelling Unit (square feet)	2,800 SF	1,456 SF							
Front Setback (West)	20'	15'							
Side (North)	3'	5'							
Side (South)	3'	5'							
Rear (East)	27'-8"	5'							
Building Height	45'	41'-0"							
FAR (gross building area 37,715 SF)	1.5	1.29							
Rear Yard Area (square feet)	4,152 SF (15%)	839							
Parking (per Dwelling Unit)	2.5	2							
Guest Parking	4	4							