

**ORDINANCE NO. 53-15**  
**AN ORDINANCE AMENDING A SPECIAL USE PERMIT**  
**FOR A PLANNED DEVELOPMENT**  
(433 Vine Avenue and 2150 St. Johns Avenue)

**WHEREAS**, Township High School District 113 ("**Applicant**"), is the record owner of those certain real properties consisting of: (i) approximately 22.3 acres and located at the address commonly known as 433 Vine Avenue, Highland Park, Illinois ("**School Property**"); and (ii) approximately 5.7 acres and located at the address commonly known as 2150 St. Johns Avenue, Highland Park, Illinois ("**Parking Lot Property**") (the School Property and the Parking Lot Property are, collectively, the "**Property**"), each of which is legally described in **Exhibit A**; and

**WHEREAS**, the School Property is located within the R5 Moderate Density Single Family Residential District of the City, and the Parking Lot Property is located in the RM1 Medium-To-High Density Residential District of the City; and

**WHEREAS**, the School Property is improved with several connected buildings and accessory structures used collectively as a public high school; and

**WHEREAS**, the Parking Lot Property, which is located immediately south of the School Property, is improved with a 27-space parking lot that serves the School Property; and

**WHEREAS**, on May 27, 2014, the City Council adopted Ordinance No. 56-14, granting, among other things, a special use permit to the Applicant for a planned development for the Property ("**Approved Planned Development**"); and

**WHEREAS**, the Approved Planned Development contemplates that the Applicant will: (i) consolidate the Property into two lots of record; (ii) construct on the School Property an approximately 78,500-square-foot addition, containing a gymnasium and swimming pool; (iii) demolish the buildings on the School Property commonly known as Building C and the C Annex, and replace them with an approximately 50,000-square-foot classroom and arts wing; (iv) expand the parking lots located on the School Property ("**School Property Parking Lots**"); and (v) expand the parking lot located on the Parking Lot Property ("**Parking Lot Property Parking Lot**") (collectively, the "**Proposed Development**"); and

**WHEREAS**, as required by Section 5.A of Ordinance No. 56-14, the City and the Applicant have entered into that certain Development Agreement dated May 27, 2014 governing the redevelopment and use of the Property ("**Development Agreement**"); and

**WHEREAS**, while the Special Use Permit issued pursuant to Ordinance No. 56-14 contemplates that the Applicant will improve the Parking Lot Property Parking Lot, Section 5.H of Ordinance No. 56-14 prohibits the construction, demolition, or other commencement of any other component of the Proposed Development on the Parking Lot Property until: (i) the Plan Commission conducts a limited public hearing concerning the impact of the proposed improvements to the Parking Lot Property on vehicular traffic and parking; (ii) the Plan Commission transmits written findings and recommendations to the City Council; and (iii) the City Council approves the commencement of the Proposed Development on the Parking Lot Property; and

**WHEREAS**, Section 5.C.1 of Ordinance No. 56-14 provides that: (i) the Parking Lot Property must be restricted to use by employees of the District and by visitors of the Property; and (ii) the Parking Lot Property may not be used for pick-up or drop-off of students attending school on the Property; and

**WHEREAS**, Section 150.703.3 of the "City of Highland Park Zoning Ordinance of 1997," as amended ("**Zoning Code**") provides for a maximum floor area ratio in the R5 Moderate Density Single Family Residential District of the City; and

**WHEREAS**, the Applicant now proposes to: (i) change the design of the School Property Parking Lots

to increase the number of off-street parking spaces in the School Property Parking Lots from 478 parking spaces to 518 parking spaces; (ii) decrease the number of off-street parking spaces required in the Parking Lot Property Parking Lot from 133 parking spaces to 115 parking spaces; (iii) allow for the pick-up and drop-off of students in the Parking Lot Property Parking Lot; (iv) modify the landscaping and lighting on the Parking Lot Property; and (v) obtain approval of a modification to Section 150.703.3 of the Zoning Code to permit an increase in the floor area ratio on the School Property, reflecting existing conditions (collectively, the ***Requested Amendment***"); and

**WHEREAS**, pursuant to Sections 150.545(A)(1)(e), 150.545(A)(1)(g), and 150.545(A)(1)(i) of the "City of Highland Park Zoning Ordinance of 1997," as amended (***Zoning Code***), the significant change in the traffic circulation, the proposed reduction in the number of off-street parking spaces on the Parking Lot Property, and proposed modification to Section 150.703.3 of the Zoning Code each constitute a "substantial change" to the Approved Planned Development; and

**WHEREAS**, pursuant to Articles V and XIV of the Zoning Code, the Applicant has filed an application with the City to amend the Approved Planned Development to permit the Requested Amendment; and

**WHEREAS**, two concurrent public hearings of the Plan Commission of the City of Highland Park to consider the (i) impact of the proposed improvements to the Parking Lot Property on vehicular traffic and parking and (ii) the Requested Amendment were duly advertised in the *Highland Park News* on February 26, 2015, and held on March 17, April 7, and May 5, 2015; and

**WHEREAS**, on May 5, 2015, the Plan Commission adopted: (i) findings of fact recommending that the City Council approve the commencement of the Proposed Development on the Parking Lot Property; and (ii) findings of fact, Public Hearing No. 15-03-PUD-005, recommending that the City Council approve the Requested Amendment; and

**WHEREAS**, the Applicant has agreed to execute and record an amendment to the Development Agreement prepared by the City's Corporation Counsel, reflecting the Requested Amendment, the text of which is in substantially the form attached to and, by this reference, made a part of this Ordinance as **Exhibit B** (***First Amendment to Development Agreement***"); and

**WHEREAS**, the City Council has determined that the Requested Amendment complies with the required standards for special use permits and planned developments as set forth in Articles V and XIV of the Zoning Code; and

**WHEREAS**, consistent with the Plan Commission recommendation, the City Council has determined that it will serve and be in the best interests of the City and its residents to approve the Requested Amendment to the Approved Planned Development for the Property, in accordance with, and subject to, the conditions, restrictions, and provisions of this Ordinance;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS**, as follows:

**SECTION ONE:**      **RECITALS.** The foregoing recitals are incorporated into, and made a part of, this Ordinance as the findings of the City Council.

**SECTION TWO:**      **APPROVAL OF AMENDMENT TO SPECIAL USE PERMIT.** Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section Five of this Ordinance, the City Council hereby approves the Requested Amendment to the Approved Planned Development for the Property, in accordance with, and pursuant to, Articles V and XIV of the Zoning Code and the home rule powers of the City.

**SECTION THREE: APPROVAL OF AMENDED FINAL DEVELOPMENT PLAN.**

A. Approval of Amendment. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section Five of this Ordinance, the City Council hereby amends the "***Final Development Plan***" for the Approved Planned Development for the Property, as defined and approved pursuant to Section Three of Ordinance No. 56-14, to include the following documents (collectively, the "***Amended Final Development Plan Documents***"):

1. The Site Plan, consisting of one sheet titled "Site Improvement Options, Option C-90 Revised" and prepared by Perkins + Will, with a latest revision date of April 7, 2015, a copy of which is attached to this First Amendment as **Exhibit C**;
2. The Visitor Parking Lot Lighting Plan, consisting of one sheet prepared by Cree and dated February 25, 2015, a copy of which is attached to this First Amendment as **Exhibit D**;
3. The Athletic Lot Lighting Plan, consisting of one sheet prepared by Cree and dated March 5, 2015, a copy of which is attached to this First Amendment as **Exhibit E**;
4. The Visitor Parking Lot Landscape Plan, consisting of one sheet titled "Planting Plan and Details" with a date of March 5, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit F ("Landscape Plan")**, which Landscape Plan must be updated in accordance with Section 5.E of this Ordinance ("***Updated Landscape Plan***") (the Updated Landscape Plan will be deemed to replace the Landscape Plan upon approval pursuant to Section 5.E of this Ordinance);
5. The Final Transportation Plan, consisting of a 91-slide PowerPoint presentation titled "District 113 Parking & Transportation: Study, Recommendations, & Plan" prepared by Township High School District 113, dated March 17, 2015, a copy of which is attached to this First Amendment as **Exhibit G**;
6. A Grading Plan, consisting of one sheet titled, "Grading Plan South" with a date of May 1, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit H ("Grading Plan")**, which Grading Plan may be updated in accordance with Section 5.G of this Ordinance ("***Updated Grading Plan***") (the Updated Grading Plan will be deemed to replace the Grading Plan upon approval pursuant to Section 5.G of this Ordinance); and
7. A Utility Plan, consisting of one sheet titled, "Utility Plan South" with a date of May 1, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit I ("Utility Plan")**, which Utility Plan may be updated in accordance with Section 5.G of this Ordinance ("***Updated Utility Plan***") (the Updated Utility Plan will be deemed to replace the Utility Plan upon approval pursuant to Section 5.G of this Ordinance).

B. Conflicts. In the event that any of the Amended Final Development Plan Documents conflict with the plans and documents identified in Section Three of Ordinance No. 56-14, the Amended Final Development Plan Documents control.

**SECTION FOUR: APPROVAL OF ZONING MODIFICATIONS WITHIN A PLANNED DEVELOPMENT.** Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section Five of this Ordinance, the Applicant's requests for the following modifications in conjunction with the amendment of a special use permit for the Planned Development on the Property are hereby granted for, and with respect to, the amendment to the Planned Development on the Property, in accordance with and pursuant to Section 150.510(A) of the Zoning Code and the home rule powers of the City:

A. Maximum Floor Area Ratio for School Property. A modification from Section 150.703.3 of the Zoning Code for the School Property to increase the permitted floor area ratio on the School Property from 0.15 to 0.637, to reflect existing conditions.

B. Maximum Foot-Candle Level Within the Front Yard Setback. A modification from Section 150.605(A) of the Zoning Code for the Parking Lot Property to increase the maximum foot-candle level within the front yard setback from 0.5 foot candles to 3.9 foot candles.

**SECTION FIVE: CONDITIONS.** Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the City Code or the Zoning Code or any other rights the Applicant may have, the approvals granted in Sections Two, Three, and Four of this Ordinance are hereby expressly subject to and contingent upon the redevelopment, use, and maintenance of the Property in compliance with each and all of the following conditions:

A. First Amendment to Development Agreement.

1. Execution and Recordation. Within 30 days after the adoption of this Ordinance, the Applicant must execute the First Amendment to Development Agreement.
2. Compliance. The development, use, operation, and maintenance of the Property must at all times comply with all terms, conditions, restrictions, and provisions of the Development Agreement (as amended by the First Amendment to Development Agreement).

B. Parking. Exactly 518 off-street parking spaces must be provided on the School Property and exactly 115 off-street parking spaces must be provided on the Parking Lot Property, all as depicted in the Final Development Plan (as amended pursuant to Section Three of this Ordinance). Notwithstanding Section 5.C.1 of Ordinance No. 56-14, the Applicant is required to use the off-street parking spaces in the Parking Lot Property Parking Lot identified on Slide 41 of Exhibit G on school days only for pick-up and drop-off of students at peak morning arrival and afternoon dismissal times.

C. Traffic Safety Officers. The Applicant must provide the following for traffic safety purposes:

1. Traffic Monitors. No fewer than nine individuals to serve as traffic monitors (***“Traffic Monitors”***) on each school day at peak morning arrival and afternoon dismissal times, which traffic monitors must assist in directing traffic on and around the Property.
2. Community Service Officers. Reimbursement to the City for all costs incurred by the City to provide up to two Community Service Officers on school days at peak morning arrival and afternoon dismissal times.

If after June 30, 2016, the Advisory Group (as defined in Section 5.D of this Ordinance) recommends, in its sole discretion, that the number of Traffic Monitors should be reduced, the City Council may, in its sole discretion, approve such a reduction, by resolution duly adopted, to implement the recommendation of the Advisory Group.

D. Neighborhood Advisory Group.

1. Composition of the Advisory Group. The advisory group formed pursuant to Section 5.G of Ordinance No. 56-14 (***“Advisory Group”***) must consist of 11 members, appointed in the following manner: (i) three neighbors residing in the immediate area of the Property, appointed by the Mayor; (ii) two parents of then-current Highland Park High School students, appointed by the Applicant; (iii) one member of the Township High School District 113 Board of Education, appointed by the Applicant; (iv) one Township

High School District 113 administrator, appointed by the Applicant; (v) one employee of Township High School District 113, appointed by the Applicant; (vi) one member of the City Council, appointed by the Mayor; (vii) one City employee, appointed by the Mayor; and (viii) one then-current student of Highland Park High School, appointed by the Applicant, which student must participate in City's volunteer training program.

2. Term. The term of a member will be two years. A member will not be allowed to serve more than two consecutive terms. A member must resign if, at any time during the term, he or she no longer qualifies for the position for which he or she was initially appointed.
  3. Chairperson. One member of the Advisory Group will be appointed by the Mayor to serve as the Advisory Group's chairperson. The term of the chairperson will be two years. A member will be allowed to serve consecutive terms as chairperson.
  4. Meeting Schedule. The Advisory Group must meet: (a) at least once prior to August 1, 2015; (b) not less than once every other month, through June 30, 2016; and (c) not less than quarterly, after June 30, 2016.
  5. Purpose. As stated in Ordinance No. 56-14, the Advisory Group is to review traffic, parking, and public safety concerns relating to the development and use of the Property. In furtherance thereof, the Advisory Group is directed to solicit citizen input and to monitor the impact of school activities at the Property on the City.
  6. Reporting. The Advisory Group must provide a status report following every one of its meetings to both the City Council and the Applicant regarding any recommendations it has relating to the development and use of the Property.
- E. Landscaping of the Parking Lot Property. The landscaping screening to be installed along the southern and eastern lot lines of the Parking Lot Property pursuant to Section 5.F of Ordinance No. 56-14 must consist of evergreens and other non-deciduous screening for the first three feet above grade. The screening that must be installed pursuant to this Section 5.E must be depicted in an Updated Landscape Plan, which Updated Landscape Plan must be approved by the City Forester prior to the commencement of any construction on the Parking Lot Property.
- F. Lighting. In addition to the conditions set forth in Section 5.D of Ordinance No. 56-14, if illuminated, all lights located within the parking lot on the Parking Lot Property must be fitted with shields and activated only by sensors between dusk and 11:00 p.m. every night. Notwithstanding anything to the contrary in this Ordinance or Ordinance No. 56-14, the lights located within the parking lot on the Parking Lot Property must be shut off completely, and may not be activated by sensor or any other method, between 11:00 p.m. and dawn.
- G. Grading Plan and Utility Plan. The Applicant may not commence any construction on the Parking Lot Property until it obtains the approval of the Grading Plan and the Utility Plan from the City's Director of Public Works. If the City's Director of Public Works does not approve the Grading Plan and Utility Plan, the Applicant must submit, and obtain, the approval of an Updated Grading Plan and Updated Utility Plan from the City's Director of Public Works prior to the to the commencement of any construction on the Parking Lot Property.
- H. St. Johns Avenue Sidewalk. The Applicant must cooperate in good faith with the City to evaluate, and if deemed advisable, to install a sidewalk on the west side of St. Johns Avenue to connect the existing sidewalk on the northeast side of the School Property to the existing sidewalk on the east side of the School Property that runs south to Vine Avenue.

- I. St. Johns Avenue Crosswalk. The Applicant must, in coordination with ComEd, install and maintain, at the Applicant's expense, a 24-hour pedestrian-activated, signalized pedestrian crosswalk at the intersection of St. Johns Avenue and Wood Path Lane, which crosswalk must be designed and installed no later than December 31, 2015, to the satisfaction of the City's Public Works Director.
  
- J. Standard Conditions.
  - 1. Compliance with Regulations. The redevelopment, use, operation, and maintenance of the Property must comply with all applicable City codes and ordinances, as the same have been or may be amended from time to time, except to the extent specifically provided otherwise in this Ordinance or the Development Agreement (as amended by the First Amendment to Development Agreement).
  
  - 2. Compliance with Final Development Plan. The redevelopment, use, operation, and maintenance of the Property must comply with the Final Development Plan, as amended by the Amended Final Development Plan Documents, except for minor changes and site work approved by the Director of Community Development and the City Engineer (for matters within their respective permitting authorities) in accordance with all applicable City standards.

**SECTION SIX: CONTINUED EFFECT; CONFLICTS.**

A. Continued Effect. Except as provided otherwise in this Ordinance, all terms, provisions, and requirements of the Approved Planned Development and Ordinance No. 56-14 remain unchanged and in full force and effect.

B. Conflict. In the event of a conflict between this Ordinance and Ordinance No. 56-14, this Ordinance controls.

**SECTION SEVEN: RECORDATION; BINDING EFFECT.** A copy of this Ordinance must be recorded in the Office of the Lake County Recorder of Deeds against both the School Property and the Parking Lot Property. This Ordinance and the privileges, obligations, and provisions contained herein run with the Property and inure to the benefit of, and are binding upon, the Applicant and its personal representatives, successors, and assigns.

**SECTION EIGHT: FAILURE TO COMPLY WITH CONDITIONS.** Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, in addition to all other remedies available to the City, the approvals granted in Sections Two, Three, and Four of this Ordinance and the approvals granted in Sections Two, Three, and Four of Ordinance No. 56-14 (collectively, the "***Approvals***") may, at the sole discretion of the City Council, by ordinance duly adopted, be revoked and become null and void; provided, however, that the City Council may not so revoke the Approvals unless it first provides the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the City Council. In the event of such revocation, the City Manager and Corporation Counsel are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

**SECTION NINE: AMENDMENTS.** Any amendment to any provision of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code for the granting of special use permits.

**SECTION TEN: EFFECTIVE DATE.**

- A. This Ordinance will be effective only upon the occurrence of all of the following events:
1. Passage by the City Council by a majority vote in the manner required by law;
  2. Publication in pamphlet form in the manner required by law;
  3. Recordation of this Ordinance, together with such exhibits as the City Clerk deems appropriate for recordation, with the office of the Recorder of Lake County; and
  4. Execution by the Applicant of the First Amendment to Development Agreement, and delivery to the City of the executed First Amendment to Development Agreement, within 30 days of the passage of this Ordinance.

B. In the event that the Applicant does not deliver fully executed copies of the First Amendment to Development Agreement within 30 days after the date of final passage of this Ordinance by the City Council, as required by Section 10.A.4 of this Ordinance, this Ordinance will automatically, and without further action, be and become null and void and of no force or effect.

AYES: Mayor Rotering, Councilmen Kaufman, Frank, Blumberg, Knobel, Holleman

NAYS: Councilwoman Stone

ABSENT: None

PASSED: May 11, 2015

APPROVED: May 11, 2015

PUBLISHED IN PAMPHLET FORM: May 12, 2015

**ORDINANCE NO.: 53-15**

ATTEST:



Ghida S. Neukirch, City Clerk

  
Nancy R. Rotering, Mayor

## **EXHIBIT A**

### **Legal Description of the Property**

Parcel 1: Lots 1, 2, 3, 4, 5, 6, 7 and 8 in Block 35 and the South 90.00 feet of Lot 5, 6, 7, 8, 9 and 10 in Block 36, together with the vacated alley in Block 35, vacated by Document Nos. 122075 and 531023, all in the CITY OF HIGHLAND PARK, being a Subdivision in the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, in Lake County, Illinois.

Parcel 2: Lots 1, 2 and 3 in Block 14 in the CITY OF HIGHLAND PARK, being a Subdivision in the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, in Lake County, Illinois.

Parcel 3: That part of Block 1 in EXMOOR ADDITION TO HIGHLAND PARK, being a Subdivision in the West Half of the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, described as follows: Commencing at a point in the East line of said Block 1 in Exmoor Addition which last mentioned point is 529.50 feet South of the Northeast corner of said Block 1; thence West 148.0 feet; thence North 150.0 feet; thence North 33 ¼ degrees West; 15.42 feet; thence Westerly, in a straight line, to a point in a line parallel with and 80 feet Easterly of, measured at right angles to, the Easterly right-of-way line of the Chicago and North Western Railway Company, which last mentioned point is 360.49 feet Southerly of the North line of said Block 1, as measured along said last mentioned parallel line; thence Westerly at right angles to said last mentioned parallel line, 80.0 feet to a point on the Easterly right-of-way line of the Chicago and North Western Railway Company, thence Southeasterly along said Easterly right-of-way line of the Chicago and North Western Railway Company, which said line is also the Westerly line of Block 1 aforesaid, to an intersection with the East line of the West Half of the Northwest Quarter of Section 23, aforesaid, which line is also the East line of Block 1 aforesaid; thence North along said East line to the place of beginning in the CITY OF HIGHLAND PARK, Lake County, Illinois.

Parcel 4: Lots 1, 2 and 3 in ISHPEMING, being a Subdivision of Lot 6 in Block 36 in the City of Highland Park, in the Northeast Quarter of the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, according to the plat thereof recorded March 25, 1942 as Document 510903 in Lake County, Illinois.



**EXHIBIT B**

**First Amendment to Development Agreement**

**THIS DOCUMENT  
PREPARED BY AND AFTER  
RECORDING RETURN TO:**

Steven M. Elrod  
Holland & Knight LLP  
131 South Dearborn  
30th Floor  
Chicago, IL 60603

Above Space For Recorder's Use Only

**FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT  
BETWEEN  
THE CITY OF HIGHLAND PARK  
AND  
TOWNSHIP HIGH SCHOOL DISTRICT 113  
(433 VINE AVENUE AND 2150 ST. JOHNS AVENUE)  
DATED AS OF MAY 11, 2015**

**FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT  
BETWEEN  
THE CITY OF HIGHLAND PARK  
TOWNSHIP HIGH SCHOOL DISTRICT 113  
(433 VINE AVENUE AND 2150 ST. JOHNS AVENUE)**

**THIS IS A FIRST AMENDMENT (“*First Amendment*”),** dated as of May 11, 2015 (**“*Effective Date*”**), to a Development Agreement (**“*Agreement*”**) dated May 27, 2014, by and between the **CITY OF HIGHLAND PARK**, an Illinois home rule municipal corporation (**“*City*”**), and **TOWNSHIP HIGH SCHOOL DISTRICT 113**, an Illinois school district (**“*District*”**).

**IN CONSIDERATION OF** the recitals and the mutual covenants and agreements set forth in this First Amendment, and pursuant to the City’s home rule powers, the City and the District hereto agree as follows:

**SECTION 1. RECITALS.**

**A.** The School Property is an approximately 22.3 acre property located at 433 Vine Avenue, in Highland Park Illinois.

**B.** The Parking Lot Property is an approximately 5.7 acre property located at 2150 St. Johns Avenue, in Highland Park (the School Property and Parking Lot Property are legally described, collectively, in **Exhibit A**).

**C.** As of the Effective Date of this First Amendment, the District is the record title owner of the School Property and the Parking Lot Property.

**D.** The School Property is improved with several connected buildings and other related improvements, collectively used as a high school (collectively, **“*School*”**); the Parking Lot Property is improved with a 27-space parking lot that serves the School Property.

**E.** As stated in the Agreement, the District desires to: (i) construct an approximately 78,500 square-foot Addition on the School Property, containing a gymnasium and swimming pool; (ii) demolish the buildings on the School Property known as Building C and the C Annex, and replace them with the New Building C; (iii) expand the parking lots located on the School Property; and (iv) expand the parking lot located on the Parking Lot Property (collectively, **“*Proposed Development*”**).

**F.** The District now proposes to: (i) change the design of the parking lots located on the School Property (**“*School Property Parking Lots*”**) to increase the number of off-street parking spaces in the North Parking Lot from 478 parking spaces to 518 parking spaces; (ii) decrease the number of off-street parking spaces in the parking lot located on the Parking Lot Property (**“*Parking Lot Property Parking Lot*”**) from 133 parking spaces to 115 parking spaces; (iii) allow for the pick-up and drop-off of students in the Parking Lot Property Parking Lot; (iv) modify the landscaping and lighting on the Parking Lot Property; and (v) obtain approval of a modification to Section 150.703.3 of the Zoning Code to permit an increase in the floor area ratio on the School Property, reflecting existing conditions (collectively, the **“*Requested Amendment*”**).

**G.** Pursuant to Sections 150.545(A)(1)(e), 150.545(A)(1)(g), and 150.545(A)(1)(l) of the Zoning Code, the significant change in the traffic circulation, the proposed reduction in the number of off-street parking spaces on the Parking Lot Property, and proposed modification to Section 150.703.3 of the Zoning Code each constitute a "substantial change" to the Final Development Plan.

**H.** Pursuant to Articles V and XIV of the Zoning Code, the District filed an application with the City to amend the approved planned development for the Property to permit the Requested Amendment.

**I.** Pursuant to Section 150.545(A)(2) of the Zoning Code, a public hearing was held by the City of Highland Park Plan Commission on March 17, April 7, and May 5, 2015 to consider approval of the Requested Amendment. On May 5, 2015, the Plan Commission adopted Findings of Fact, Public Hearing No. 15-03-PUD-005, recommending that the City Council approve the Requested Amendment.

**J.** On May 11, 2015, the Corporate Authorities approved Ordinance No. 53-15, amending the Special Use Ordinance and approving the Requested Amendment ("**2015 Amendatory Ordinance**").

**K.** As provided in, and as a condition of, the 2015 Amendatory Ordinance, the District has agreed to execute this First Amendment so as to provide that the Property be redeveloped and used only in compliance with the Agreement, as amended by this First Amendment, and the Special Use Ordinance, as amended by the 2015 Amendatory Ordinance.

**L.** The City and the District now desire to amend the Agreement in accordance with Section 13.L of the Agreement to allow for the development of the Property in accordance with the Requested Amendment.

## **SECTION 2. DEFINITIONS; RULES OF CONSTRUCTION.**

**A. Definitions.** All capitalized words and phrases used throughout this First Amendment have the meanings set forth in the various provisions of this First Amendment. If a word or phrase is not specifically defined in this First Amendment, it has the same meaning as in the Agreement.

**B. Rules of Construction.** Except as specifically provided in this First Amendment, all terms, provisions and requirements contained in the Agreement remain unchanged and in full force and effect. In the event of a conflict between the text of the Agreement and the text of this First Amendment, the text of this First Amendment controls.

## **SECTION 3. COMPLIANCE WITH THE 2015 AMENDATORY ORDINANCE AND WITH AMENDED FINAL DEVELOPMENT PLAN.**

**A. General Use and Development Restrictions.** The redevelopment and use of, and the construction on, the Property, must, except for minor alterations due to final engineering and site work approved by the City Engineer or the Director of Community Development, as appropriate, comply, and be in accordance, with all documents identified in Section 3.H of the Agreement and with the 2015 Amendatory Ordinance.

**B. Amendment of Final Development Plan.** The City and the District acknowledge and agree that, in accordance with Section 2.A of the Agreement and pursuant to Section 3 of the 2015 Amendatory Ordinance, the “Final Development Plan” consists of the following additional plans and documents (collectively, the **“Amended Final Development Plan Documents”**):

1. The Site Plan, consisting of one sheet titled “Site Improvement Options, Option C-90 Revised” and prepared by Perkins + Will, with a latest revision date of April 7, 2015, a copy of which is attached to this First Amendment as **Exhibit B**;

2. The Visitor Parking Lot Lighting Plan, consisting of one sheet prepared by Cree and dated February 25, 2015, a copy of which is attached to this First Amendment as **Exhibit C**;

3. The Athletic Lot Lighting Plan, consisting of one sheet prepared by Cree and dated March 5, 2015, a copy of which is attached to this First Amendment as **Exhibit D**;

4. The Visitor Parking Lot Landscape Plan, consisting of one sheet titled “Planting Plan and Details” with a date of March 5, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit E (“Amended Landscape Plan”)**, which Amended Landscape Plan must be updated pursuant to Section 3.G.i of the Agreement (**“Updated Amended Landscape Plan”**) (the Updated Amended Landscape Plan will be deemed to replace the Amended Landscape Plan upon approval in accordance with Section 3.G.i of the Agreement); and

5. The Final Transportation Plan, consisting of a 91-slide PowerPoint presentation titled “District 113 Parking & Transportation: Study, Recommendations, & Plan” prepared by Township High School District 113, dated March 17, 2015, a copy of which is attached to this First Amendment as **Exhibit F**; and

6. A Grading Plan, consisting of one sheet titled, “Grading Plan South” with a date of May 1, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit G (“Grading Plan”)**, which Grading Plan may be updated in accordance with Section 3.K of the Agreement (**“Updated Grading Plan”**) (the Updated Grading Plan will be deemed to replace the Grading Plan upon approval pursuant to Section 3.K of the Agreement); and

7. A Utility Plan, consisting of one sheet titled, “Utility Plan South” with a date of May 1, 2015 and prepared by Perkins + Will, a copy of which is attached to this First Amendment as **Exhibit H (“Utility Plan”)**, which Utility Plan may be updated in accordance with Section 3.K of this Agreement (**“Updated Utility Plan”**) (the Updated Utility Plan will be deemed to replace the Utility Plan upon approval pursuant to Section 3.K of this Agreement).

**C.** In the event that any of the Amended Final Development Plan Documents conflict with the Final Development Plan attached to the Agreement, the Amended Final Development Plan Documents control.

#### **SECTION 4. AMENDMENTS.**

**A.** Section 2.A of the Agreement is hereby amended further, and reads as follows:

**"A. Definitions.** Whenever used in this Agreement, the following terms have the following meanings unless a different meaning is required by the context:

\* \* \*

**"Final Development Plan"**: That certain set of plans and documents comprising the final development plan for the Property, as approved and defined in Section 3 of the Special Use Ordinance, **as amended by Section 3.B of the First Amendment, and** as may be **further** amended pursuant to Section 13.L of this Agreement.

\* \* \*

**"First Amendment"**: **That certain "First Amendment to the Development Agreement Between the City of Highland Park and Township High School District 113," dated May 11, 2015.**

\* \* \*

**"Landscape Plan"**: That certain landscape plan that is a component of the Final Development Plan and approved in the Special Use Ordinance, consisting of two sheet and prepared by Perkins + Will, with a latest revision date of May 14, 2014, a copy of which is attached to this Agreement as **Exhibit E and amended by the Amended Landscape Plan, which Amended Landscape Plan is defined in the First Amendment.**

\* \* \*

**"Special Use Ordinance"**: Ordinance No. 56-14, adopted by the Corporate Authorities **and amended pursuant to Ordinance No. 53-15,** and as may be **further** amended: (i) approving a special use permit for a planned development for the Property; (ii) approving the Final Development Plan; and (iii) granting certain zoning modifications within the approved planned development."

\* \* \*

**B.** Section 3.D of the Agreement is hereby amended further, and reads as follows:

**"D. Traffic and Parking.**

1. **Minimum Required Off-Street Parking Spaces.** Upon completion of all construction contemplated as part of the Proposed Development, and as depicted in the Final Development Plan, the District must provide: (i) ~~not less than 478~~ **exactly 518** off-street parking spaces on the School Property; and (ii) ~~not less than 133~~ **exactly 115** off-street parking spaces on the Parking Lot Property.

\* \* \*

3. Restriction on Parking Within Parking Lot Property.  
The parking lot on the Parking Lot Property must be restricted to use by employees of the District and by visitors to the Property. Specifically, ~~and without limitation of the foregoing, the parking lot on the Parking Lot Property may not be used for pick-up or drop-off of students attending school on the Property.~~ **Notwithstanding anything to the contrary herein, the District must use the portion of the Parking Lot Property Parking Lot identified on slide 41 of Exhibit F on school days only for pick-up and drop-off of students at peak morning arrival and afternoon dismissal times.**

\* \* \*

**5. Traffic Safety Officers. The District must provide the following for traffic safety purposes:**

**a. Traffic Monitors. No fewer than nine individuals to serve as traffic monitors on each school day at peak morning arrival and afternoon dismissal times, which traffic monitors must assist in directing traffic on and around the Property.**

**b. Community Service Officers. The District must reimburse the City for all costs incurred by the City to provide up to two Community Service Officers on school days, at peak morning arrival and afternoon dismissal times.**

**If after June 30, 2016, the Advisory Group (as defined in Section 5.D of the Special Use Ordinance) recommends that the number of Traffic Monitors should be reduced, and the City Council reduces the number of required Traffic Monitors by resolution duly adopted, the District may reduce the number of Traffic Monitors it provides to the number required by such resolution.”**

C. Section 3.E of the Agreement is hereby amended further, and reads as follows:

**"E. Lighting.**

1. Except as specifically provided in Section 4.F of the Special Use Ordinance, the lighting on and of the Property must comply at all times with the applicable provisions of the Zoning Code.

2. All lights located within the parking lots on the Property must be turned off not later than 11:00 p.m. on Sunday through Thursday nights and not later than 11:59 p.m. on Friday and Saturday nights; provided, however, that the lights may remain illuminated to the extent necessary for the safety and security of students on the Property due to a special event or school-related athletic contest.

**3. If illuminated, all lights located within the parking lot on the Parking Lot Property must be fitted with shields and activated only by sensors between dusk and 11:00 p.m. every night. Notwithstanding anything to the contrary in this Agreement, the lights**

**located within the parking lot on the Parking Lot Property must be shut off completely, and may not be activated by sensor or any other method, between 11:00 p.m. and dawn.**

D. Section 3.G. of the Agreement is hereby amended further, and reads as follows:

**"G. Landscaping and Tree Preservation.**

\* \* \*

i. In addition to the landscaping depicted on the Landscape Plan, District must install and maintain, in cooperation and consultation with the City Forester, appropriate landscaping screening along: (x) the southern and eastern lot lines of the Parking Lot Property; and (y) those portions of the northernmost parking lots on the School Property that abut the St. Johns Avenue right-of-way. **The landscaping screening along the southern and eastern lot lines of the Parking Lot Property must consist of evergreens and other non-deciduous landscape screening for the first three feet above grade. The screening that must be installed pursuant to this Section 3.G.i must be depicted in a Updated Amended Landscape Plan, which Updated Amended Landscape Plan must be approved by the City Forester prior to the commencement of any construction on the Parking Lot Property.**

E. Section 3 of the Agreement is hereby amended further to add a new Section 3.I, which reads as follows:

**"I. St. Johns Avenue Sidewalk. The District must cooperate in good faith with the City to evaluate, and if deemed advisable, to install a sidewalk on the west side of St. Johns Avenue to connect the existing sidewalk on the northeast side of the School Property to the existing sidewalk on the east side of the School Property that runs south to Vine Avenue."**

F. Section 3 of the Agreement is hereby amended further to add a new Section 3.J, which reads as follows:

**"J. St. Johns Avenue Crosswalk. The District must, in coordination with ComEd, install and maintain, at the District's expense, a 24-hour pedestrian-activated, signalized pedestrian crosswalk at the intersection of St. Johns Avenue and Wood Path Lane, which crosswalk must be designed and installed no later than December 31, 2015, to the satisfaction of the City's Public Works Director."**

G. Section 3 of the Agreement is hereby amended further to add a new Section 3.K, which reads as follows:

**"K. Approval of Grading Plan and Utility Plan. The District may not commence any construction on the Parking Lot Property until it obtains the approval of the Grading Plan and the Utility Plan from the City's Director of Public Works. If the City's Director of Public Works does not**



**approve the Grading Plan and Utility Plan, the District must submit, and obtain, the approval of an Updated Grading Plan and Updated Utility Plan from the City's Director of Public Works prior to the to the commencement of any construction on the Parking Lot Property."**

**SECTION 4. RECORDING; BINDING EFFECT.**

A copy of this First Amendment will be recorded in the Office of the Lake County Recorder of Deeds against both the School Property and the Parking Lot Property. This First Amendment and the privileges, obligations, and provisions contained herein run with the Property and inure to the benefit of, and are and will be binding upon, the District and its personal representatives, successors, and assigns.

**SECTION 5. REPRESENTATIONS.**

**A. By the City.** The City hereby represents and warrants that: (1) the persons executing this First Amendment on its behalf have been properly authorized to do so by the Corporate Authorities; (2) it has full power and authority to execute and deliver this First Amendment and to perform all of its obligations imposed pursuant to this First Amendment; and (3) this First Amendment constitutes a legal, valid and binding obligation of the City enforceable in accordance with its terms.

**B. By the District.** The District hereby represents and warrants that: (1) it has full power and authority to execute and deliver this First Amendment and to perform all of its obligations imposed pursuant to this First Amendment; and (2) this First Amendment constitutes a legal, valid and binding obligation of the District enforceable in accordance with its terms.

[SIGNATURE PAGE FOLLOWS]

**IN WITNESS WHEREOF**, the Parties have hereunto set their hands on the date first above written.

ATTEST:

**CITY OF HIGHLAND PARK,**  
an Illinois home rule municipal corporation

\_\_\_\_\_  
Robert Sabo, Deputy City Clerk

By: \_\_\_\_\_  
Ghida S. Neukirch  
Its: City Manager

ATTEST:

**TOWNSHIP HIGH SCHOOL DISTRICT 113,**  
an Illinois school district

By: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

Its: \_\_\_\_\_

**ACKNOWLEDGMENTS**

STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF LAKE            )

This instrument was acknowledged before me on \_\_\_\_\_, 2015, by Ghida S. Neukirch, the City Manager of the **CITY OF HIGHLAND PARK**, an Illinois municipal corporation, and by Robert Sabo, the Deputy City Clerk of said municipal corporation.

Given under my hand and official seal this \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Notary Public

My Commission expires: \_\_\_\_\_

SEAL

---

STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF LAKE            )

This instrument was acknowledged before me on \_\_\_\_\_, 2015, by \_\_\_\_\_, the \_\_\_\_\_ of **TOWNSHIP HIGH SCHOOL DISTRICT 113**, an Illinois school district, and by \_\_\_\_\_, the \_\_\_\_\_ of said school district.

Given under my hand and official seal this \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Notary Public

My Commission expires: \_\_\_\_\_

SEAL

**INDEX OF EXHIBITS**

EXHIBIT A	LEGAL DESCRIPTION OF THE PROPERTY
EXHIBIT B	SITE PLAN
EXHIBIT C	VISITOR PARKING LOT LIGHTING PLAN
EXHIBIT D	ATHLETIC LOT LIGHTING PLAN
EXHIBIT E	VISITOR LOT LANDSCAPE PLAN
EXHIBIT F	FINAL TRANSPORTATION PLAN
EXHIBIT G	GRADING PLAN
EXHIBIT H	UTILITY PLAN

## EXHIBIT A

### LEGAL DESCRIPTION OF THE PROPERTY

Parcel 1: Lots 1, 2, 3, 4, 5, 6, 7 and 8 in Block 35 and the South 90.00 feet of Lot 5, 6, 7, 8, 9 and 10 in Block 36, together with the vacated alley in Block 35, vacated by Document Nos. 122075 and 531023, all in the CITY OF HIGHLAND PARK, being a Subdivision in the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, in Lake County, Illinois.

Parcel 2: Lots 1, 2 and 3 in Block 14 in the CITY OF HIGHLAND PARK, being a Subdivision in the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, in Lake County, Illinois.

Parcel 3: That part of Block 1 in EXMOOR ADDITION TO HIGHLAND PARK, being a Subdivision in the West Half of the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, described as follows: Commencing at a point in the East line of said Block 1 in Exmoor Addition which last mentioned point is 529.50 feet South of the Northeast corner of said Block 1; thence West 148.0 feet; thence North 150.0 feet; thence North 33  $\frac{1}{4}$  degrees West; 15.42 feet; thence Westerly, in a straight line, to a point in a line parallel with and 80 feet Easterly of, measured at right angles to, the Easterly right-of-way line of the Chicago and North Western Railway Company, which last mentioned point is 360.49 feet Southerly of the North line of said Block 1, as measured along said last mentioned parallel line; thence Westerly at right angles to said last mentioned parallel line, 80.0 feet to a point on the Easterly right-of-way line of the Chicago and North Western Railway Company, thence Southeasterly along said Easterly right-of-way line of the Chicago and North Western Railway Company, which said line is also the Westerly line of Block 1 aforesaid, to an intersection with the East line of the West Half of the Northwest Quarter of Section 23, aforesaid, which line is also the East line of Block 1 aforesaid; thence North along said East line to the place of beginning in the CITY OF HIGHLAND PARK, Lake County, Illinois.

Parcel 4: Lots 1, 2 and 3 in ISHPEMING, being a Subdivision of Lot 6 in Block 36 in the City of Highland Park, in the Northeast Quarter of the Northwest Quarter of Section 23, Township 43 North, Range 12, East of the Third Principal Meridian, according to the plat thereof recorded March 25, 1942 as Document 510903 in Lake County, Illinois.

**EXHIBIT B**

**SITE PLAN**

**EXHIBIT C**

**VISITOR LOT LIGHTING PLAN**

**EXHIBIT D**

**ATHLETIC LOT LIGHTING PLAN**



**EXHIBIT E**

**VISITOR LOT LANDSCAPE**

**EXHIBIT F**

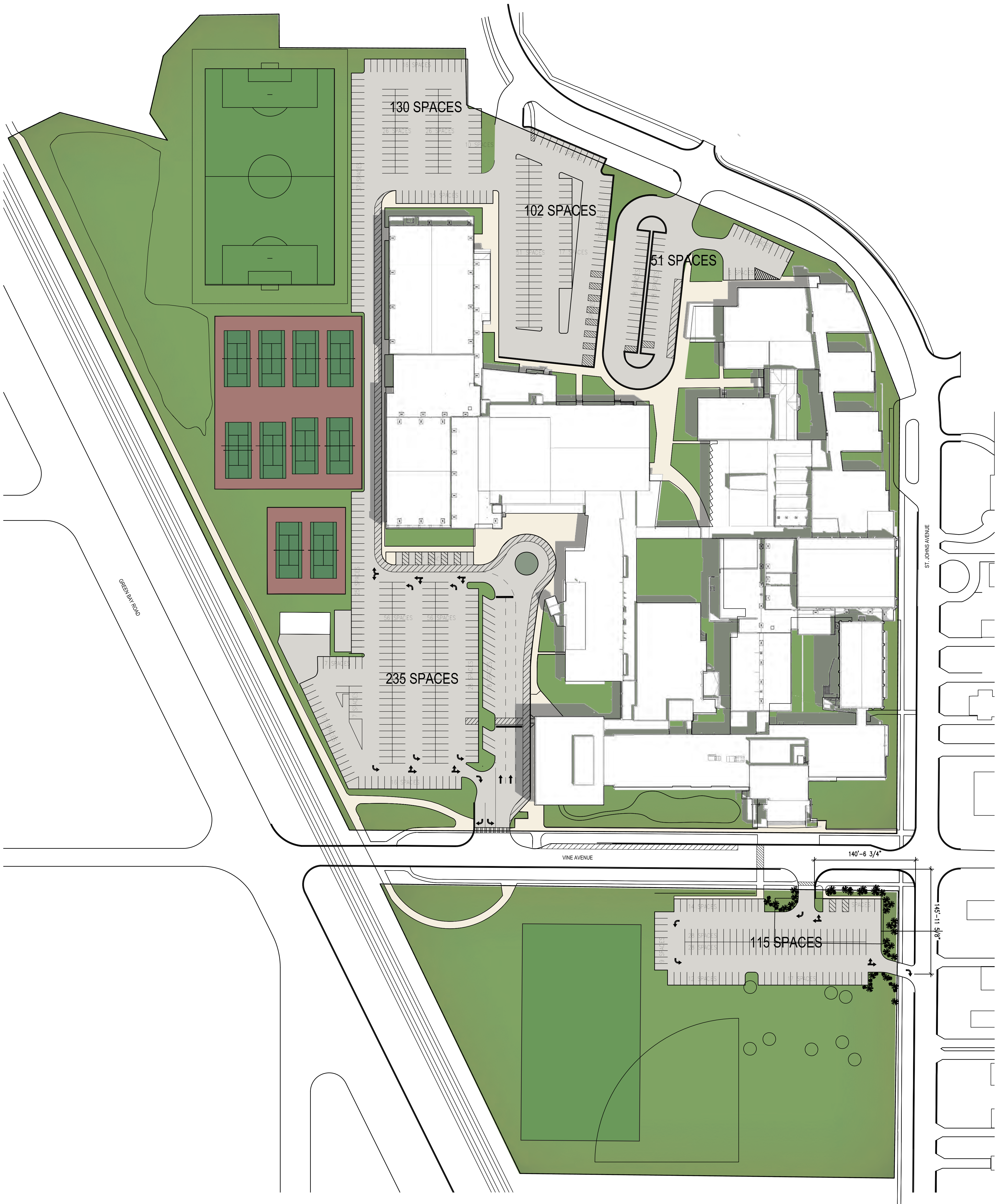
**FINAL TRANSPORTATION PLAN**

**EXHIBIT G**  
**GRADING PLAN**

**EXHIBIT H**  
**UTILITY PLAN**

**EXHIBIT C**

**Site Plan**



**OPTION C - 90 REVISED**  
**633 PARKING SPACES**

**EXHIBIT D**

**Visitor Parking Lot Lighting Plan**

**Memo**

To: Township High School District 113

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From: Michael Dolter, Project Architect

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Date: March 19, 2015

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Subject: Highland Park High School – Vine Street Lot Lighting

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Per comments from the Plan Commission meeting held on March 17, 2015, we have prepared the following descriptive narrative regarding the lighting at the proposed parking lot south of Vine Avenue.

In reviewing the previously submitted parking lot lighting plan, the District sought to seek relief of the zoning requirements for lighting by increasing the height of the lighting fixtures to 23'. The zoning limitation for lighting is below, taken from table 150.605 of the Highland Park Zoning Ordinance (note, chart has been truncated to eliminate irrelevant information, ie fixture height on accessory structures, fixture height on trees, etc):

**Parking Lot Lighting – Zoning Requirements**

		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average/ Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Light Source Shielding Requirements	Maximum Light Pole Height from grade
Religious and Educational Institutions in Single Family Residential Districts	Parking Lots	0.25 foot candles if adjacent to residential, 1.0 all other times	Not to exceed 1.5	4:1	0.2 foot candles	Full cutoff	16'
High Density (Multi-Family) Residential Districts	Parking Lots	0.5 foot candles within front yard setback. 0.25 foot candles behind front yard setback	Not to Exceed 1.5	4:1	0.2 foot candles	Full Cutoff	16'



March 19, 2015

Re: Highland Park High School – Vine Street Lot Lighting

Two sections are referenced above to compare the requirements for the Highland Park High School parcels north of Vine (zoned single family) and the parcel south of Vine (zoned multi-family residential). For parking lots in both classifications, the requirements are materially similar, with slight differences in the allowable illumination at the property line.

After taking input from the City, neighbors, and other concerned parties, the District revisited the configuration and distribution of parking and traffic throughout the High School property. Ultimately, the decision to provide an expansion to the parking lot south of Vine, coupled with additional changes to the parking lots north of Vine was selected.

The configuration of lighting on the proposed lot south of Vine was also modified from the previous proposal. To lessen the impact of any site lighting on the neighborhood, fixture height is to be limited to 12'. The fixtures themselves are to be high-efficiency LED lamps, to reduce the energy consumption associated with lighting. The fixtures are full cut-off, shielded and dark sky compliant to reduce or eliminate any glare, direct or indirect, from the fixtures on to neighboring properties and to limit light pollution. Below is a comparison between the zoning requirements and the proposed installation.

**Parking Lot Lighting, Comparison of Proposed with Zoning Requirements**

		Maximum Foot-Candle Level at Property Line	Average Foot Candles	Foot-Candle Average/ Minimum Uniformity Ratio	Minimum Foot Candles for Parking	Light Source Shielding Requirements	Maximum Light Pole Height from grade
South lot Zoning Requirement	Parking Lots	0.5 foot candles within front yard setback.	Not to Exceed 1.5	4:1	0.2 foot candles	Full Cutoff	16'
High Density (Multi-Family) Residential Districts		0.25 foot candles behind front yard setback					
Proposed improvement	Parking Lot	0.03 fc average, 0.1 fc max <sup>1</sup>	1.3 foot candles <sup>1</sup>	6.5:1 <sup>1</sup>	0.2 foot candles <sup>1</sup>	Full Cutoff <sup>2</sup>	12' <sup>1</sup>

- 1) See Exhibit 1, the photometric plan for the parking lot south of Vine, prepared by Cree.
- 2) See Exhibit 2, the lighting cut sheets for the proposed parking lot south of Vine

Per the approved planned unit development agreement between the City of Highland Park and Township High School District 113, lighting is to be extinguished no later than 11pm on Sunday through Thursday, and no later than 11:59pm on Friday and Saturday unless otherwise required for the safety and security of students due to special

March 19, 2015

Re: Highland Park High School – Vine Street Lot Lighting

events. The District and the School will examine the practical time at which the lot is no longer used and adjust the timing accordingly.

In addition, the school will explore the implementation of motion detection to allow the lights to slowly illuminate in the presence of any pedestrians or vehicles in the lot after the lighting is extinguished. The intent would be to keep the lot safe and make any activity in the lot observable.

**Parking Lot Lighting Schedule**

	Light Shut-Off Times
Sunday through Thursday	No later than 11:00pm <sup>1</sup>
Friday, Saturday	No later than 11:59pm <sup>1</sup>

1) Special events and activities may require longer illumination time

Please let me know if you have any additional comments or questions.

Sincerely,



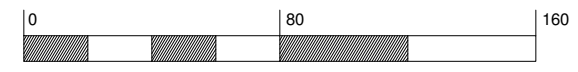
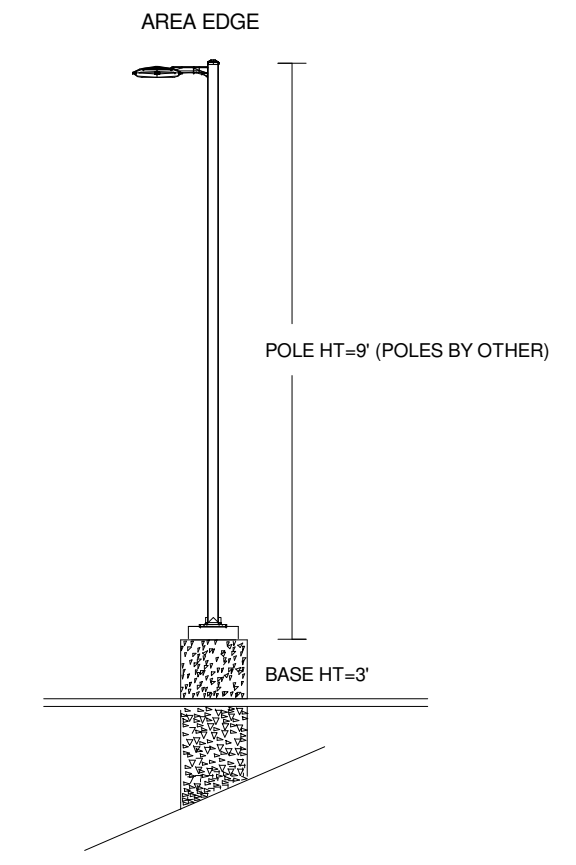
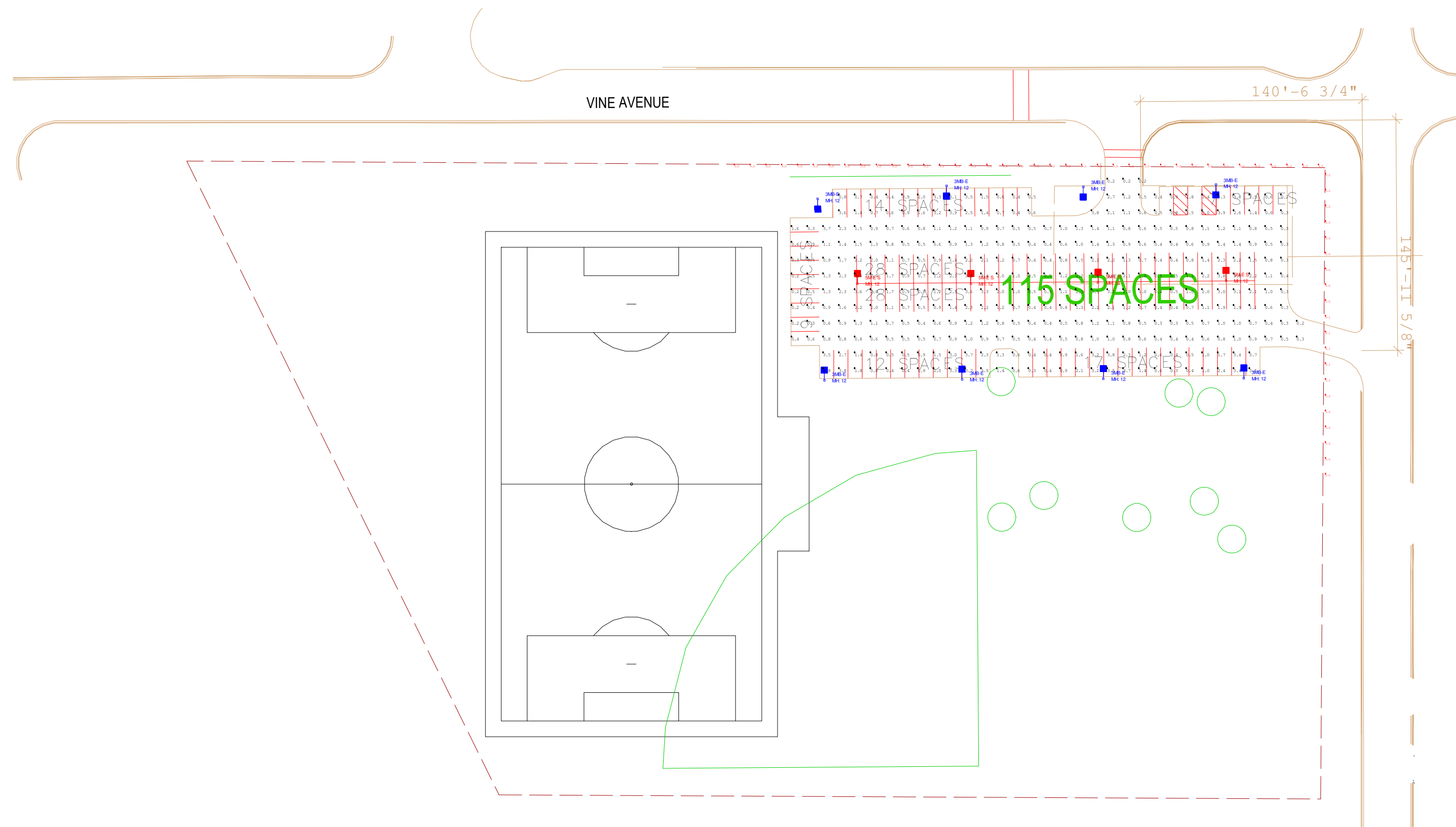
Michael Dolter AIA LEED AP BD+C

Attach: Exhibit 1 – Vine Street Parking Lot Photometric Plan  
Exhibit 2 – Lighting Cut-Sheets

cc: Project File  
[continue list of recipients]

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Total Watts	Description
	8	3MB-E	SINGLE	4359	0.930	560	ARE-EDG-3MB-DA-04-E-UL-SV-525
	4	5M-E S	SINGLE	6539	0.930	280	ARE-EDG-5M-DA-04-E-UL-SV-525

Footcandles calculated using predicted lumen values after 50K hours of operation					
Label	Avg	Max	Min	Avg/Min	Max/Min
Parking lot	1.30	3.9	0.2	6.50	19.50
Property Line	0.03	0.1	0.0	N.A.	N.A.



**CREE**

1200 82nd Street - Sturtevant, WI 53177  
www.cree.com (800) 226-6800

Project Name: HIGHLAND PARK SOUTH	Customer No: 01872
Date: 2/25/2015	Scale: 1"=40'
Filename: V:\Common\AppEng\OUT\131216MA1AFLR3.AGI	Footcandles calculated at grade
	Layout by: LINDA SCHALLER

Illumination results shown on this lighting design are based on project parameters provided to Cree, Inc. Used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting, or energy code.

# ARE-EDG-3MB/3MP-DA

Cree Edge™ Area Luminaire – Type III Medium w/ Backlight Control – Direct Arm Mount

## Product Description

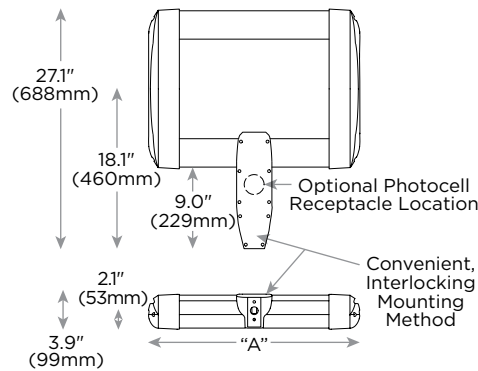
Slim, low profile design minimizes wind load requirements. Luminaire sides are rugged cast aluminum with integral, weathertight LED driver compartments and high performance aluminum heat sinks. Convenient, interlocking mounting method. Mounting housing is rugged die cast aluminum and mounts to 3–6" (76–152mm) square or round pole. Luminaire is secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers.

## Performance Summary

- Utilizes BetaLED® Technology
- Patented NanoOptic® Product Technology
- Made in the U.S.A. of U.S. and imported parts
- CRI:** Minimum 70 CRI
- CCT:** 5700K (+ / - 500K) Standard, 4000K (+ / - 300K)
- Limited Warranty\*:** 10 years on luminaire / 10 years on Colorfast DeltaGuard® finish
- EPA and Weight:** Reference EPA and Weight spec sheet

## Accessories

Field Installed Accessories
<b>XA-BRDSPK</b> Bird Spikes



LED Count (x10)	Dim. "A"
04	12.1" (306mm)
06	14.1" (357mm)
08	16.1" (408mm)
10	18.1" (459mm)
12	20.1" (510mm)
14	22.1" (560mm)
16	24.1" (611mm)
20	28.1" (713mm)
24	32.1" (814mm)

## Ordering Information

Example: ARE-EDG-3MB-DA-04-E-UL-SV-350-OPTIONS

ARE-EDG	DA	E						
Product	Optic	Mounting	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options
<b>ARE-EDG</b>	<b>3MB</b> Type III Medium w/ BLS <b>3MP</b> Type III Medium w/ Partial BLS	<b>DA</b> Direct Arm	<b>04</b> <b>06</b> <b>08</b> <b>10</b> <b>12</b> <b>14</b> <b>16</b> <b>20</b> <b>24</b>	<b>E</b>	<b>UL</b> Universal 120–277V <b>UH</b> Universal 347–480V <b>34</b> 347V	<b>SV</b> Silver (Standard) <b>BK</b> Black <b>BZ</b> Bronze <b>PB</b> Platinum Bronze <b>WH</b> White	<b>350*</b> 350mA <b>525**</b> 525mA <b>700***</b> 700mA	<b>40K 4000K Color Temperature</b> - Color temperature per luminaire <b>DIM 0–10V Dimming</b> - Control by others - Refer to dimming spec sheet for details - Can't exceed specified drive current <b>F Fuse</b> - When code dictates fusing, use time delay fuse - Not available with all ML options. Refer to ML spec sheet for availability with ML options <b>HL Hi / Low (175 / 350 / 525 Dual Circuit Input)</b> - Refer to ML spec sheet for details - Sensor not included <b>P Photocell</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Must specify voltage other than UH <b>R NEMA Photocell Receptacle</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Photocell by others <b>ML Multi-Level</b> - Refer to ML spec sheet for details

\* See [www.cree.com/lighting/products/warranty](http://www.cree.com/lighting/products/warranty) for warranty terms  
 \* Available on luminaires with 60–240 LEDs.  
 \*\* Available on luminaires with 40–160 LEDs.  
 \*\*\* Available on luminaires with 40–60 LEDs.



Rev. Date: 09/27/13



### Product Specifications

#### CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartments and high performance heat sinks
- Convenient interlocking mounting method. Mounting housing is rugged die cast aluminum mounting to 3-6" (76-152mm) square or round pole, secured by two 5 / 16-18 UNC bolts spaced on 2" (51mm) centers
- Includes leaf / debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Standard is silver. Bronze, black, white, and platinum bronze are also available

#### ELECTRICAL SYSTEM

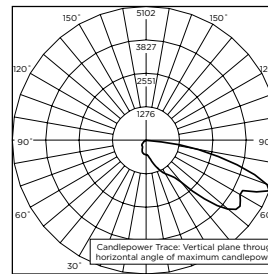
- **Input Voltage:** 120-277V or 347-480V, 50 / 60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- To address inrush current, slow blow fuse or type C / D breaker should be used

#### REGULATORY & VOLUNTARY QUALIFICATIONS

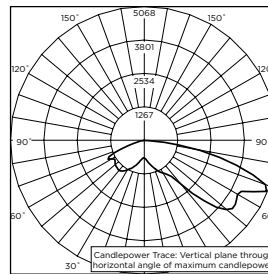
- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- 10kV surge suppression protection tested in accordance with IEEE / ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Product qualified on the DesignLights Consortium™ ("DLC") Qualified Products List ("QPL") when ordered without full backlight control shield
- Meets Buy American requirements within ARRA

### Photometry

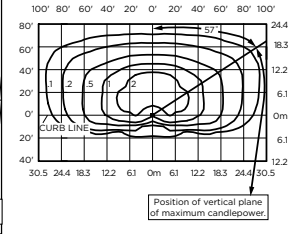
All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP certified laboratory.



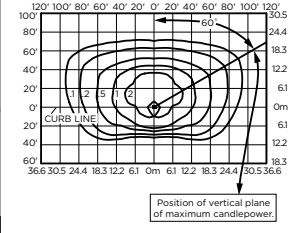
**ITL Test Report #: 77235**  
**STR-LWY-3MB--06-E-UL-700-40K**  
**Initial Delivered Lumens: 7,998**



**CSA Test Report #: 6385**  
**ARE-EDG-3MP--06-E-UL-700-40K**  
**Initial Delivered Lumens: 9,619**



**ARE-EDG-3MB--12-E-UL-525-40K**  
**Mounting Height: 25' (7.6m) A.F.G.**  
**Initial Delivered Lumens: 12,420**  
**Initial FC at grade**



**ARE-EDG-3MP--12-E-UL-525-40K**  
**Mounting Height: 25' (7.6m) A.F.G.**  
**Initial Delivered Lumens: 14,720**  
**Initial FC at grade**

#### IES Files

To obtain an IES file specific to your project consult:  
<http://www.cree.com/lighting/tools-and-support/exterior-ies-configuration-tool>

### Lumen Output, Electrical, and Lumen Maintenance Data

Type III Medium Distribution w/ BLS																
LED Count (x10)	5700K				4000K				System Watts 120-480V	TOTAL CURRENT						50K Hours Projected Lumen Maintenance Factor @ 15° C (59° F)***
	Initial Delivered Lumens w/ BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ Partial BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ Partial BLS*	BUG Ratings** Per TM-15-II		120V	208V	240V	277V	347V	480V	
<b>350mA @ 25° C (77° F)</b>																
06	4,617	B1 U0 G1	5,473	B1 U0 G2	4,446	B1 U0 G1	5,270	B1 U0 G2	66	0.52	0.31	0.28	0.26	0.20	0.15	93%
08	6,157	B1 U0 G2	7,297	B2 U0 G2	5,929	B1 U0 G2	7,026	B2 U0 G2	90	0.75	0.44	0.38	0.34	0.26	0.20	
10	7,677	B1 U0 G2	9,099	B2 U0 G2	7,593	B1 U0 G2	8,762	B2 U0 G2	110	0.92	0.53	0.47	0.41	0.32	0.24	
12	9,213	B1 U0 G2	10,919	B2 U0 G3	8,872	B1 U0 G2	10,514	B2 U0 G3	130	1.10	0.63	0.55	0.48	0.38	0.28	
14	10,680	B1 U0 G2	12,658	B2 U0 G3	10,285	B1 U0 G2	12,189	B2 U0 G3	158	1.32	0.77	0.68	0.62	0.47	0.35	
16	12,206	B1 U0 G3	14,466	B3 U0 G3	11,754	B1 U0 G3	13,930	B3 U0 G3	179	1.49	0.87	0.77	0.68	0.53	0.39	
20	15,257	B2 U0 G3	18,083	B3 U0 G3	14,692	B1 U0 G3	17,413	B3 U0 G3	220	1.84	1.06	0.93	0.83	0.64	0.47	
24	18,309	B2 U0 G3	21,699	B3 U0 G3	17,631	B2 U0 G3	20,896	B3 U0 G3	261	2.19	1.26	1.10	0.97	0.76	0.56	
<b>525mA @ 25° C (77° F)</b>																
04	4,359	B1 U0 G1	5,167	B1 U0 G2	4,198	B1 U0 G1	4,975	B1 U0 G2	70	0.58	0.34	0.31	0.28	0.21	0.16	92%
06	6,464	B1 U0 G2	7,662	B2 U0 G2	6,225	B1 U0 G2	7,378	B2 U0 G2	101	0.84	0.49	0.43	0.38	0.30	0.22	
08	8,619	B1 U0 G2	10,215	B2 U0 G2	8,300	B1 U0 G2	9,837	B2 U0 G2	133	1.13	0.66	0.58	0.51	0.39	0.28	
10	10,748	B1 U0 G2	12,739	B2 U0 G3	10,350	B1 U0 G2	12,267	B2 U0 G3	171	1.43	0.83	0.74	0.66	0.50	0.38	
12	12,898	B1 U0 G3	15,286	B3 U0 G3	12,420	B1 U0 G3	14,720	B3 U0 G3	202	1.69	0.98	0.86	0.77	0.59	0.44	
14	14,952	B2 U0 G3	17,721	B3 U0 G3	14,398	B1 U0 G3	17,065	B3 U0 G3	232	1.94	1.12	0.98	0.87	0.68	0.50	
16	17,088	B2 U0 G3	20,253	B3 U0 G3	16,455	B2 U0 G3	19,503	B3 U0 G3	263	2.21	1.27	1.11	0.97	0.77	0.56	
<b>700mA @ 25° C (77° F)</b>																
04	5,325	B1 U0 G2	6,311	B1 U0 G2	5,127	B1 U0 G2	6,077	B1 U0 G2	92	0.78	0.46	0.40	0.36	0.27	0.20	90%
06	7,896	B1 U0 G2	9,358	B2 U0 G2	7,603	B1 U0 G2	9,011	B2 U0 G2	134	1.14	0.65	0.57	0.50	0.39	0.29	

\* Actual production yield may vary between -4 and +10% of initial delivered lumens.  
 \*\* For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit [www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf](http://www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf).  
 \*\*\* For recommended lumen maintenance factor data see TD-13. Calculated L<sub>80</sub> based on 6,000 hours LM-80-08 testing; > 150,000 hours.



# ARE-EDG-3M-DA

Cree Edge™ Area Luminaire – Type III Medium – Direct Arm Mount

## Product Description

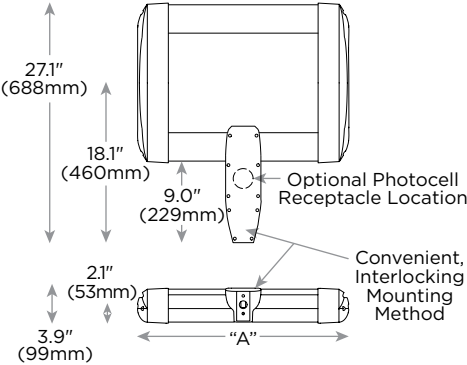
Slim, low profile design minimizes wind load requirements. Luminaire sides are rugged cast aluminum with integral, weathertight LED driver compartments and high performance aluminum heat sinks. Convenient, interlocking mounting method. Mounting housing is rugged die cast aluminum and mounts to 3–6" (76–152mm) square or round pole. Luminaire is secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers.

## Performance Summary

Utilizes BetaLED® Technology
Patented NanoOptic® Product Technology
Made in the U.S.A. of U.S. and imported parts
<b>CRI:</b> Minimum 70 CRI
<b>CCT:</b> 5700K (+ / - 500K) Standard, 4000K (+ / - 300K)
<b>Limited Warranty*:</b> 10 years on luminaire / 10 years on Colorfast DeltaGuard® finish
<b>EPA and Weight:</b> Reference EPA and Weight spec sheet

## Accessories

Field Installed Accessories
<b>XA-BRDSPK</b> Bird Spikes



LED Count (x10)	Dim. "A"
04	12.1" (306mm)
06	14.1" (357mm)
08	16.1" (408mm)
10	18.1" (459mm)
12	20.1" (510mm)
14	22.1" (560mm)
16	24.1" (611mm)
20	28.1" (713mm)
24	32.1" (814mm)

## Ordering Information

Example: ARE-EDG-3M-DA-04-E-UL-SV-350-OPTIONS

ARE-EDG	3M	DA		E				
Product	Optic	Mounting	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options
ARE-EDG	3M Type III Medium	DA Direct Arm	04 06 08 10 12 14 16 20 24	E	UL Universal 120–277V UH Universal 347–480V 34 347V	SV Silver (Standard) BK Black BZ Bronze PB Platinum Bronze WH White	350* 350mA 525** 525mA 700*** 700mA	<b>40K 4000K Color Temperature</b> - Color temperature per luminaire <b>DIM 0–10V Dimming</b> - Control by others - Refer to dimming spec sheet for details - Can't exceed specified drive current <b>F Fuse</b> - When code dictates fusing, use time delay fuse - Not available with all ML options. Refer to ML spec sheet for availability with ML options <b>HL Hi / Low (175 / 350 / 525 Dual Circuit Input)</b> - Refer to ML spec sheet for details - Sensor not included <b>P Photocell</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Must specify voltage other than UH <b>R NEMA Photocell Receptacle</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Photocell by others <b>ML Multi-Level</b> - Refer to ML spec sheet for details

\* See [www.cree.com/lighting/products/warranty](http://www.cree.com/lighting/products/warranty) for warranty terms  
 \* Available on luminaires with 60–240 LEDs.  
 \*\* Available on luminaires with 40–160 LEDs.  
 \*\*\* Available on luminaires with 40–60 LEDs.



Rev. Date: 09/27/13



### Product Specifications

#### CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartments and high performance heat sinks
- Convenient interlocking mounting method. Mounting housing is rugged die cast aluminum mounting to 3-6" (76-152mm) square or round pole, secured by two 5 / 16-18 UNC bolts spaced on 2" (51mm) centers
- Includes leaf / debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Standard is silver. Bronze, black, white, and platinum bronze are also available

#### ELECTRICAL SYSTEM

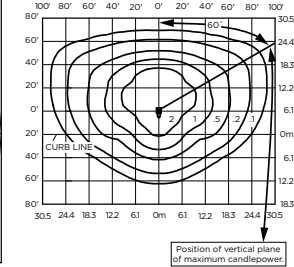
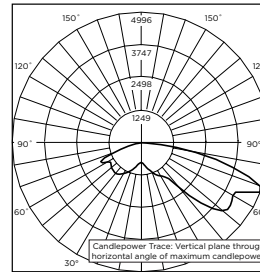
- **Input Voltage:** 120-277V or 347-480V, 50 / 60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- To address inrush current, slow blow fuse or type C / D breaker should be used

#### REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- 10kV surge suppression protection tested in accordance with IEEE / ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Product qualified on the DesignLights Consortium™ ("DLC") Qualified Products List ("QPL") when ordered without full backlight control shield
- Meets Buy American requirements within ARRA

### Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP certified laboratory.



CSA Test Report #: 6401  
 ARE-EDG-3M-\*\*-06-E-UL-700-40K  
 Initial Delivered Lumens: 10,657

ARE-EDG-3M-\*\*-12-E-UL-525-40K  
 Mounting Height: 25' (7.6m) A.F.G.  
 Initial Delivered Lumens: 16,790  
 Initial FC at grade

#### IES Files

To obtain an IES file specific to your project consult:  
<http://www.cree.com/lighting/tools-and-support/exterior-ies-configuration-tool>

### Lumen Output, Electrical, and Lumen Maintenance Data

Type III Medium Distribution												
LED Count (x10)	5700K		4000K		System Watts 120-480V	TOTAL CURRENT					50K Hours Projected Lumen Maintenance Factor @ 15° C (59° F)**	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens*	BUG Ratings** Per TM-15-II		120V	208V	240V	277V	347V		480V
<b>350mA @ 25° C (77° F)</b>												
06	6,242	B2 U0 G2	6,011	B2 U0 G2	66	0.52	0.31	0.28	0.26	0.20	0.15	93%
08	8,323	B2 U0 G2	8,015	B2 U0 G2	90	0.75	0.44	0.38	0.34	0.26	0.20	
10	10,379	B3 U0 G3	9,994	B3 U0 G3	110	0.92	0.53	0.47	0.41	0.32	0.24	
12	12,454	B3 U0 G3	11,993	B3 U0 G3	130	1.10	0.63	0.55	0.48	0.38	0.28	
14	14,438	B3 U0 G3	13,903	B3 U0 G3	158	1.32	0.77	0.68	0.62	0.47	0.35	
16	16,501	B3 U0 G3	15,889	B3 U0 G3	179	1.49	0.87	0.77	0.68	0.53	0.39	
20	20,626	B3 U0 G3	19,862	B3 U0 G3	220	1.84	1.06	0.93	0.83	0.64	0.47	
24	24,751	B4 U0 G4	23,834	B4 U0 G4	261	2.19	1.26	1.10	0.97	0.76	0.56	
<b>525mA @ 25° C (77° F)</b>												
04	5,893	B2 U0 G2	5,675	B2 U0 G2	70	0.58	0.34	0.31	0.28	0.21	0.16	92%
06	8,739	B2 U0 G2	8,415	B2 U0 G2	101	0.84	0.49	0.43	0.38	0.30	0.22	
08	11,652	B3 U0 G3	11,220	B3 U0 G3	133	1.13	0.66	0.58	0.51	0.39	0.28	
10	14,530	B3 U0 G3	13,992	B3 U0 G3	171	1.43	0.83	0.74	0.66	0.50	0.38	
12	17,436	B3 U0 G3	16,790	B3 U0 G3	202	1.69	0.98	0.86	0.77	0.59	0.44	
14	20,213	B3 U0 G3	19,465	B3 U0 G3	232	1.94	1.12	0.98	0.87	0.68	0.50	
16	23,101	B3 U0 G3	22,245	B3 U0 G3	263	2.21	1.27	1.11	0.97	0.77	0.56	
<b>700mA @ 25° C (77° F)</b>												
04	7,198	B2 U0 G2	6,932	B2 U0 G2	92	0.78	0.46	0.40	0.36	0.27	0.20	90%
06	10,674	B3 U0 G3	10,279	B3 U0 G3	134	1.14	0.65	0.57	0.50	0.39	0.29	

\* Actual production yield may vary between -4 and +10% of initial delivered lumens.  
 \*\* For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit [www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf](http://www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf).  
 \*\*\* For recommended lumen maintenance factor data see TD-13. Calculated L<sub>90</sub> based on 6,000 hours LM-80-08 testing; > 150,000 hours.



# ARE-EDG-4MB/4MP-DA

Cree Edge™ Area Luminaires – Type IV Medium w/ Backlight Control – Direct Arm Mount

## Product Description

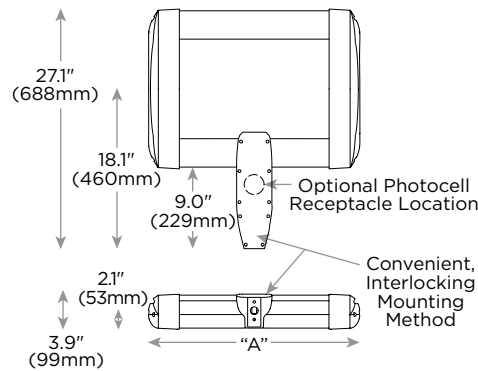
Slim, low profile design minimizes wind load requirements. Luminaire sides are rugged cast aluminum with integral, weathertight LED driver compartments and high performance aluminum heat sinks. Convenient, interlocking mounting method. Mounting housing is rugged die cast aluminum and mounts to 3–6" (76–152mm) square or round pole. Luminaire is secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers.

## Performance Summary

- Utilizes BetaLED® Technology
- Patented NanoOptic® Product Technology
- Made in the U.S.A. of U.S. and imported parts
- CRI:** Minimum 70 CRI
- CCT:** 5700K (+ / - 500K) Standard, 4000K (+ / - 300K)
- Limited Warranty\*:** 10 years on luminaire / 10 years on Colorfast DeltaGuard® finish
- EPA and Weight:** Reference EPA and Weight spec sheet

## Accessories

Field Installed Accessories
<b>XA-BRDSPK</b> Bird Spikes



LED Count (x10)	Dim. "A"
04	12.1" (306mm)
06	14.1" (357mm)
08	16.1" (408mm)
10	18.1" (459mm)
12	20.1" (510mm)
14	22.1" (560mm)
16	24.1" (611mm)
20	28.1" (713mm)
24	32.1" (814mm)

## Ordering Information

Example: ARE-EDG-4MB-DA-04-E-UL-SV-350-OPTIONS

ARE-EDG	DA	E						
Product	Optic	Mounting	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options
<b>ARE-EDG</b>	<b>4MB</b> Type IV Medium w / BLS	<b>DA</b> Direct Arm	<b>04</b> <b>06</b> <b>08</b> <b>10</b> <b>12</b> <b>14</b> <b>16</b> <b>20</b> <b>24</b>	<b>E</b>	<b>UL</b> Universal 120–277V <b>UH</b> Universal 347–480V <b>34</b> 347V	<b>SV</b> Silver (Standard) <b>BK</b> Black <b>BZ</b> Bronze <b>PB</b> Platinum Bronze <b>WH</b> White	<b>350*</b> 350mA <b>525**</b> 525mA <b>700***</b> 700mA	<b>40K 4000K Color Temperature</b> - Color temperature per luminaire <b>DIM 0–10V Dimming</b> - Control by others - Refer to dimming spec sheet for details - Can't exceed specified drive current <b>F Fuse</b> - When code dictates fusing, use time delay fuse - Not available with all ML options. Refer to ML spec sheet for availability with ML options <b>HL Hi / Low (175 / 350 / 525 Dual Circuit Input)</b> - Refer to ML spec sheet for details - Sensor not included <b>P Photocell</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Must specify voltage other than UH <b>R NEMA Photocell Receptacle</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Photocell by others <b>ML Multi-Level</b> - Refer to ML spec sheet for details

\* See www.cree.com/lighting/products/warranty for warranty terms  
 \* Available on luminaires with 60–240 LEDs.  
 \*\* Available on luminaires with 40–160 LEDs.  
 \*\*\* Available on luminaires with 40–60 LEDs.



Rev. Date: 09/27/13





**Product Specifications**

**CONSTRUCTION & MATERIALS**

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartments and high performance heat sinks
- Convenient interlocking mounting method. Mounting housing is rugged die cast aluminum mounting to 3-6" (76-152mm) square or round pole, secured by two 5 / 16-18 UNC bolts spaced on 2" (51mm) centers
- Includes leaf / debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Standard is silver. Bronze, black, white, and platinum bronze are also available

**ELECTRICAL SYSTEM**

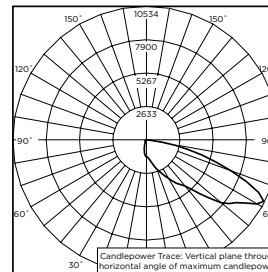
- **Input Voltage:** 120-277V or 347-480V, 50 / 60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- To address inrush current, slow blow fuse or type C / D breaker should be used

**REGULATORY & VOLUNTARY QUALIFICATIONS**

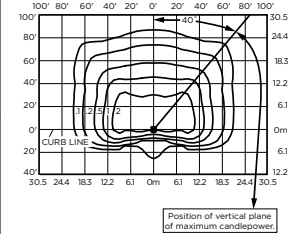
- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- 10kV surge suppression protection tested in accordance with IEEE / ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Product qualified on the DesignLights Consortium™ ("DLC") Qualified Products List ("QPL") when ordered without full backlight control shield
- Meets Buy American requirements within ARRA

**Photometry**

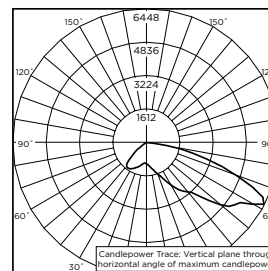
All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP certified laboratory.



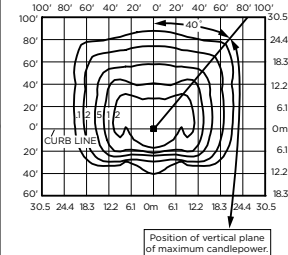
**CSA Test Report #: 6449**  
**ARE-EDG-4MB--12-E-UL-525-40K**  
**Initial Delivered Lumens: 13,155**



**ARE-EDG-4MB--12-E-UL-525-40K**  
**Mounting Height: 25' (7.6m) A.F.G.**  
**Initial Delivered Lumens: 13,340**  
**Initial FC at grade**



**CSA Test Report #: 6417**  
**ARE-EDG-4MP--06-E-UL-700-40K**  
**Initial Delivered Lumens: 9,989**



**ARE-EDG-4MP--12-E-UL-525-40K**  
**Mounting Height: 25' (7.6m) A.F.G.**  
**Initial Delivered Lumens: 15,640**  
**Initial FC at grade**

**IES Files**

To obtain an IES file specific to your project consult:  
<http://www.cree.com/lighting/tools-and-support/exterior-ies-configuration-tool>

**Lumen Output, Electrical, and Lumen Maintenance Data**

LED Count (x10)	Type IV Medium Distribution w/ BLS								System Watts 120-480V	TOTAL CURRENT						50K Hours Projected Lumen Maintenance Factor @ 15° C (59° F)***
	5700K				4000K					120V	208V	240V	277V	347V	480V	
	Initial Delivered Lumens w/ BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ Partial BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ BLS*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens w/ Partial BLS*	BUG Ratings** Per TM-15-II								
<b>350mA @ 25° C (77° F)</b>																
06	4,959	B1 U0 G1	5,815	B1 U0 G1	4,776	B1 U0 G1	5,599	B1 U0 G1	66	0.52	0.31	0.28	0.26	0.20	0.15	
08	6,613	B1 U0 G2	7,753	B2 U0 G2	6,368	B1 U0 G2	7,466	B2 U0 G2	90	0.75	0.44	0.38	0.34	0.26	0.20	
10	8,246	B1 U0 G2	9,668	B2 U0 G2	7,941	B1 U0 G2	9,310	B2 U0 G2	110	0.92	0.53	0.47	0.41	0.32	0.24	
12	9,895	B1 U0 G2	11,601	B2 U0 G2	9,529	B1 U0 G2	11,172	B2 U0 G2	130	1.10	0.63	0.55	0.48	0.38	0.28	
14	11,471	B1 U0 G2	13,449	B2 U0 G2	11,046	B1 U0 G2	12,951	B2 U0 G2	158	1.32	0.77	0.68	0.62	0.47	0.35	
16	13,110	B1 U0 G2	15,370	B3 U0 G2	12,624	B1 U0 G2	14,801	B3 U0 G2	179	1.49	0.87	0.77	0.68	0.53	0.39	
20	16,388	B2 U0 G3	19,213	B3 U0 G3	15,781	B2 U0 G3	18,501	B3 U0 G2	220	1.84	1.06	0.93	0.83	0.64	0.47	
24	19,665	B2 U0 G3	23,056	B3 U0 G3	18,937	B2 U0 G3	22,202	B3 U0 G3	261	2.19	1.26	1.10	0.97	0.76	0.56	
<b>525mA @ 25° C (77° F)</b>																
04	4,682	B1 U0 G1	5,490	B1 U0 G1	4,509	B1 U0 G1	5,286	B1 U0 G1	70	0.58	0.34	0.31	0.28	0.21	0.16	
06	6,943	B1 U0 G2	8,140	B2 U0 G2	6,686	B1 U0 G2	7,839	B2 U0 G2	101	0.84	0.49	0.43	0.38	0.30	0.22	
08	9,258	B1 U0 G2	10,854	B2 U0 G2	8,915	B1 U0 G2	10,452	B2 U0 G2	133	1.13	0.66	0.58	0.51	0.39	0.28	
10	11,544	B1 U0 G2	13,535	B2 U0 G2	11,117	B1 U0 G2	13,034	B2 U0 G2	171	1.43	0.83	0.74	0.66	0.50	0.38	
12	13,853	B2 U0 G2	16,242	B3 U0 G2	13,340	B1 U0 G2	15,640	B3 U0 G2	202	1.69	0.98	0.86	0.77	0.59	0.44	
14	16,060	B2 U0 G3	18,829	B3 U0 G2	15,465	B2 U0 G2	18,131	B3 U0 G2	232	1.94	1.12	0.98	0.87	0.68	0.50	
16	18,354	B2 U0 G3	21,519	B3 U0 G3	17,674	B2 U0 G3	20,722	B3 U0 G3	263	2.21	1.27	1.11	0.97	0.77	0.56	
<b>700mA @ 25° C (77° F)</b>																
04	5,719	B1 U0 G2	6,705	B2 U0 G1	5,507	B1 U0 G1	6,457	B2 U0 G1	92	0.78	0.46	0.40	0.36	0.27	0.20	
06	8,481	B1 U0 G2	9,943	B2 U0 G2	8,167	B1 U0 G2	9,575	B2 U0 G2	134	1.14	0.65	0.57	0.50	0.39	0.29	

\* Actual production yield may vary between -4 and +10% of initial delivered lumens.  
 \*\* For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit [www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf](http://www.iesna.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf).  
 \*\*\* For recommended lumen maintenance factor data see TD-13. Calculated L<sub>80</sub> based on 6,000 hours LM-80-08 testing; > 150,000 hours.



# ARE-EDG-5M-DA

Cree Edge™ Area Luminaire – Type V Medium – Direct Arm Mount

## Product Description

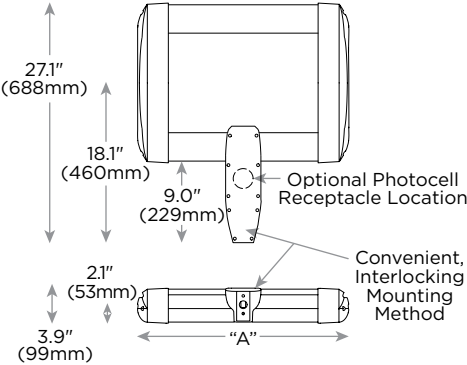
Slim, low profile design minimizes wind load requirements. Luminaire sides are rugged cast aluminum with integral, weathertight LED driver compartments and high performance aluminum heat sinks. Convenient, interlocking mounting method. Mounting housing is rugged die cast aluminum and mounts to 3–6" (76–152mm) square or round pole. Luminaire is secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers.

## Performance Summary

Utilizes BetaLED® Technology
Patented NanoOptic® Product Technology
Made in the U.S.A. of U.S. and imported parts
<b>CRI:</b> Minimum 70 CRI
<b>CCT:</b> 5700K (+ / - 500K) Standard, 4000K (+ / - 300K)
<b>Limited Warranty*:</b> 10 years on luminaire / 10 years on Colorfast DeltaGuard® finish
<b>EPA and Weight:</b> Reference EPA and Weight spec sheet

## Accessories

Field Installed Accessories
<b>XA-BRDSPK</b> Bird Spikes



LED Count (x10)	Dim. "A"
04	12.1" (306mm)
06	14.1" (357mm)
08	16.1" (408mm)
10	18.1" (459mm)
12	20.1" (510mm)
14	22.1" (560mm)
16	24.1" (611mm)
20	28.1" (713mm)
24	32.1" (814mm)

## Ordering Information

Example: ARE-EDG-5M-DA-04-E-UL-SV-350-OPTIONS

ARE-EDG	5M	DA		E				
Product	Optic	Mounting	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options
<b>ARE-EDG</b>	<b>5M</b> Type V Medium	<b>DA</b> Direct Arm	<b>04</b> <b>06</b> <b>08</b> <b>10</b> <b>12</b> <b>14</b> <b>16</b> <b>20</b> <b>24</b>	<b>E</b>	<b>UL</b> Universal 120–277V <b>UH</b> Universal 347–480V <b>34</b> 347V	<b>SV</b> Silver (Standard) <b>BK</b> Black <b>BZ</b> Bronze <b>PB</b> Platinum Bronze <b>WH</b> White	<b>350*</b> 350mA <b>525**</b> 525mA <b>700***</b> 700mA	<b>40K 4000K Color Temperature</b> - Color temperature per luminaire <b>DIM 0–10V Dimming</b> - Control by others - Refer to dimming spec sheet for details - Can't exceed specified drive current <b>F Fuse</b> - When code dictates fusing, use time delay fuse - Not available with all ML options. Refer to ML spec sheet for availability with ML options <b>HL Hi / Low (175 / 350 / 525 Dual Circuit Input)</b> - Refer to ML spec sheet for details - Sensor not included <b>P Photocell</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Must specify voltage other than UH <b>R NEMA Photocell Receptacle</b> - Not available with all ML options. Refer to ML spec sheet for availability with ML options - Photocell by others <b>ML Multi-Level</b> - Refer to ML spec sheet for details

\* See [www.cree.com/lighting/products/warranty](http://www.cree.com/lighting/products/warranty) for warranty terms  
 \* Available on luminaires with 60–240 LEDs.  
 \*\* Available on luminaires with 40–160 LEDs.  
 \*\*\* Available on luminaires with 40–60 LEDs.



Rev. Date: 09/27/13



**Product Specifications**

**CONSTRUCTION & MATERIALS**

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartments and high performance heat sinks
- Convenient interlocking mounting method. Mounting housing is rugged die cast aluminum mounting to 3-6" (76-152mm) square or round pole, secured by two 5 / 16-18 UNC bolts spaced on 2" (51mm) centers
- Includes leaf / debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Standard is silver. Bronze, black, white, and platinum bronze are also available

**ELECTRICAL SYSTEM**

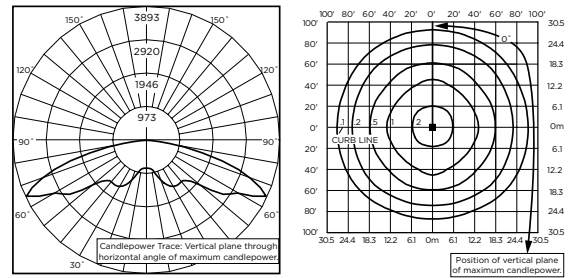
- **Input Voltage:** 120-277V or 347-480V, 50 / 60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- To address inrush current, slow blow fuse or type C / D breaker should be used

**REGULATORY & VOLUNTARY QUALIFICATIONS**

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- 10kV surge suppression protection tested in accordance with IEEE / ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Product qualified on the DesignLights Consortium™ ("DLC") Qualified Products List ("QPL") when ordered without full backlight control shield
- Meets Buy American requirements within ARRA

**Photometry**

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP certified laboratory.



CSA Test Report #: 6416  
 ARE-EDG-5M-\*\*-06-E-UL-700-40K  
 Initial Delivered Lumens: 12,022

ARE-EDG-5M-\*\*-12-E-UL-525-40K  
 Mounting Height: 25' (7.6m) A.F.G.  
 Initial Delivered Lumens: 18,630  
 Initial FC at grade

**IES Files**

To obtain an IES file specific to your project consult:  
<http://www.cree.com/lighting/tools-and-support/exterior-ies-configuration-tool>

**Lumen Output, Electrical, and Lumen Maintenance Data**

Type V Medium Distribution												
LED Count (x10)	5700K		4000K		System Watts 120-480V	TOTAL CURRENT					50K Hours Projected Lumen Maintenance Factor @ 15° C (59° F)**	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-II	Initial Delivered Lumens*	BUG Ratings** Per TM-15-II		120V	208V	240V	277V	347V		480V
<b>350mA @ 25° C (77° F)</b>												
06	6,926	B3 U0 G2	6,670	B3 U0 G2	66	0.52	0.31	0.28	0.26	0.20	0.15	93%
08	9,235	B3 U0 G2	8,893	B3 U0 G2	90	0.75	0.44	0.38	0.34	0.26	0.20	
10	11,516	B4 U0 G2	11,089	B4 U0 G2	110	0.92	0.53	0.47	0.41	0.32	0.24	
12	13,819	B4 U0 G3	13,307	B4 U0 G3	130	1.10	0.63	0.55	0.48	0.38	0.28	
14	16,020	B4 U0 G3	15,427	B4 U0 G3	158	1.32	0.77	0.68	0.62	0.47	0.35	
16	18,309	B4 U0 G3	17,631	B4 U0 G3	179	1.49	0.87	0.77	0.68	0.53	0.39	
20	22,886	B5 U0 G3	22,038	B5 U0 G3	220	1.84	1.06	0.93	0.83	0.64	0.47	
24	27,463	B5 U0 G4	26,446	B5 U0 G4	261	2.19	1.26	1.10	0.97	0.76	0.56	
<b>525mA @ 25° C (77° F)</b>												
04	6,539	B3 U0 G2	6,297	B3 U0 G2	70	0.58	0.34	0.31	0.28	0.21	0.16	92%
06	9,697	B3 U0 G2	9,338	B3 U0 G2	101	0.84	0.49	0.43	0.38	0.30	0.22	
08	12,929	B4 U0 G3	12,450	B4 U0 G3	133	1.13	0.66	0.58	0.51	0.39	0.28	
10	16,122	B4 U0 G3	15,525	B4 U0 G3	171	1.43	0.83	0.74	0.66	0.50	0.38	
12	19,347	B4 U0 G3	18,630	B4 U0 G3	202	1.69	0.98	0.86	0.77	0.59	0.44	
14	22,428	B5 U0 G3	21,598	B5 U0 G3	232	1.94	1.12	0.98	0.87	0.68	0.50	
16	25,632	B5 U0 G3	24,683	B5 U0 G3	263	2.21	1.27	1.11	0.97	0.77	0.56	
<b>700mA @ 25° C (77° F)</b>												
04	7,987	B3 U0 G2	7,691	B3 U0 G2	92	0.78	0.46	0.40	0.36	0.27	0.20	90%
06	11,844	B4 U0 G3	11,405	B4 U0 G2	134	1.14	0.65	0.57	0.50	0.39	0.29	

\* Actual production yield may vary between -4 and +10% of initial delivered lumens.  
 \*\* For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit [www.iesna.org/PDF/Erratas/TM-15-11BUGRatingsAddendum.pdf](http://www.iesna.org/PDF/Erratas/TM-15-11BUGRatingsAddendum.pdf).  
 \*\*\* For recommended lumen maintenance factor data see TD-13. Calculated L<sub>80</sub> based on 6,000 hours LM-80-08 testing; > 150,000 hours.



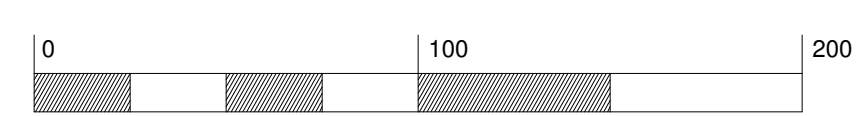
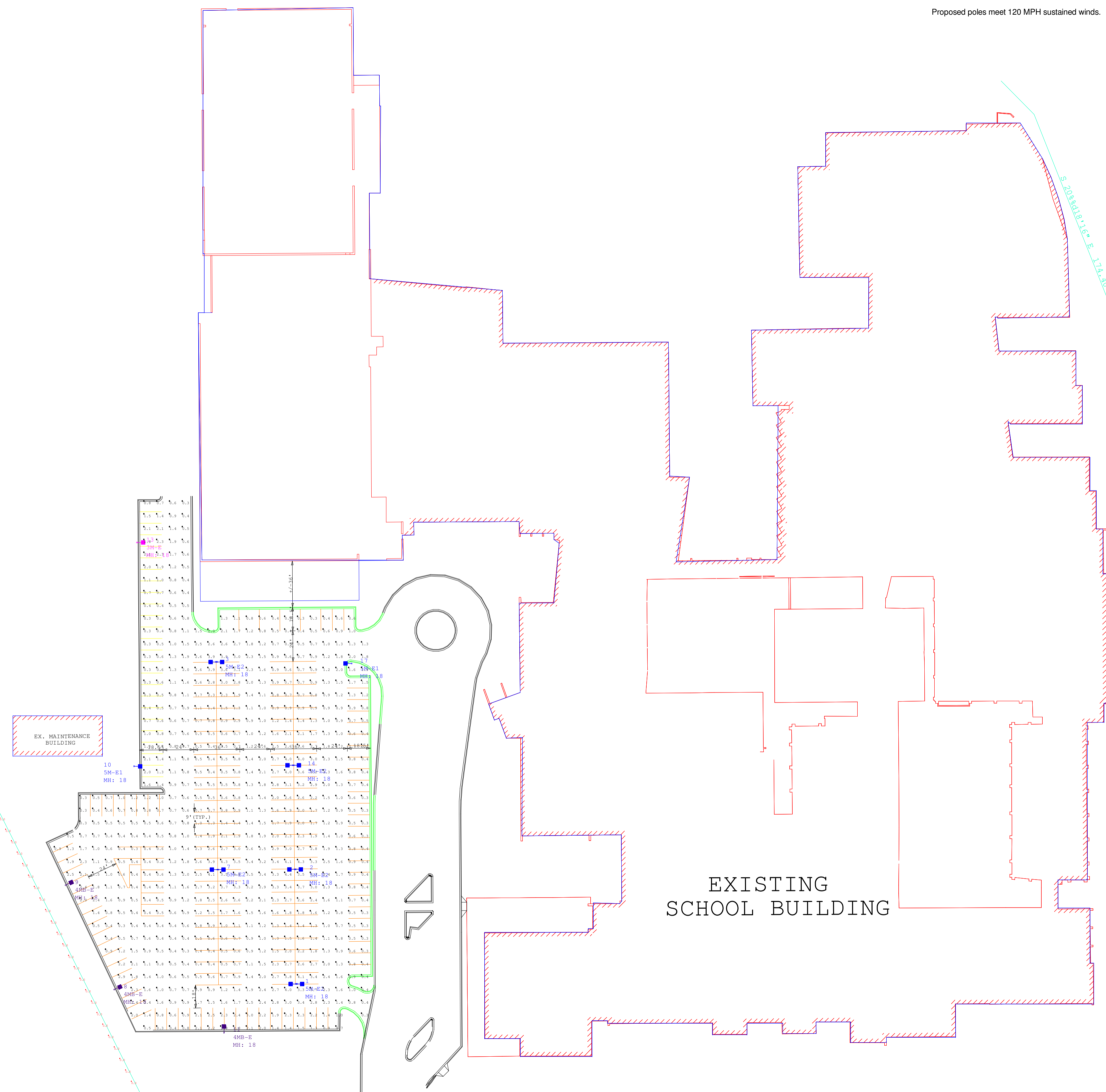
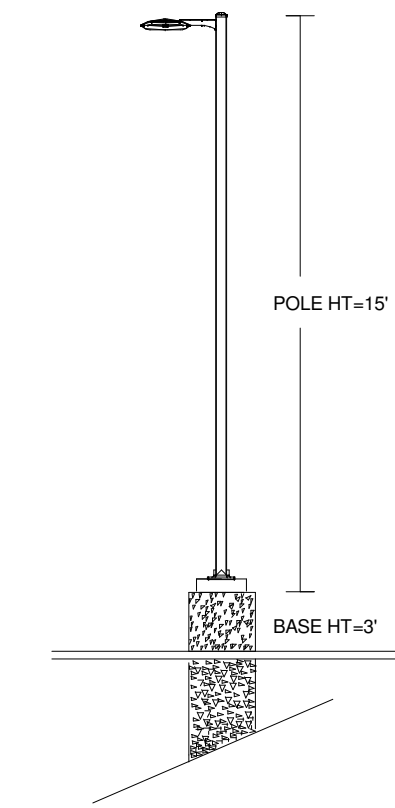
**EXHIBIT E**

**Athletic Lot Lighting Plan**

Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Total Watts	Description
■	3	4M-E	SINGLE	5719	0.920	2766	ARE-EDG-4M-DA-04-E-UL-SV-700 40 LED 700mA
■	1	3M-E	SINGLE	7198	0.920	92	ARE-EDG-3M-DA-04-E-UL-SV-700 40 LED 700mA
■	5	5M-E2	BACK-BACK	7987	0.920	920	ARE-EDG-5M-DA-04-E-UL-SV-700 40 LED 700mA
■	2	5M-E1	SINGLE	7987	0.920	184	ARE-EDG-5M-DA-04-E-UL-SV-700 40 LED 700mA

Footcandles calculated using predicted lumen values after 50K hours of operation					
Label	Avg	Max	Min	Avg/Min	Max/Min
CalcPis	1.37	4.4	0.3	4.57	14.67
PROPERTY LINE	0.00	0.0	0.0	N.A.	N.A.

Pole Schedule  
 (6) PSS15C1SV (15' X 3" STEEL SQUARE POLE)  
 (5) PSS15C2SV (15' X 3" STEEL SQUARE POLE 2@180)  
 Proposed poles meet 120 MPH sustained winds.



1200 92nd Street - Sturtevant, WI 53177  
 www.cree.com - (800) 296-6800

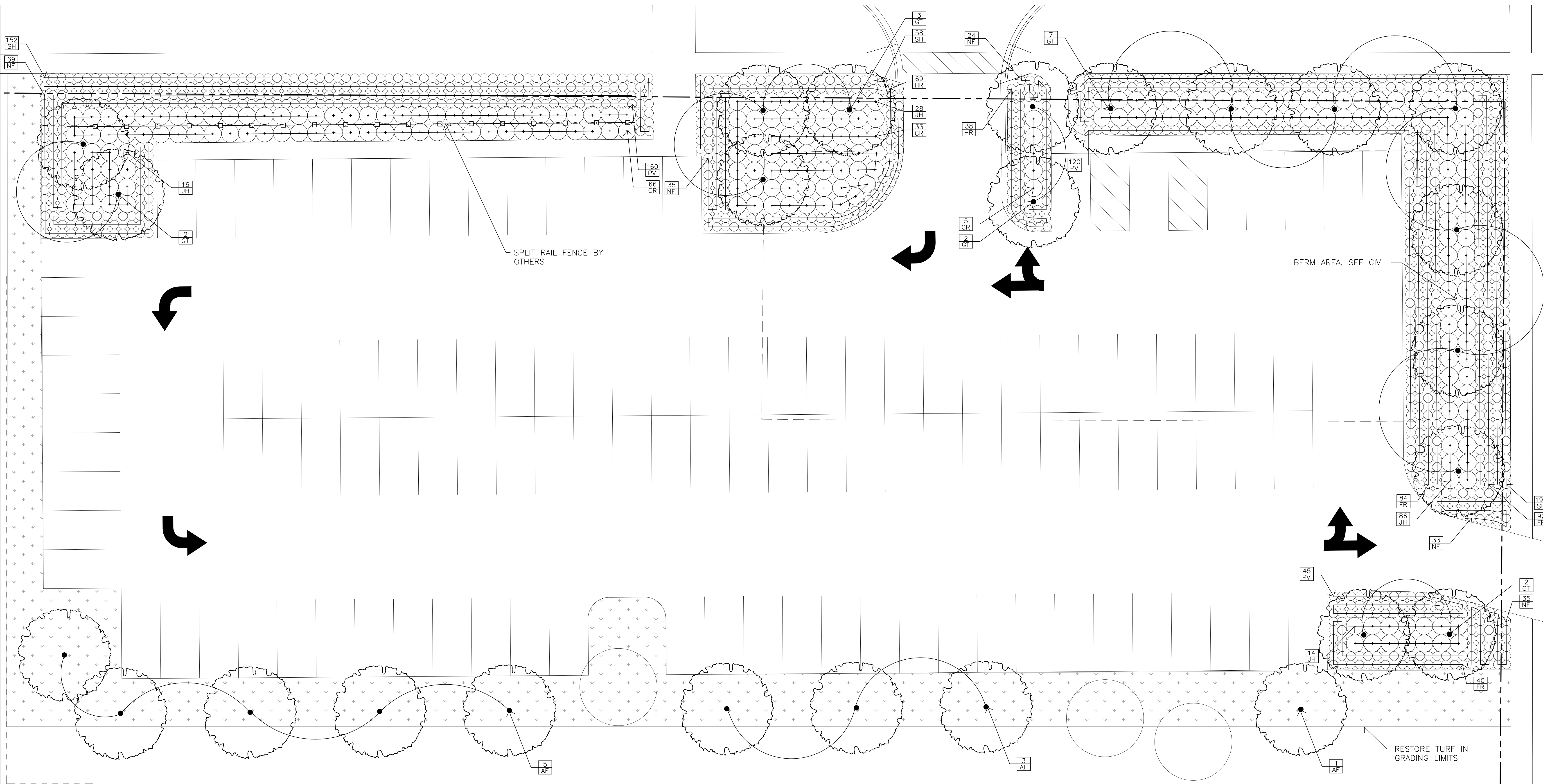
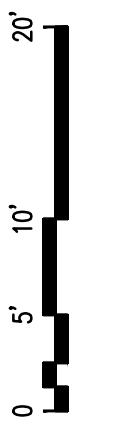
Project Name: HPHS SPORT LOT Customer No: 01872  
 Date: 3/5/2015 Scale: 1"=50' Footcandles calculated at grade  
 Filename: V:\Common\Eng\OUT\150305MA1LJS.AGI Layout by: LINDA SCHALLER

Illumination results shown on this lighting design are based on project parameters provided to Cree, Inc. used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting, or energy code.

**EXHIBIT F**

**Visitor Lot Landscape Plan**

In association with:

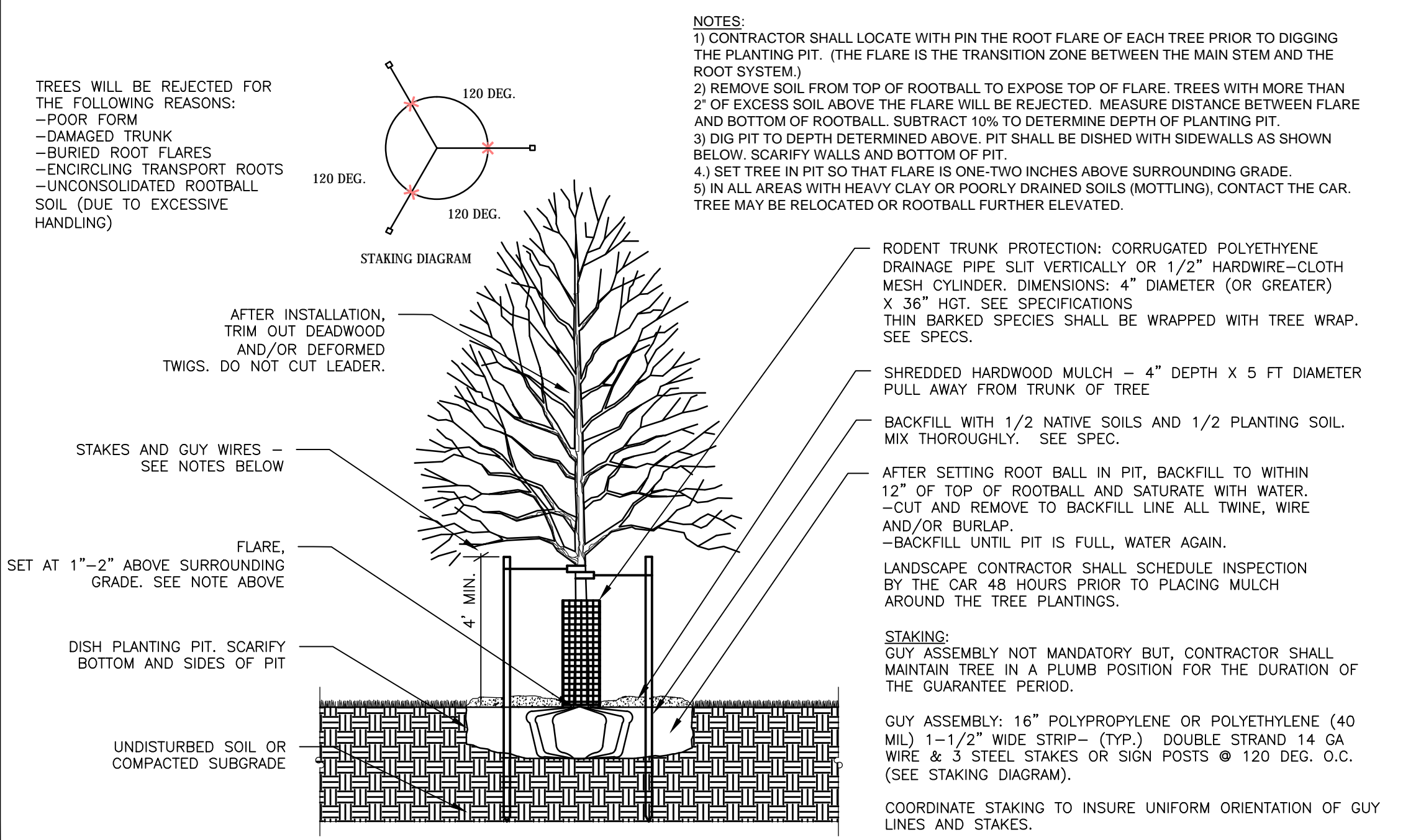
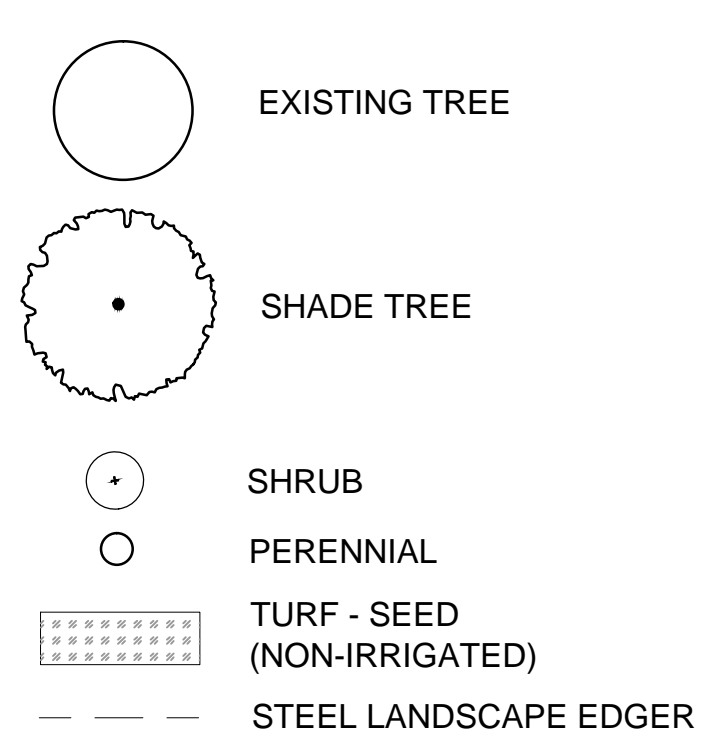


PLANTING LAYOUT

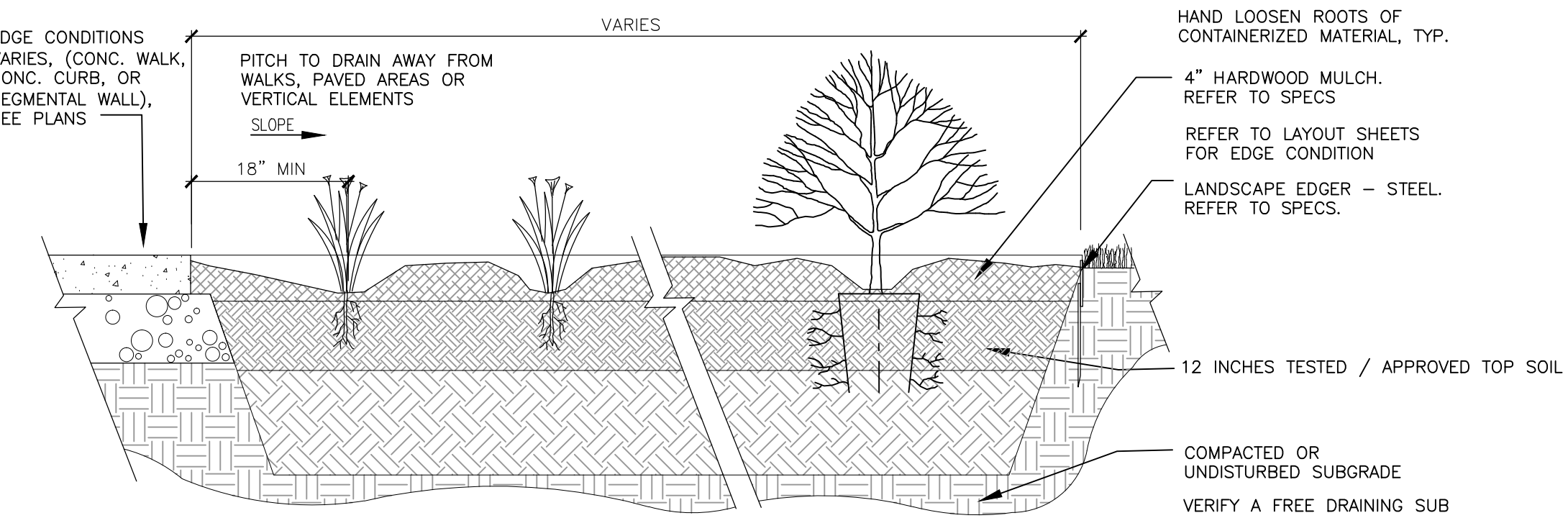
**GENERAL NOTES:**

- CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
- CONTRACTOR SHALL CONTACT PROPER UTILITY AGENCIES FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
- CONTRACTOR SHALL COORDINATE ALL PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
- EXISTING TREES FOUND ON SITE SHALL BE PROTECTED AND SAVED UNLESS NOTED TO BE REMOVED OR ARE LOCATED IN AN AREA TO BE GRADED. QUESTIONS REGARDING EXISTING PLANT MATERIAL SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO REMOVAL.
- LIMITS OF WORK SHOWN ON PLAN ARE ONLY APPROXIMATE AND MAY BE ADJUSTED IN FIELD BY LANDSCAPE ARCHITECT. WORK OUTSIDE OF THESE LIMITS WILL BE DONE AT CONTRACTORS EXPENSE UNLESS DIRECTED BY LANDSCAPE ARCHITECT OR OWNER IN WRITING.
- SALVAGE TOPSOIL FROM THE EARTHWORK AREAS AS APPROPRIATE AND/OR AS DIRECTED BY LANDSCAPE ARCHITECT AND STOCKPILE FOR REUSE IN LOCATION APPROVED BY OWNER.
- CONTRACTOR SHALL ENSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL AREAS.
- NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
- WHERE TURF ABUTS PAVED SURFACES, FINISHED GRADE OF SOD SHALL BE HELD 1" BELOW SURFACE ELEVATION OF DOWNHILL SIDE OF WALK, SLAB, CURB, ETC.
- PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS AND DETAILS TAKE PRECEDENCE OVER NOTES.
- PLANT MATERIALS TO BE INSTALLED PER PLANTING DETAILS.
- MATERIAL SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. LANDSCAPE ARCHITECT MUST APPROVE STAKING OF PLANT MATERIAL PRIOR TO DIGGING.
- NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF BID AND/OR QUOTATION.
- REFER TO CIVIL FOR GRADING PLAN AND DRAINAGE INFORMATION.
- INSTALL 4" OF HARDWOOD MULCH ON ALL PLANTING BEDS AND TREE PLANTED AREAS.
- KEEP SOIL AND MULCH FINAL ELEVATIONS FROM BLOCKING INTENDED STORM WATER FLOW, SEE GRADING PLAN.
- STAKE TREES FOR APPROVAL BY THE PROJECT MANAGER PRIOR TO INSTALLATION.
- CONTRACTOR IS RESPONSIBLE FOR ESTIMATING RESTORATION LIMITS BASED ON THE NEEDS OF THEIR WORK (INCLUDING SUB-CONTRACTORS WORK).
- INSTALL STEEL LANDSCAPE EDGER IN ALL AREAS WHERE TURF/SOD MEET PLANTING BEDS.
- CONTRACTOR IS RESPONSIBLE FOR ONGOING MAINTENANCE INCLUDING WEEDING AND WATERING OF NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE.

**MATERIAL & SYMBOL LEGEND:**



1 TREE PLANTING DETAIL  
 NO SCALE



2 PLANTING BED WITH EDGER SECTION - TYPICAL

**PLANTING SCHEDULE:**

Total	Key	Qty.	Common Name	Scientific Name	Size	Cont.	Comments
<b>25 DECIDUOUS TREES</b>							
	GT	16	IMPERIAL HONEYLOCUST	Gleditsia triacanthos var. inermis 'Impcoole'	2.5"	BB	AS SHOWN
	AF	9	FIREFALL MAPLE	Acer x freemanii 'AF#1'	2.5"	BB	AS SHOWN
<b>248 SHRUBS</b>							
	JH	144	ANDORRA COMPACT JUNIPER	Juniperus horizontalis 'Plumosa Compacta'	#2	CONT.	4FT O.C.
	CR	104	MUSKINGUM GRAY DOGWOOD	Cornus racemosa 'Muszam'	#2	CONT.	4FT O.C.
<b>1057 PERENNIALS</b>							
	FR	216	FEATHER REED GRASS	Calamagrostis x acutiflora 'Karl Foerster'	#2	CONT.	18" O.C.
	HR	107	ROSY RETURNS DAYLILY	Hemerocallis 'Rosy Returns'	#2	CONT.	18" O.C.
	PV	325	PANICUM SHENANDOAH GRASS	Panicum virgatum 'Shenandoah'	#2	CONT.	18" O.C.
	SH	409	PRAIRIE DROPSEED	Sporobolus heterolepis	#2	CONT.	18" O.C.
	NF	196	WALKER'S LOW NEPETA	Nepeta faassenii 'Walkers Low'	#2	CONT.	18" O.C.

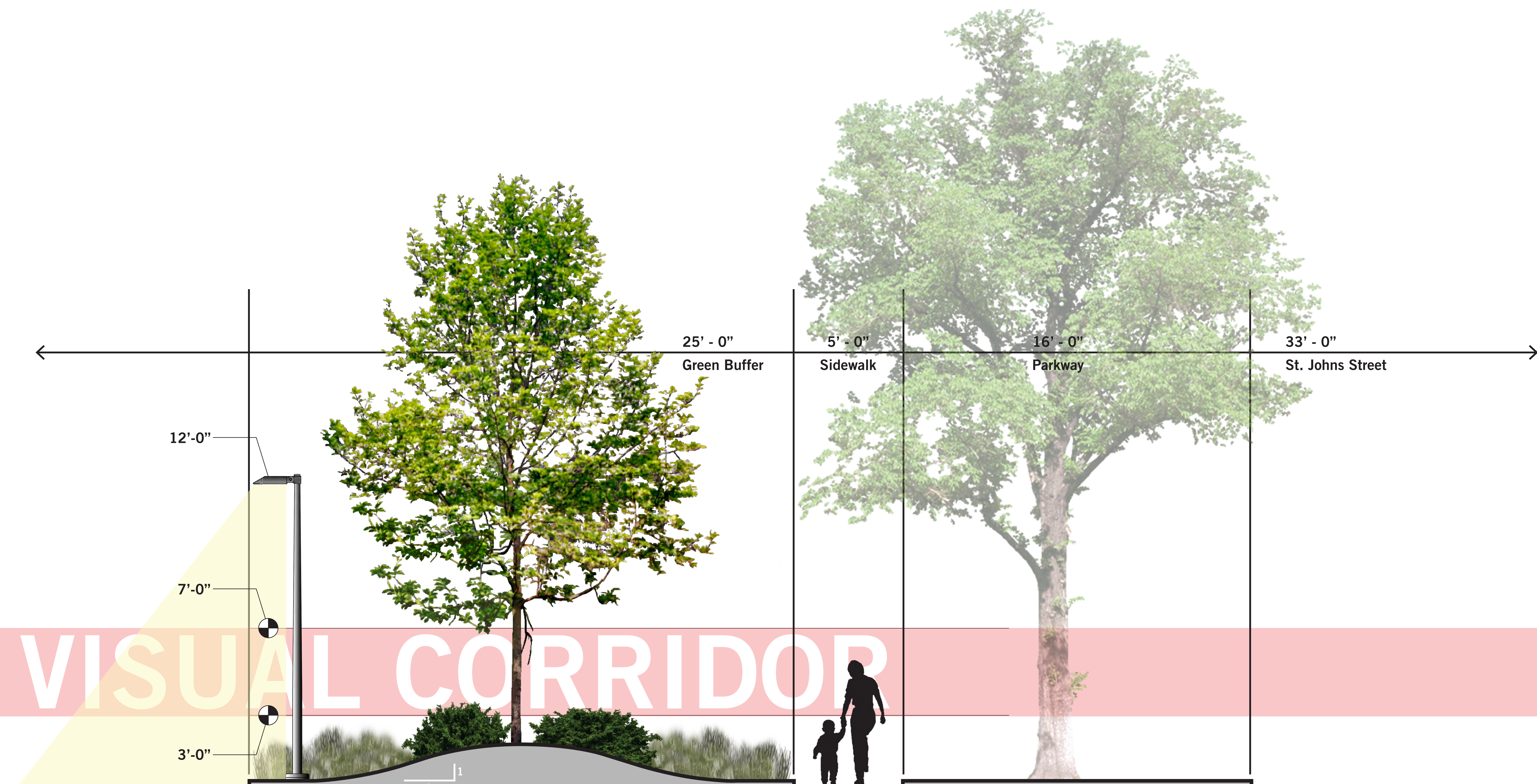
Revisions		
NO.	ISSUE	DATE

Sheet Information  
 Date: 03/05/2015  
 Job Number: 021804.000  
 Drawn: AN  
 Checked: AN  
 Approved: MS  
 Title:

**PLANTING PLAN AND DETAILS**

Sheet

**L1**





**EXHIBIT G**

**Final Transportation Plan**

# District 113

## Parking & Transportation: Study, Recommendations, & Plan

City of Highland Park Plan Commission  
March 17, 2015



# Introduction

Annette Lidawer  
District 113 Board of Education



## District 113 - neighbor and community member

*Last spring, the Highland Park City Council directed District 113 to:*

- Conduct a comprehensive, in-depth review of the overall plan/proposal
- Re-engage the traffic engineer to revisit the traffic study based on the City's parameters
- Engage with stakeholders to understand their concerns and solicit their feedback

See Appendix for dates

3



## District 113 - neighbor and community member

*In response, District 113 has:*

- Conducted focus groups with students, parents/guardians and neighbors
- Re-engaged traffic engineer and architect
- Conducted **3** community meetings
- Sent **15+** e-mail updates
- Sent **5** letters to neighbors
- Held **7+** meetings with City staff
- Presented before the City's Transportation Commission and the District 113 Board of Education
- Held **7** Oversight Committee meetings discussing transportation and traffic issues, including in-depth review during 3 January meetings

See Appendix for dates

4



## Proposal Summary

### HPHS TRAFFIC AND PARKING PROPOSAL

- Safest
- Reduces congestion to levels lower than pre-construction (moves traffic off streets)
- Best option after carefully considering 23+ configurations & 150+ potential combinations
- Fiscally responsible
- Addresses aesthetic and environmental concerns
- Traffic Reduction Plan is an innovative approach to modify human behavior.
- HPHS Community Task Force ensures ongoing feedback from all stakeholders

***Inaction perpetuates unsafe and congested conditions***

5



## Projected enrollment 2014-2018

HPHS' enrollment will increase by 37 students

District 113's enrollment will increase by 80 students

Enrollment 2014-2019

Year	HPHS	% increase/decrease	District	% increase/decrease
2014-2015	2065		3692	
2015-2016	2086	+1%	3712	+1%
2016-2017	2105	+1%	3735	+1%
2017-2018	2061	-2%	3722	0%
2018-2019	2102	+2%	3771	+1%



AGENDA

Challenge

Short-Term Actions

Listening & Learning

Recommended Long-Term Actions

Implementation & Management Plan

*District 113 faced a challenge brought to a head by the HPHS construction project*

- Short-term parking shortage
- Potentially worsening existing congestion

HPHS parking spaces	On campus	Remote	Total
Pre-construction	631	-	631
During construction	449	86	535
Post-construction goal	631		631



AGENDA

Challenge

Short-Term Actions

Listening & Learning

Recommended Long-Term Actions

Implementation & Management Plan

*District 113 took mitigating actions:*

- Evaluated alternative parking options and secured 86 temporary spaces with City
- Implemented a new parking lottery system
- Deployed 5 staff to direct traffic on Vine and St. Johns
- Secured assistance from the police for traffic enforcement
- **Added signage** both on neighboring streets & on school property
- Requested and received a **speed reduction** on St. Johns to 20 mph
- Communicated special events (deliveries, crowded events)
- Received permission for **satellite parking** at Indian Trail and Elm Place Schools.



Staff deployed to direct drop-off traffic

Police enforcement



**Staff Location**

**Police enforcement in 2014 and 2015**

- 149 parking citations
- 20 traffic citations
- 57 written/verbal warnings

**AGENDA**

Challenge

Short-Term Actions


Listening & Learning

Recommended Long-Term Actions

Implementation & Management Plan

*District 113 simultaneously launched efforts to fully explore potential solutions to pre-construction traffic issues*

Community	Focus groups & survey	Understand concerns, gather ideas, and guide direction
Traffic	Measured patterns	Improve flow and safety
Parking	Explored design options	Maintain capacity, minimize disruption to class and community



## Focus Groups & Survey

Conducted by Alison P. Smith  
Consultant



### Listening & Learning

**Neighbor, parent,  
student focus groups  
(35 participants)**

#### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

##### COMMON GROUND:

- Safety, traffic concerns
- **Less parking = more traffic**
- Enforcement needed

##### DIFFERENCES:

- Neighbors want same or less parking
- Students/parents want same or more parking



## Listening & Learning

Neighbor, parent,  
student focus groups  
(35 participants)

Student focus groups  
(150 participants)

### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

#### COMMON GROUND:

- Safety, traffic concerns
- **Less parking = more traffic**
- Enforcement needed

#### DIFFERENCES:

- Neighbors want same or less parking
- Students/parents want same or more parking

### 2) Student focus groups informed the survey and TRP

- Heard scope of concerns and ideas re: bus service
- Identified meaningful incentives to bus ridership
- Identified some alternative means



## Listening & Learning

Neighbor, parent,  
student focus groups  
(35 participants)

Student focus groups  
(150 participants)

Student survey  
(466 participants)

### 1) Community focus groups informed traffic study, parking options and trip reduction plan (TRP)

#### COMMON GROUND:

- Safety, Traffic concerns
- **Less parking = more traffic**
- Enforcement needed

#### DIFFERENCES:

- Neighbors want same or less parking
- Students/parents want same or more parking

### 2) Student focus groups informed the survey and TRP

- Heard scope of concerns and ideas re: bus service
- Identified meaningful incentives to bus ridership
- Identified some alternative means

### 3) Student survey informed the Trip Reduction Plan

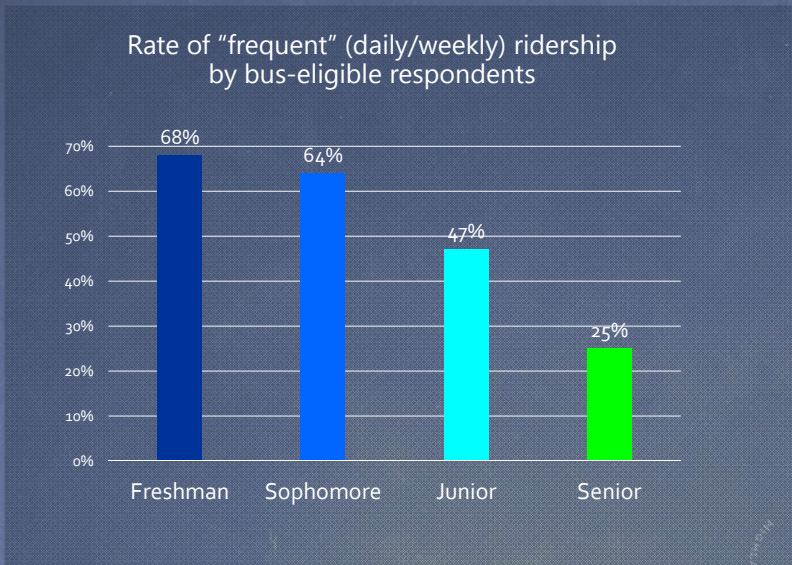
- Measured satisfaction with current service
- Identified mechanisms to increase ridership
- Recognized potential for change in behavior





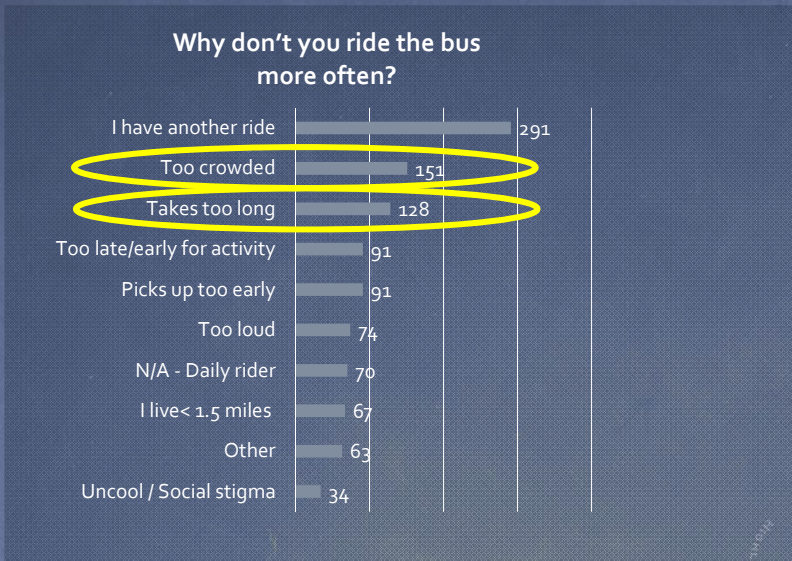
**Listening & Learning**

Survey responses  
(466 participants)



**Listening & Learning**

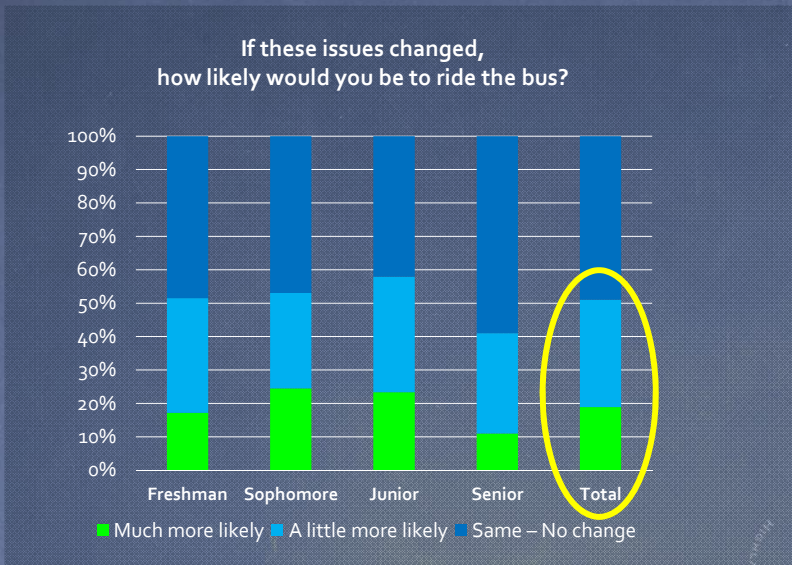
Survey responses



**Listening & Learning**

Survey responses

A window of opportunity...



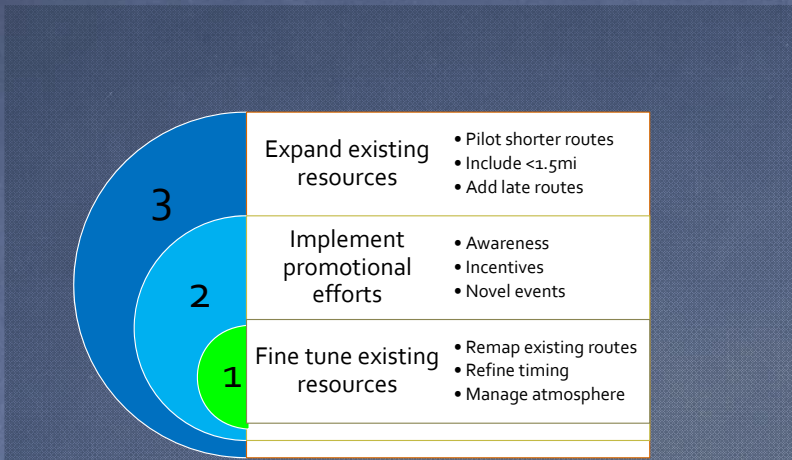
**Listening & Learning**

Levels of intervention

Increased effort and investment

Ridership will likely increase

Traffic levels will likely decrease





## Traffic Study

Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering



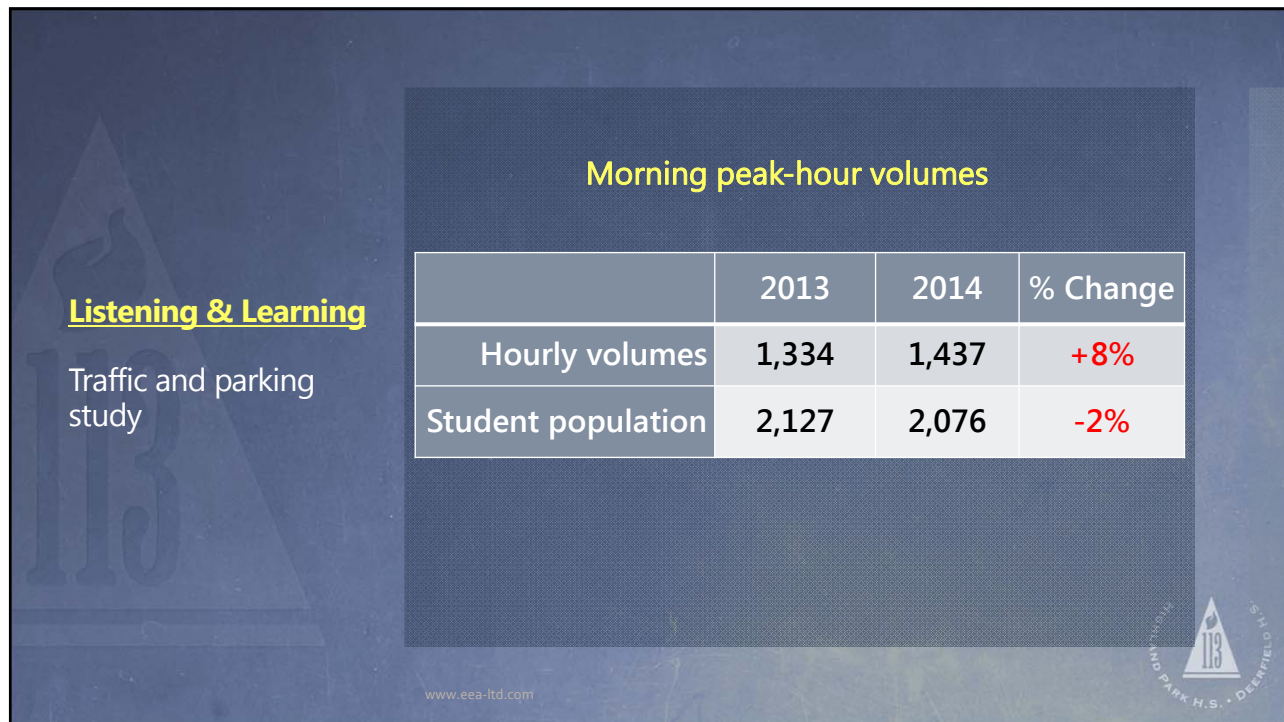
### Listening & Learning

Traffic and parking  
study

- Fall counts – 2013 and 2014
  - Vehicle/drop-off, bus, bike, parking and pedestrian
- Observations
- Input from:
  - Community
  - City
  - School
  - Neighbors
- Develop and analyze alternatives

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**Listening & Learning**

Traffic and parking study

### Less parking = more congestion

- 96 fewer spaces resulted in 103 more trips
- Drive and park became drive/drop/leave
  - Adds to drop-off congestion
  - Impacts more intersections
- Remote parking – Not a solution
  - Parents: Safety
  - Students: Inconvenience
  - Created secondary traffic
- Demand for more than 631 spaces
  - Permit requests not satisfied
  - Parking in the neighborhood

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### Listening & Learning

Traffic and parking study

- Original parking supply: **631 spaces**
- Looked at 23+ parking alternatives
- 150+ parking combinations
- Proposed changes
  - **Gain 37 parking spaces** in Athletic Lot
  - **Create 115-space lot** south of Vine Avenue

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### Listening & Learning

Traffic alternatives

- Vine Avenue one-way (EB and WB)
- One-way traffic through campus
- Turn restrictions at existing drives
  - Move congestion from one location to another
- All parking north of Vine Avenue
  - Status quo
  - Impacts safety due to additional congestion in the lot
  - Impacts safety due to additional congestion at the entrances/exits

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## Listening & Learning

Student loading

- Student loading is a problem
  - Neighbors
  - Students
  - Parents
- Westbound Vine traffic backs up into St. John/Vine intersection
- Athletic Lot backs up onto Vine
- Parents find alternate locations

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## Listening & Learning

Studied locations for additional loading

### **Possible Loading Locations**

- St Johns - North of Vine Avenue
- St Johns - South of Vine Avenue
  - SB drop-off would back up onto Vine
  - West side of school (One-way northbound)
- Redesign Athletic Lot
- South side of Vine Avenue
  - Number of alternatives analyzed

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**Listening & Learning**

**Pedestrian safety**

**St Johns Crosswalk at Woodpath**

- Poor sightlines on curve
- High travel speeds (32 mph)
- Need to reduce speeds
- Enacted school speed zone
- Evaluate and reassess

**St Johns Sidewalk (West Side)**

- Carriage walk not safe/poor sightlines
- ADA requirements challenging
- Barrier between walk and street
- Existing/new retaining walls/poles
- Removal of landscaping
- Safer for students to use south/east exits



**Capital Improvement Projects  
Highland Park High School  
Parking Lot Studies**

Perkins+Will  
Project Architects




**Listening & Learning**

HPHS onsite traffic/parking

### Conceptual framework & criteria for analysis

- 1) Total parking count - **Maintain 631** parking spaces
- 2) Provide a net improvement of traffic congestion on and around the site
- 3) Provide additional on-site queuing for drop-off/pick-up
- 4) Provide visual screening for neighbors from improvements south of Vine Avenue
- 5) Improvements should have no impact on educational offerings
- 6) Improvements should be limited to a minimal change in overall project costs




**Listening & Learning**

HPHS onsite traffic/parking

### Process

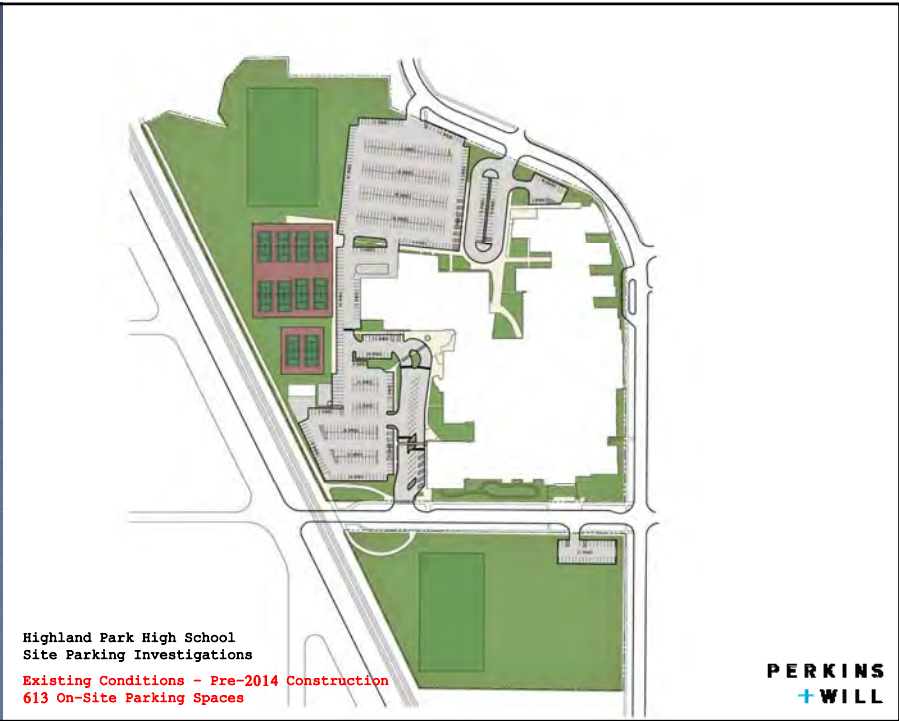
- 1) Establishment of criteria
- 2) Analysis of options
  - 23 configuration options
  - 150 potential combinations
- 3) Goals
  - Improve drop-off & pick-up queuing
  - Distribute parking load
  - Reduce peak traffic congestion



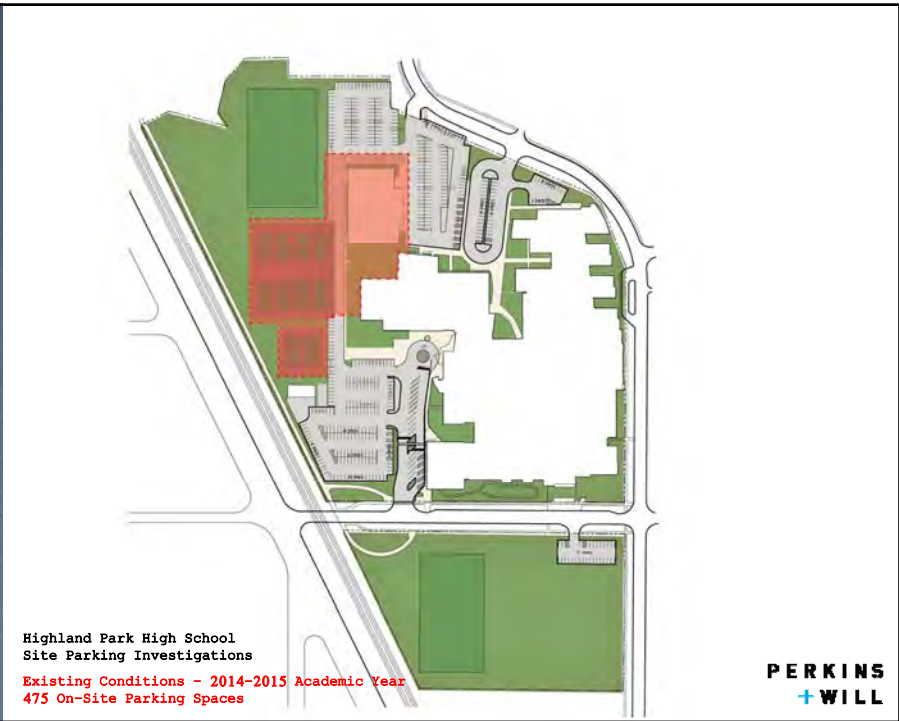
30



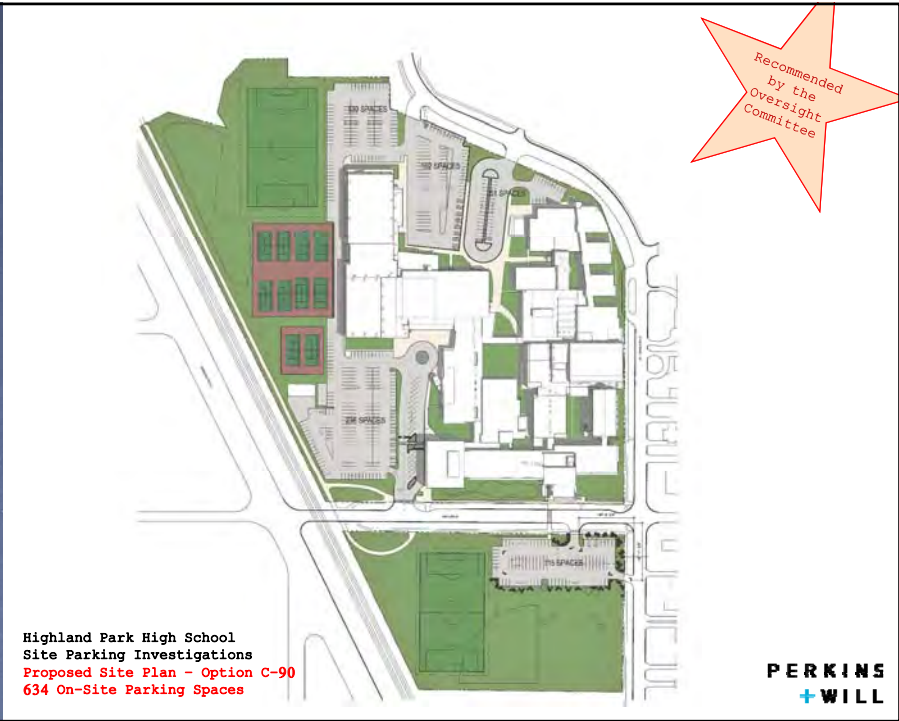
Pre-construction conditions



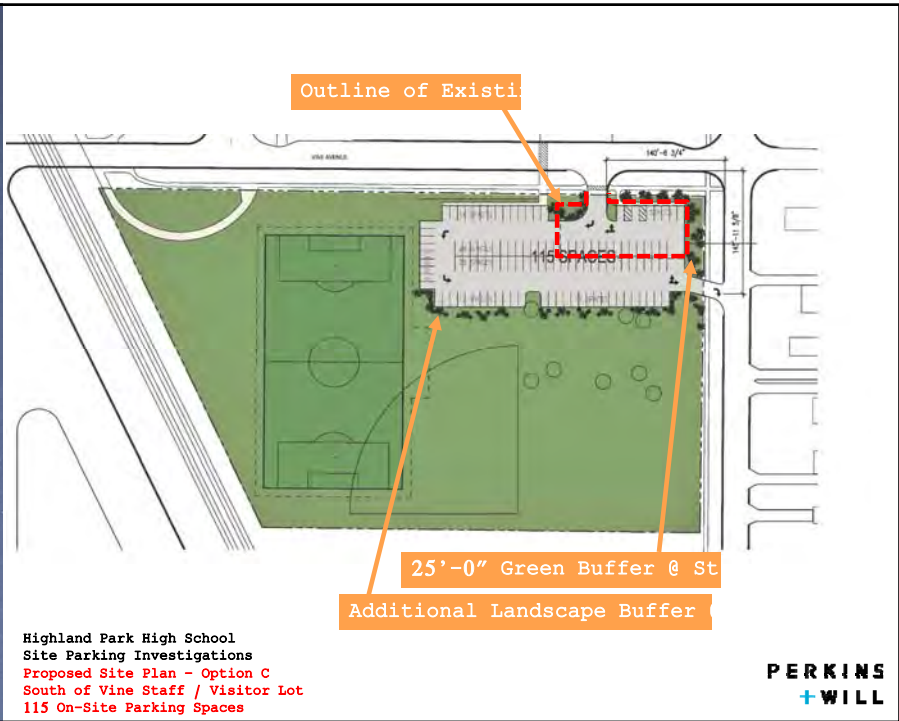
Current conditions under construction



# Recommended Plan



# Recommended Plan--Vine Avenue Lot



# Landscaping



Highland Park High School  
 Site Parking Investigations  
 Proposed Site Plan - Option C  
 South of Vine  
 St. Johns Green Buffer



# Parking lot lighting

- 12' - 14' high lighting
- Full cut-off & shielded
- High-efficiency LED
- Dark sky compliant
- Programmable & dimmable



PERKINS + WILL

Shown Above: Green Edge Series Area Square



**Permeable Pavers**

**High Efficiency & Low Impact Lighting**

**Expanded Bicycle Parking**

**Bicycle Repair Stations**

**Preferred Parking**

**Low-Maintenance Plantings**

**EMITTING AND EFFICIENT VEHICLES PARKING ONLY**

**Sustainability On-Site**  
*What are we doing?*

**PERKINS + WIL**

**Cost summary**

**Gilbane**

1/26/2015  
Revised: 7

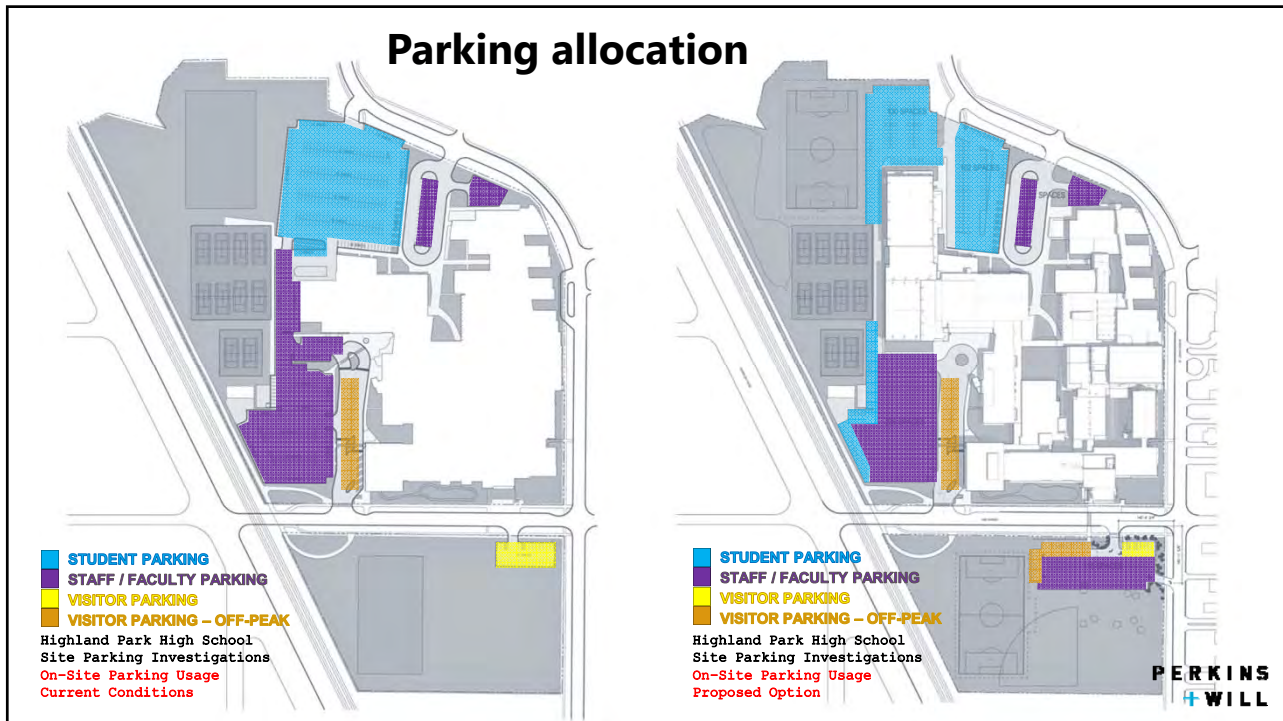
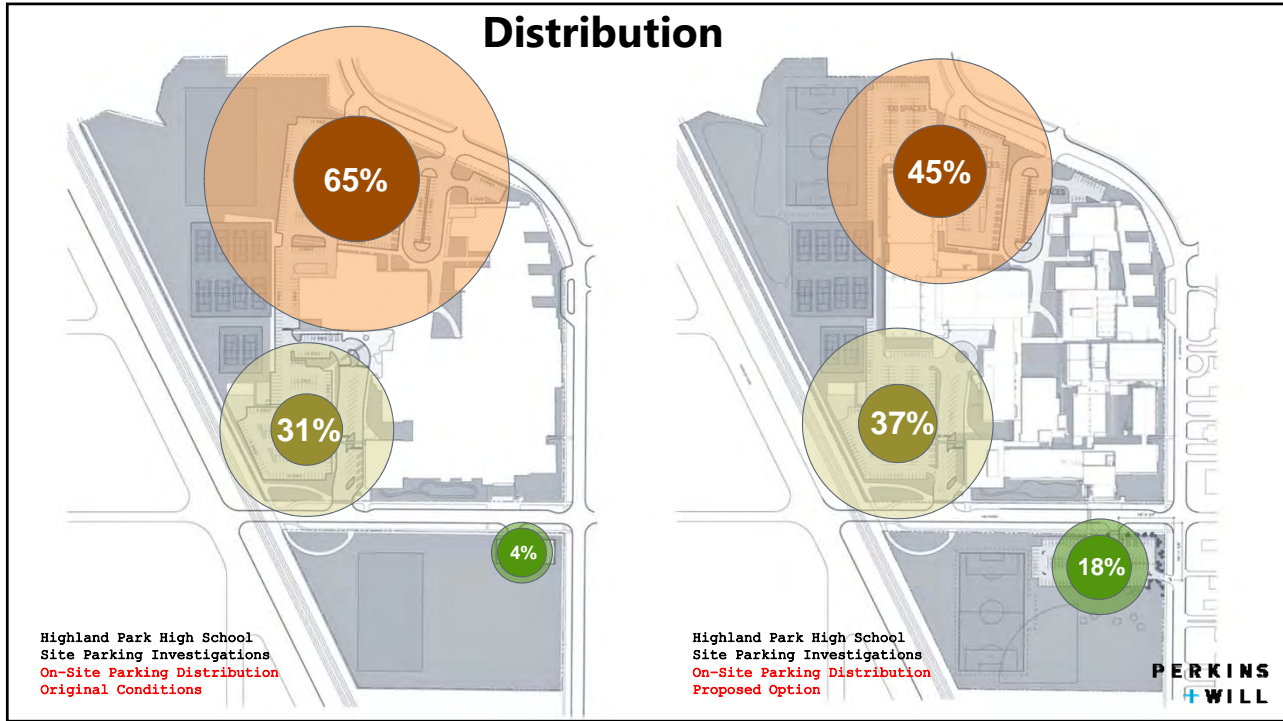
**Highland Park High School Vine Ave. Parking Lot Options Summary \***

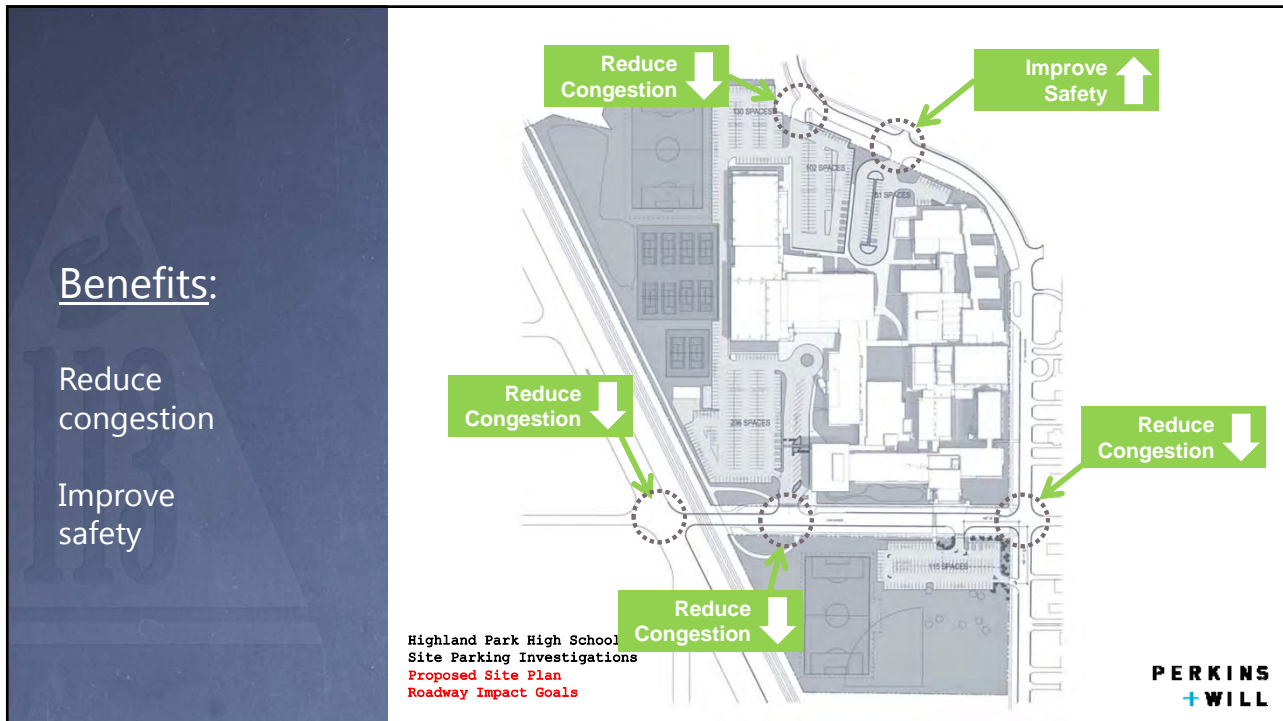
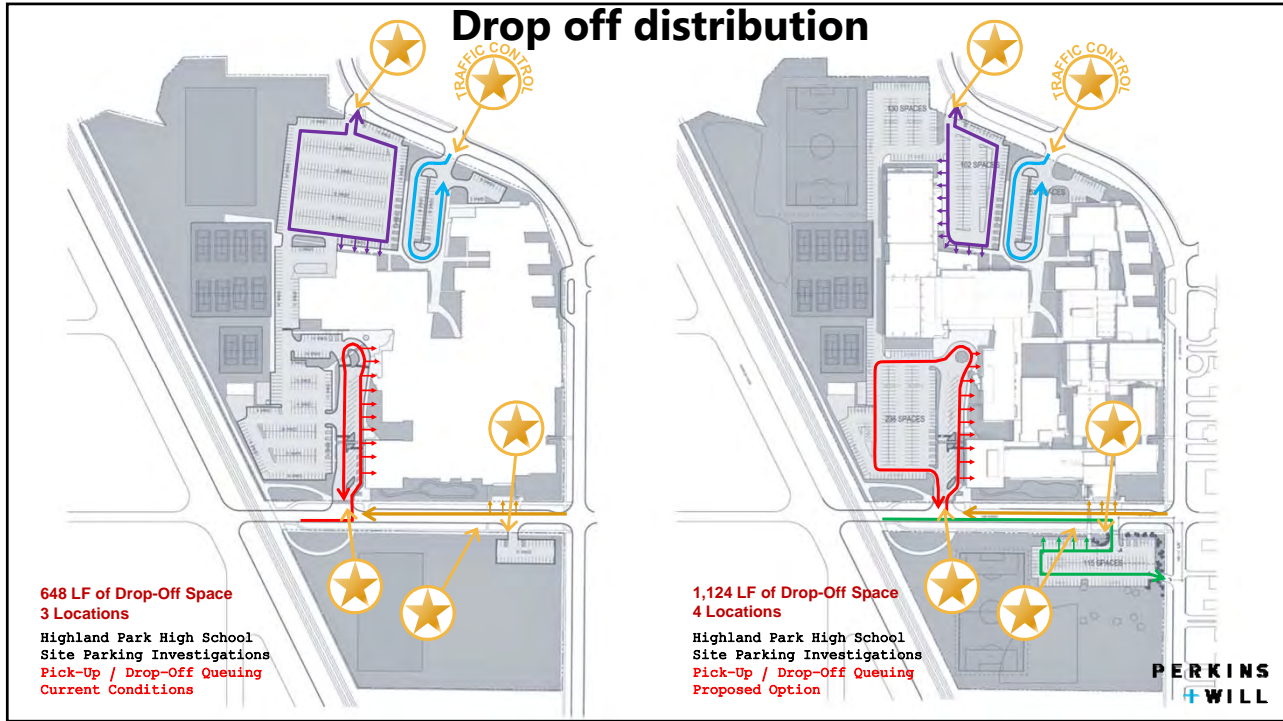
Area	Option	Parking Spaces A	Parking Spaces B	Parking Spaces C	Parking Spaces D	Parking Spaces Total	Net Added Cost over current Budget	Cost/Added Parking Space	Comment - Soccer Field Count
Current	-	153	130	199	131	613	\$0		Two full size soccer fields (1 N, 1 S)
Cost of recommended options from 1/20/15 Oversight Committee Meeting									
	C	153	130	236	114	633	\$ 185,163	\$ 18,516	Maximize parking in Area C. Exit from S. Vine lot (Area D) to St. John provided. Minor (5 cars) additional queuing. Two soccer fields (1N, 1S)
	C-90	153	130	236	115	634	\$ 191,971	\$ 9,141	Maximize parking in Area C. Exit from S. Vine lot (Area D) to St. John provided. No additional queuing. Two soccer fields (1 N, 1S)

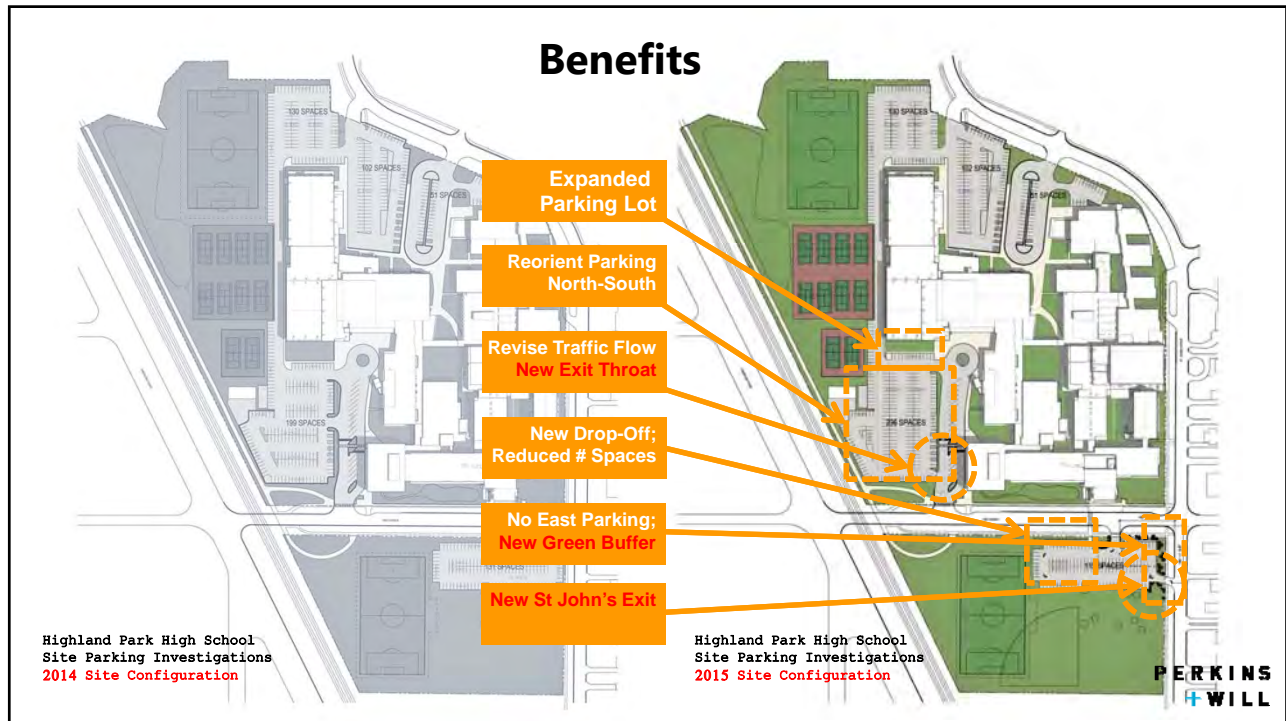
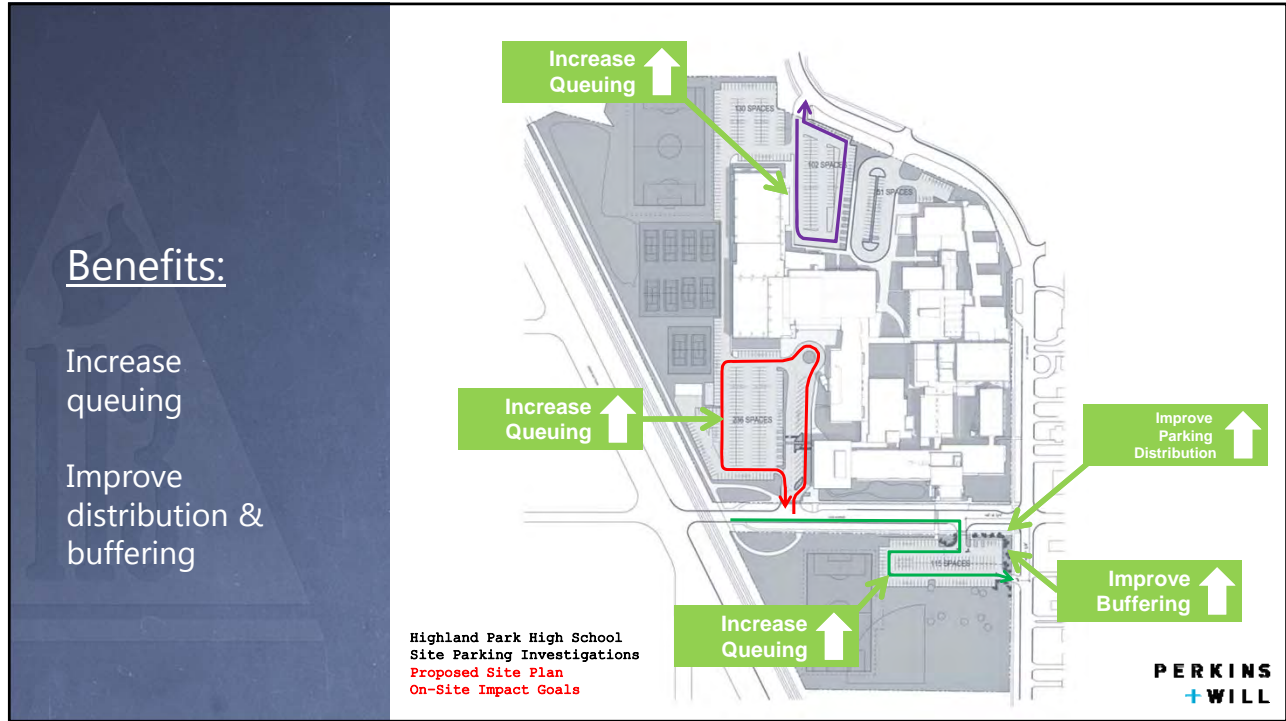
\* Unless noted otherwise, only green highlighted areas are revised; other areas are not reconfigured

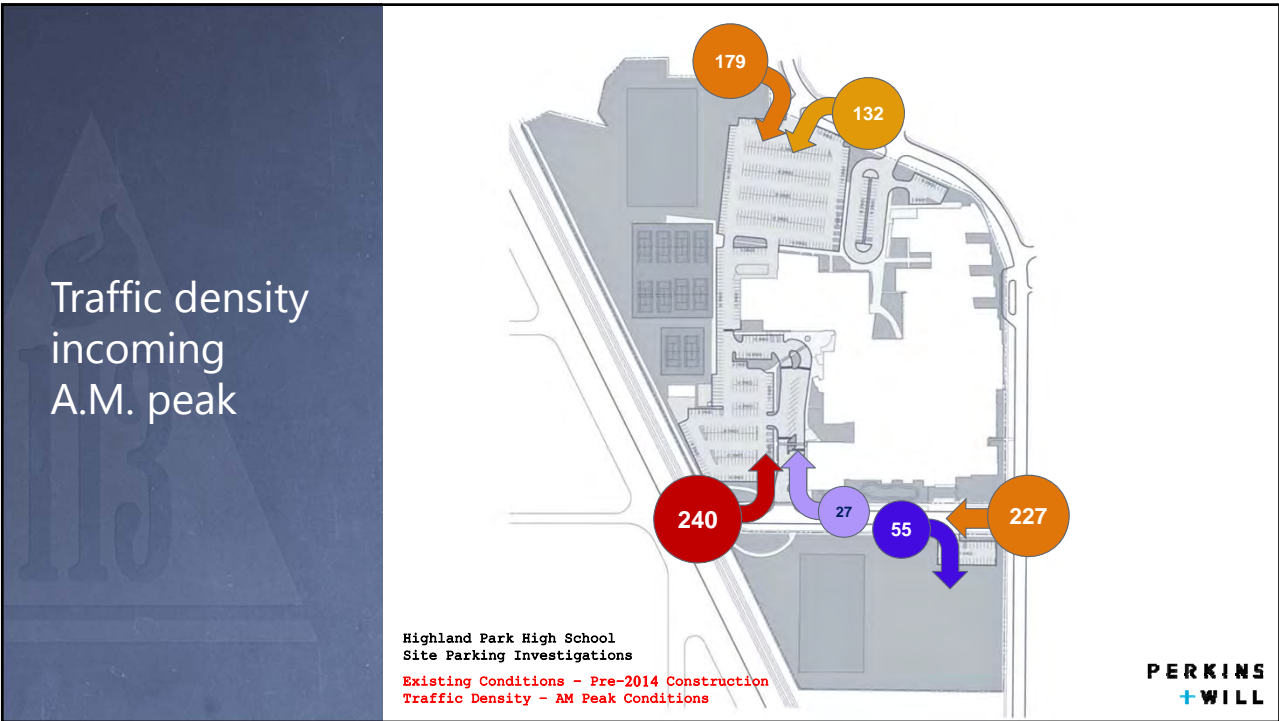
**Highland Park High School**  
**Site Parking Investigations**  
Site Configuration Options  
Cost Analysis - Options C, C-90

**Gilbane**



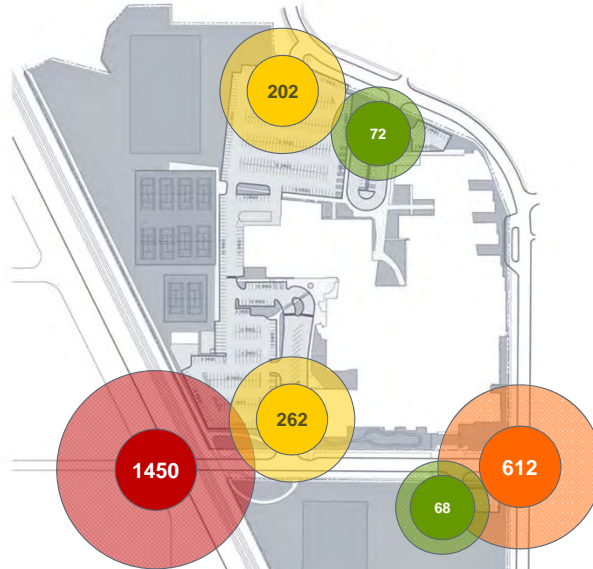








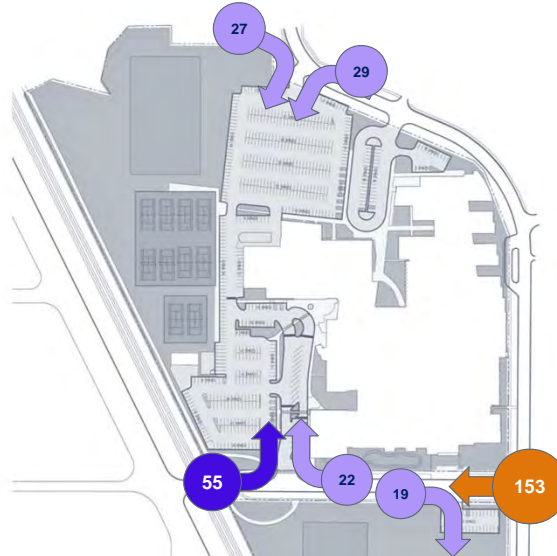
Traffic density intersections  
P.M. peak



Highland Park High School  
Site Parking Investigations  
Existing Conditions - Pre-2014 Construction  
Traffic Density - Total Traffic (#cars); PM Peak

PERKINS  
+WILL

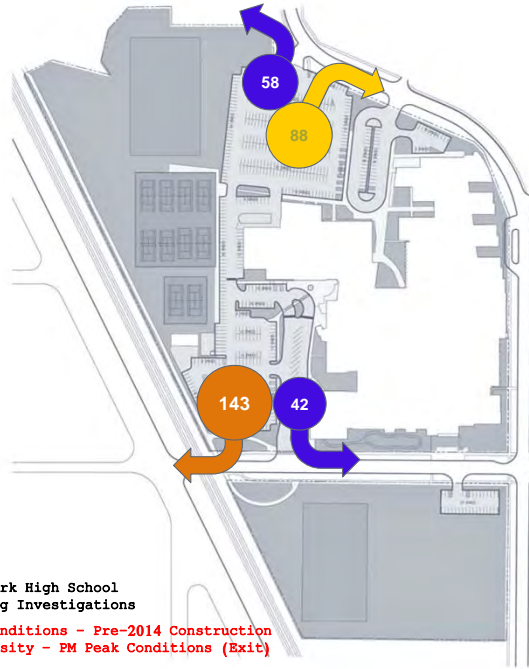
Traffic density  
incoming  
P.M. peak



Highland Park High School  
Site Parking Investigations  
Existing Conditions - Pre-2014 Construction  
Traffic Density - PM Peak Conditions (Entry)

PERKINS  
+WILL

Traffic density  
outgoing  
P.M. peak



Highland Park High School  
Site Parking Investigations  
Existing Conditions - Pre-2014 Construction  
Traffic Density - PM Peak Conditions (Exit)

PERKINS  
+WILL

Working with  
the City of  
Highland Park

1) Planning & Engineering Departments

- FAR Relief Request
- Revised Traffic Study
- Revised Parking Plan

2) Fire Department

- Fire Hydrants
- Fire Lanes

3) Other

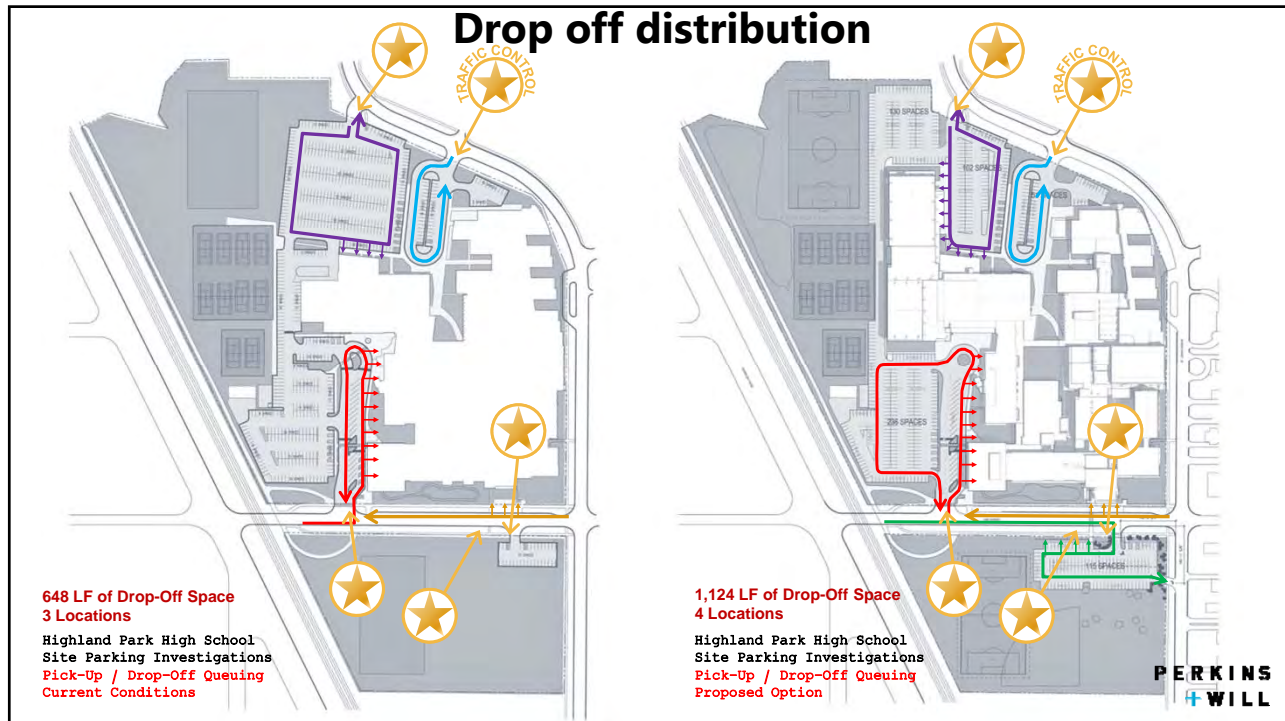
- Stormwater Mitigation
- Community Task Force



## Traffic benefits

- Additional loading location
- More queuing storage off public streets
  - 15+ spaces in Athletic Lot
  - 20+ spaces in new Vine Lot
  - Fewer back-ups on neighborhood streets
- Vine Avenue / St. John's intersection
  - A.M. peak – 552 vs. 625 vehicles per hour (vph) (-12%)
  - Fewer overall delays (-10%)
  - Fewer delays from westbound drop-off
- Athletic Lot entrance
  - Fewer back-ups onto Vine Avenue
  - Eastbound traffic can use Vine Lot as alternative drop-off

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## Impact on Indian Trail Elementary School

- Little overlap in drop-off/morning traffic
- 40 minute difference between start times
- 13 minute difference between dismissal times
- Vine Street Lot is primarily for teachers who have a **staggered** arrival and departure time (outside of peak times)
- Right-only exit from the Vine Street lot (during dismissal time) may result in some additional traffic heading southbound
- District 113 has proposed that the City add a **southbound left-turn lane** on St. Johns into the Indian Trail parking lot to eliminate traffic back-ups
- Inclusion of District 112 (specifically Indian Trail parents & staff) on HPHS Community Task Force
- Share the **HPHS Traffic Reduction Plan** (TRP) with District 112

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## Other traffic improvements

- Traffic staff is now located at:
  - North lot and bus lot entrances
  - Vine Avenue loading
  - Athletic Lot entrance
  - Visitor Lot (south of Vine Avenue)
- School speed zone on St. Johns
- Improve North Lot entrance geometrics
- Trip Reduction Plan

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# Highland Park High School Trip Reduction Plan & Transportation Services

Patrick Sassen  
Assistant Principal  
Highland Park High School



## AGENDA

Challenge

Short-Term Actions

Listening & Learning

**Recommended  
Long-Term Actions**

Implementation &  
Management Plan

## Trip Reduction Plan

Carpool incentive options:

- Preferential parking for permit-holders who carpool
- Discounted permits for Share-a-Spot
- Carpool subscription packages
- Lottery incentives
- Junior permits require carpooling



**Recommended Long-Term Actions**

Biking and walking to school plan

- HPHS will investigate the possibility of **PE make-up credit** for walkers/bikers
- Twice a quarter, HPHS will conduct prize drawing for walkers/bikers and bus riders
- HPHS will expand the storage capacity for bikes on campus
- Student-led publicity campaign to raise awareness of the physical and environmental benefits of walking/biking



**Recommended Long-Term Actions**

Timeline of efforts to support trip reduction plan

- SPRING 2015**
  - Publicity campaign to raise awareness
  - Communication of carpool options to junior class
- SUMMER 2015**
  - Increased bike storage capacity
  - Make necessary alterations to the senior lot to support carpooling enforcement
- FALL 2015**
  - Prize drawings for walkers/bikers and bus riders
  - Carpooling enforcement
  - Periodic review of Trip Reduction Plan with revisions as needed



## Transportation Services



### Service goals and standards

- Bus transportation is safe, reliable, cost-effective, and environmentally beneficial
- State law requires providing busing for students who live 1.5 miles or further from school
  - Legal bus limits 71 (3 to a seat)
  - District 113 goal is 49 (2 to a seat)



## Utilization and occupancy

- 406 of 1,563 (26%) of eligible riders use the bus on average
- 36 buses in District 113 fleet
  - Average route time is 24 minutes
  - Average occupancy rate:
    - 60% (28.5 riders per bus) on A.M. routes
    - 76% (37.2 riders per bus) on P.M. routes



## Modification of bus routes

- Bus routes are modified whenever:
  - Ridership is consistently greater than 49 students
  - More convenient pick-up/drop-off stops are identified
  - Safety becomes an issue
  - The 24 minute average route time is consistently exceeded





## Cost to add a bus route

\$49,700 for each additional route

- Annual bus cost is \$8,000
- Annual fuel cost is \$2,700
- Annual salary for driver with benefits is \$37,000
- Annual maintenance and repair costs are \$2,000 on average

Approving ridership under **1.5 miles** could add an estimated 5 routes at a cost of \$248,500



## Recommended Long-Term Actions

Transportation Management Plan

- Measure baseline occupancy and potential ridership including incoming 9<sup>th</sup> graders
- Monitor ridership and optimize routes
- Monitor the impact of bus ridership promotion
- Pursue additional service improvements as needed



# Summary

David Small

District 113 Board of Education



## AGENDA

Challenge

Short-Term Actions

Listening & Learning

Recommended  
Long-Term Actions

Implementation &  
Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS Community Task Force for duration of construction
  - Engage neighbors, parents, students, staff and North Shore District 112
  - Meet regularly to assess progress and identify needed improvements
- Pursue parking lot renovation and construction
- Manage and monitor traffic
- Implement trip reduction strategies



**AGENDA**

Challenge

Short-Term Actions

Listening & Learning


Recommended Long-Term Actions

**Implementation & Management Plan**

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS community Task Force for duration of construction
- Pursue parking lot renovation and construction
  - School Board vote 2/23/15
  - Plan Commission hearing 3/17/15
  - Complete design by 3/27/15
  - City Council meetings (TBD)
  - Complete bidding by 4/24/15
  - Award contract by 5/8/15
  - Complete renovation/construction by 8/14/15
- Manage and monitor traffic
- Implement trip reduction strategies

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**AGENDA**

Challenge

Short-Term Actions

Listening & Learning


Recommended Long-Term Actions

**Implementation & Management Plan**

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS Community Task Force for duration of construction
- Pursue parking lot renovation and construction
- Manage and monitor traffic - ongoing
  - Continue interim strategies
  - Communicate changes to family/community
  - Collaborate with police for enforcement
  - Monitor impact of traffic flow changes
  - Repeat traffic study as needed
- Implement trip reduction strategies

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**AGENDA**

Challenge

Short-Term Actions

Listening & Learning

Recommended Long-Term Actions

Implementation & Management Plan

District 113 will manage implementation and measure cumulative impact of multi-pronged approach

- Launch HPHS Community Task Force for duration of construction
- Pursue parking lot renovation and construction
- Manage and monitor traffic
- Implement trip reduction strategies
  - Promote carpooling, walking, biking, and bus ridership
  - Optimize bus routes and occupancy



**AGENDA**

Challenge

Short-Term Actions

Listening & Learning

Recommended Long-Term Actions

Implementation & Management Plan

- Faced a challenge brought to a head by the HPHS construction project
- Took mitigating actions
- Simultaneously launched efforts to fully explore potential solutions to improve the previous status quo
- Recommended actions for improvement with support of the Referendum Oversight Committee
- Developing implementation and management plan to measure impact



## In Summary

### HPHS TRAFFIC AND PARKING PROPOSAL

- Safest
- Reduces congestion to levels lower than pre-construction (moves traffic off streets)
- Best option after carefully considering 23+ configurations & 150+ potential combinations
- Fiscally responsible
- Addresses aesthetic and environmental concerns
- Traffic Reduction Plan is an innovative approach to modify human behavior.
- HPHS Community Task Force ensures ongoing feedback from all stakeholders

***Inaction perpetuates unsafe and congested conditions***

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## Questions & Comments



# Appendices

- Summary of community involvement (online)
- Traffic study (online)
- Parking lot configurations & costs (follows)
- Focus group and survey reports (online)

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## Student transportation

### Listening & Learning

Traffic and parking study

Travel Mode	National Average	2013	2014
Walk/bike <sup>(1)</sup>	7.5%	19%	22%
School bus	25.9%	13%	18%
Drive and park	62.1%	29%	23%
Parent drop-off and pick-up		39%	37%
Metra/PACE	4.5%	<1%	<1%
Total	100%	100%	100%

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### Listening & Learning

Traffic and parking study

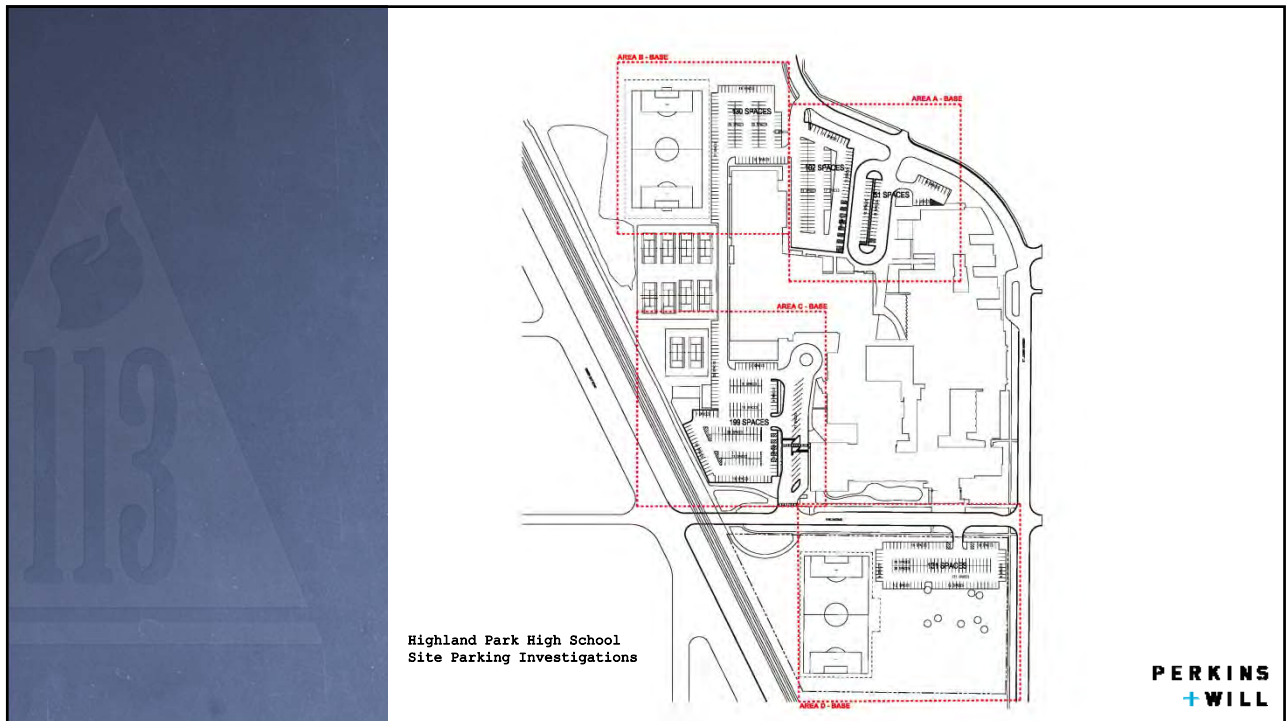
Lot	2013	2014	Proposed
Accessible	18	16	18
Student	281	154	281
Staff	272	237	272
Visitor (off street)	42	42	60
Visitor (on-street)	18	-	-
Student (remote)	-	86	-
<b>Total</b>	<b>631</b>	<b>535</b>	<b>631</b>

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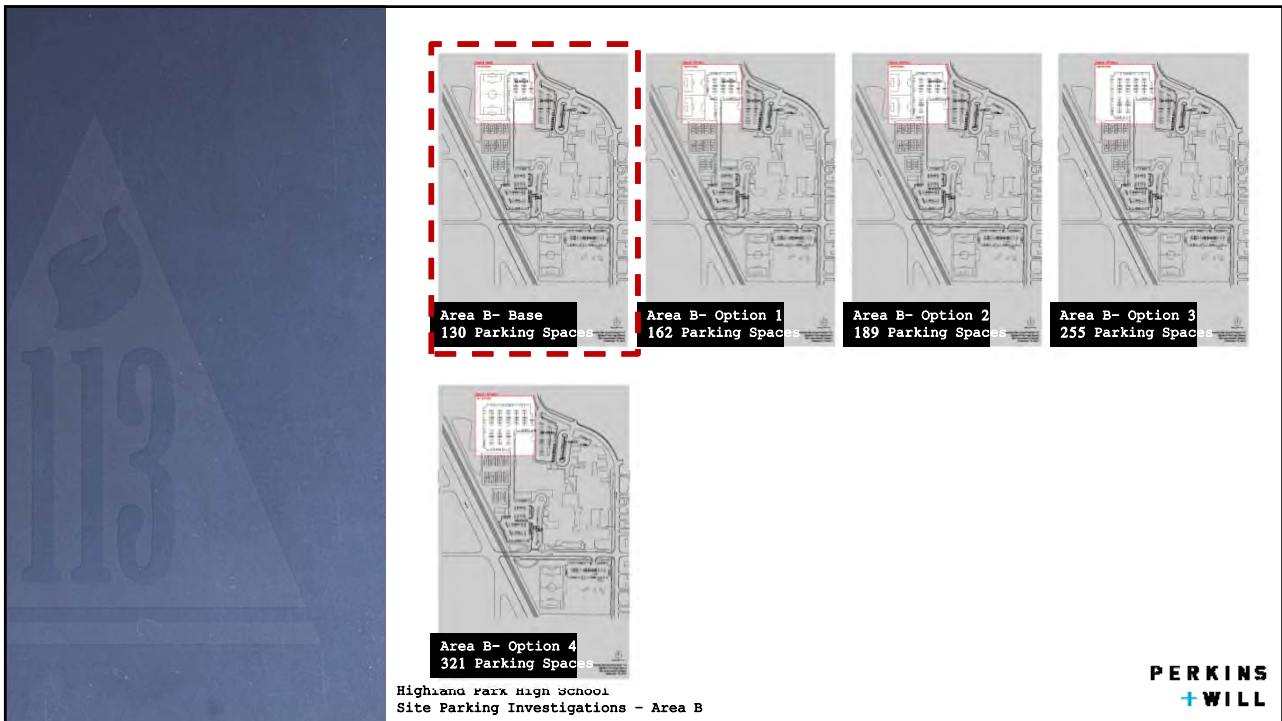
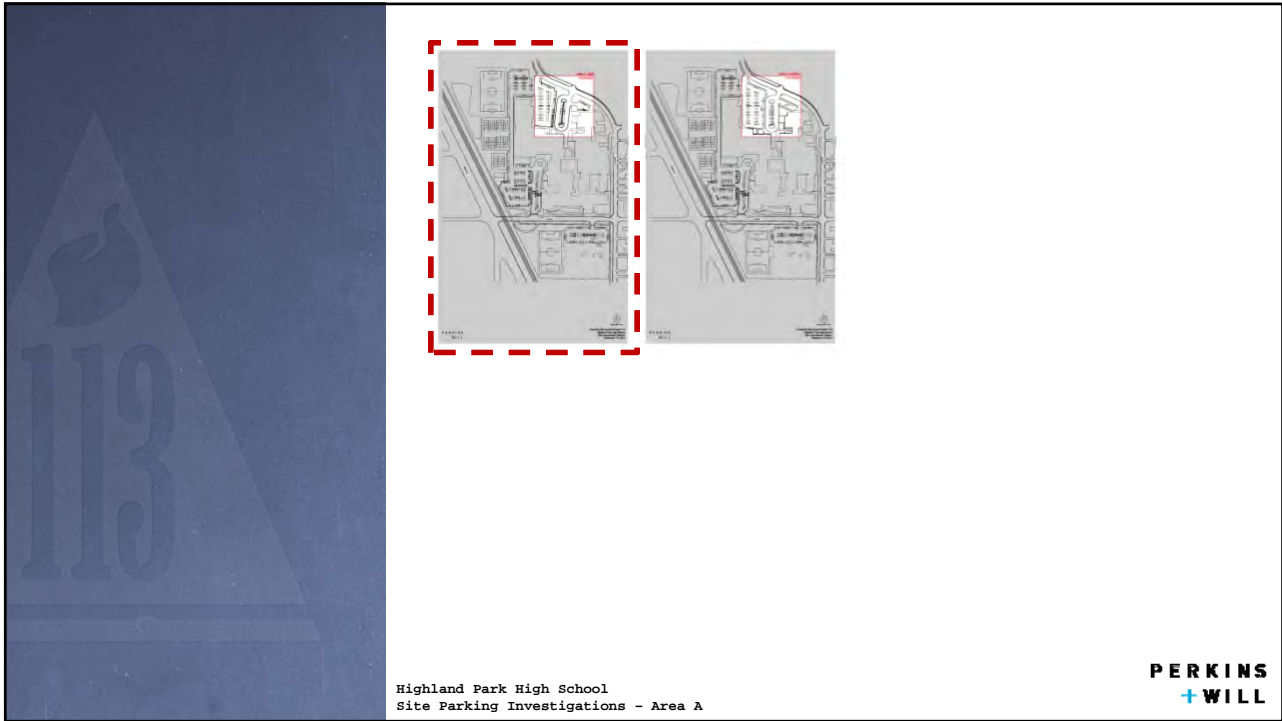


## Appendix: Parking lot configurations & costs









Area C- Base  
199 Parking Spaces

Area C- Option 1  
236 Parking Spaces

Highland Park High School  
Site Parking Investigations - Area C

PERKINS  
+WILL

Area D- Base  
131 Parking Spaces

Area D- Option 1  
27 Parking Spaces

Area D- Option 2  
0 Parking Spaces

Area D- Option 3  
0 Parking Spaces

Area D- Option 4  
131 Parking Spaces

Area D- Option 5  
124 Parking Spaces

Area D- Option 5.1  
124 Parking Spaces

Area D- Option 6  
172 Parking Spaces

Highland Park High School  
Site Parking Investigations - Area D

Area D- Option 6  
94 Parking Spaces

Area D- Option 7  
109 Parking Spaces

Area D- Option 8  
138 Parking Spaces

Area D- Option 8.1  
114 Parking Spaces

Area D- Option 9  
0 Parking Spaces

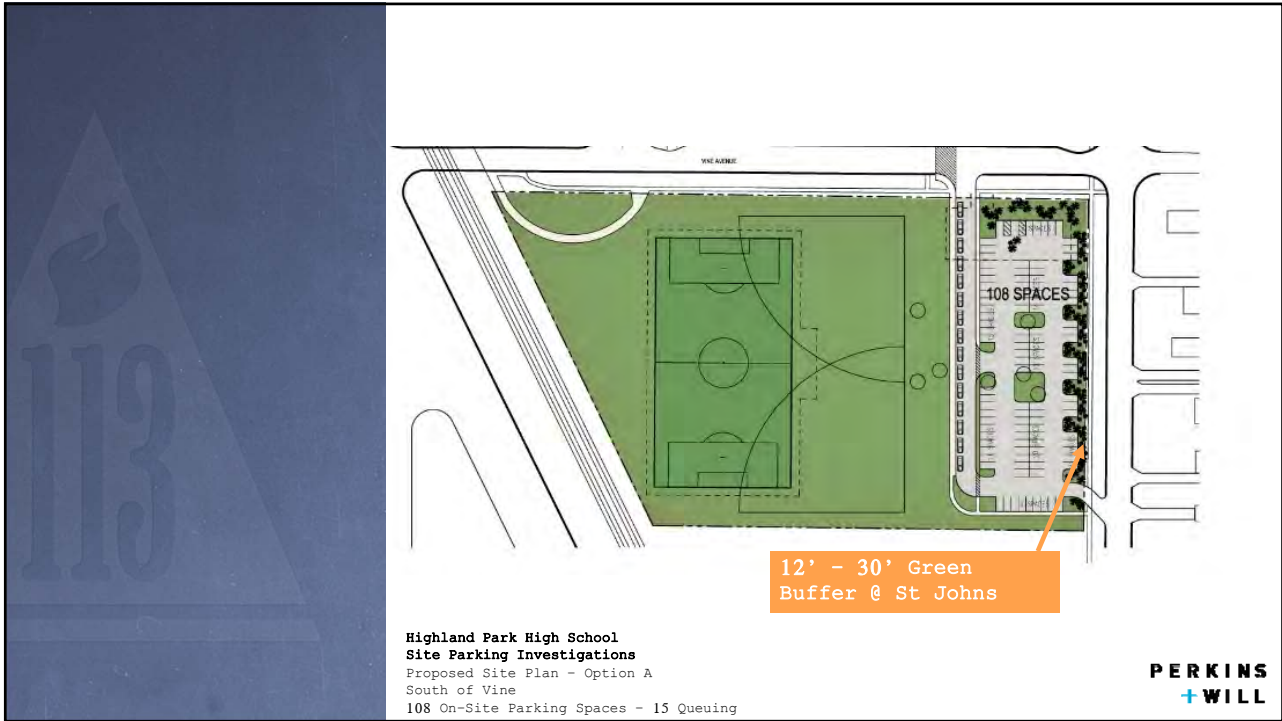
Area D- Option 10  
114 Parking Spaces

Highland Park High School  
Site Parking Investigations - Area D Cont.

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+WILL**

Highland Park High School  
Site Parking Investigations  
Proposed Site Plan - Option A  
627 On-Site Parking Spaces

**PERKINS  
+WILL**









**EXHIBIT H**

**Grading Plan**



MATCH LINE

(SEE PHASE 1 DRAWINGS)

PERKINS  
+ WILL

PARKING LOT  
IMPROVEMENTS

Township High School  
District 113  
Highland Park  
High School  
423 Vine Avenue  
Highland Park, IL 60076

PROJECT MANAGER  
C.E. Anderson & Associates  
49 S. Lincoln Street  
Chicago, IL 60601  
312.588.1100  
1000000000

DESIGNER  
Dana Engineering  
26 West 90 Street  
Chicago, IL 60608  
773.524.8800  
1000000000

CLIENT  
District 113 Board of Directors  
423 Vine Ave. 2nd Fl.  
Highland Park, IL 60076  
1000000000

Revisions

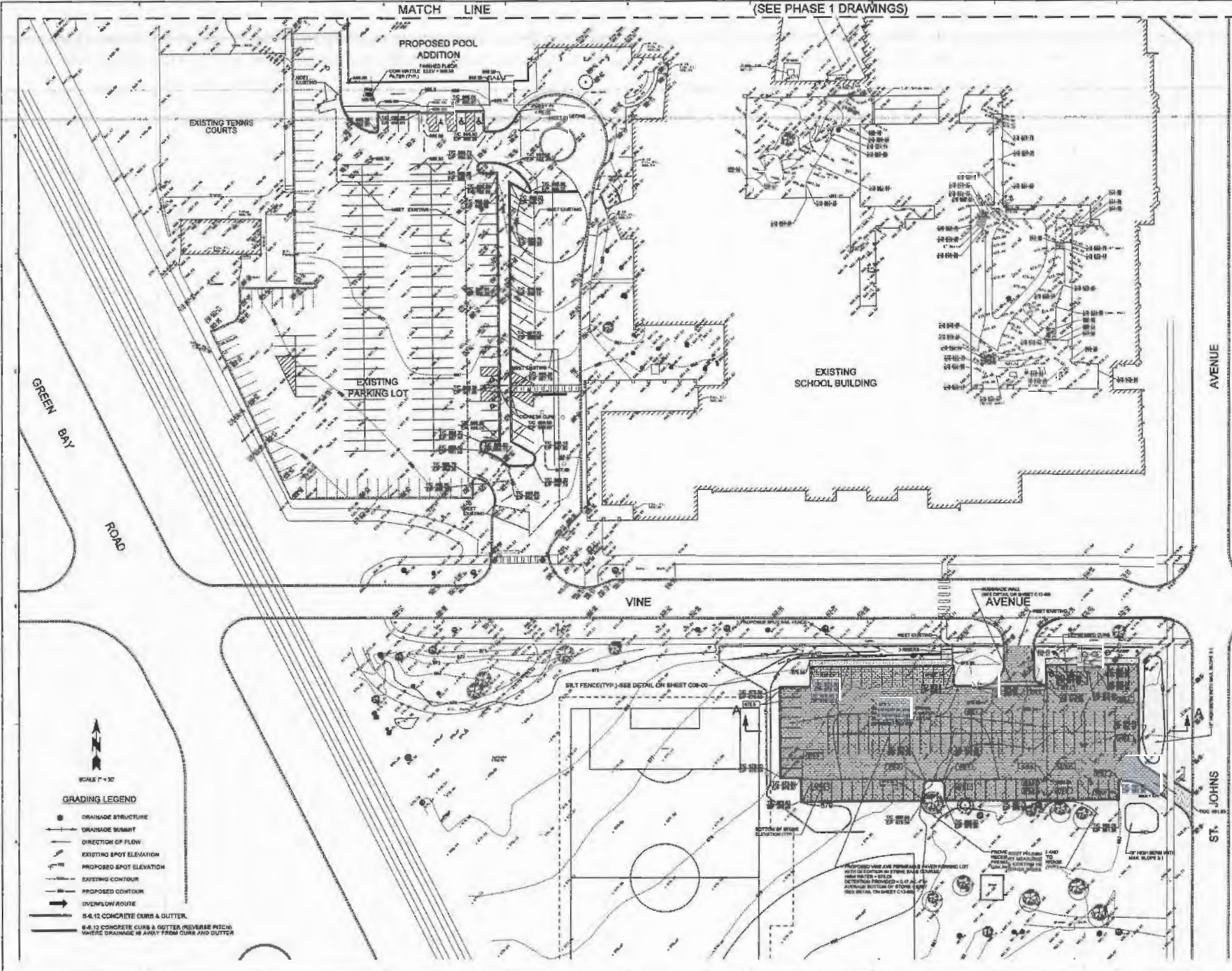
NO.	DATE	DESCRIPTION

Sheet Information	
Scale	AS SHOWN
Date	01/04/00
Drawn	J.E.
Checked	T.M.
Reviewed	S.A.C.
	T.M.

GRADING PLAN  
SOUTH

C03-00  
January 2000

Project No. 7048-P



SCALE 1" = 30'

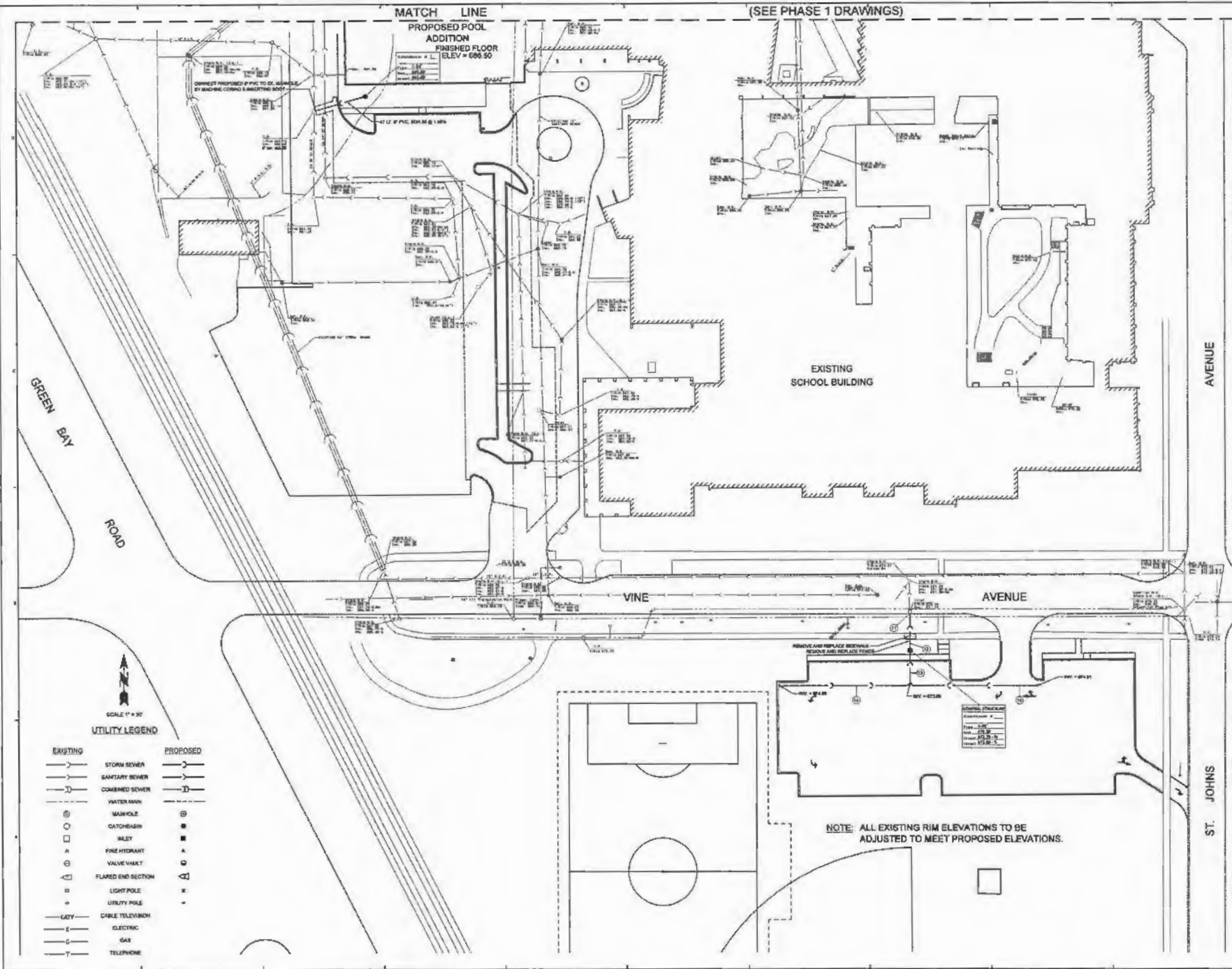
GRADING LEGEND

- DRAINAGE STRUCTURE
- DRAINAGE SLOPE
- DIRECTION OF FLOW
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- - - EXISTING CONTOUR
- PROPOSED CONTOUR
- OVERFLOW ROUTE
- 5.4:12 CONCRETE CURBS & GUTTER
- 6.4:12 CONCRETE CURBS & GUTTER, REVERSE PITCH WHERE DRAINAGE IS AWAY FROM CURBS AND GUTTER



**EXHIBIT I**

**Utility Plan**



**PERKINS  
+ WILL**

100 North Michigan Ave.  
Suite 2000  
Chicago, IL 60601  
Tel: 312.367.3000  
www.perkinswill.com

**PARKING LOT IMPROVEMENTS**

Township High School  
District 113  
**Highland Park High School**  
4370 Vista Avenue  
Highland Park, IL 60035

C.E. Anderson & Associates  
1714 Broadway Street  
Chicago, IL 60609  
312.467.8000  
312.467.1000

Chris Engineering  
301 W. 14th Street  
Chicago, IL 60605  
773.233.8800  
773.233.8801

Donal Crowley Company  
444 North Dearborn Street  
Chicago, IL 60610  
312.467.8000  
312.467.8001

NO.	REVISION	DATE

Date: \_\_\_\_\_  
 Job Number: 05101-010  
 Drawn: J.S.  
 Checked: B.C.  
 Approved: B.C.  
 Title:

**UTILITY PLAN SOUTH**

**C04-00**  
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