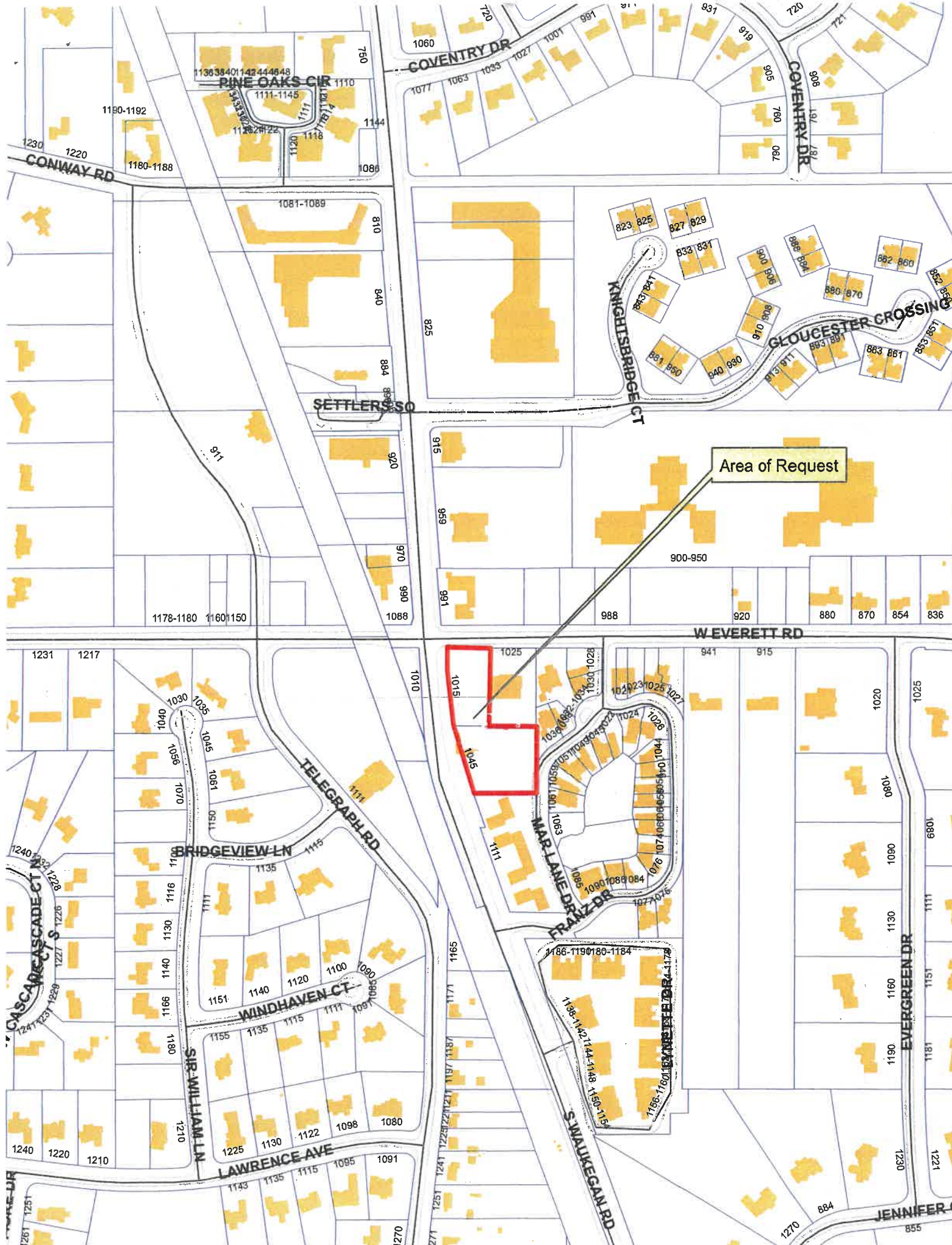


**Plan Commission Meeting – September 13, 2023**  
**Agenda Item 3**

**Introduction and Preliminary Comments**  
**Redevelopment – Southeast Corner of Everett and Waukegan Roads**

Vicinity Map  
Staff Memo  
City Engineer Comments  
Previously Approved Site Plan  
Previously Approved Building Designs

*Materials Submitted by the Petitioner*  
Statement of Intent  
Owner and Project Team  
Context Map  
Conceptual Site Plan & Proposed 2 – Lot Subdivision  
Annotated Conceptual Site  
Zoning Data  
Ingress and On Site Circulation Illustration  
Open Space, Building Coverage, Hardscape Illustration  
Conceptual Landscape Plan  
Preliminary Engineering  
*Site Plan*  
*Grading Plan*  
*Utility Plan*  
Building Design Concepts (subject to Building Review Board review)  
Coffee Shop – Architect’s Statement & Conceptual Renderings  
Multi-Family Residential Building  
Architect’s Statement  
Floor Plans  
Unit Data  
Elevations  
Building Heights – B-1 District  
Building Height Comparisons  
Renderings  
Design References Used for Inspiration – Deer Path Inn  
Ariel View – with proposed development  
Traffic and Parking Impact Study



Area of Request

113638401145444648  
PINE OAKS CIR

COVENTRY DR

SETTLERS LN

W EVERETT RD

TELEGRAPH RD

MAR LANE DR

LAWRENCE AVE

JENNIFER C

KNIGHTBRIDGE CT

GLOUCESTER CROSSING

CASCADE CT S

SIR WILLIAM LN

S WALKEGAN RD

EVERGREEN DR

1190-1192

1180-1188

1111-1145

750

1060

720

991

911

931

919

720

721

908

197

787

305

780

987

1110

1144

1088

810

840

884

920

970

990

1088

915

959

991

988

920

880

870

854

836

1010

1025

1025

1027

1024

1026

1028

1029

1030

1031

1032

1033

1034

1035

1036

1037

1038

1039

1040

1041

1042

1043

1044

1045

1046

1047

1048

1049

1050

1051

1052

1053

1054

1055

1056

1057

1058

1059

1060

1061

1062

1063

1064

1065

1066

1067

1068

1069

1070

1071

1072

1073

1074

1075

1076

1077

1078

1079

1080

1081

1082

1083

1084

1085

1086

1087

1088

1089

1090

1091

1092

1093

1094

1095

1096

1097

1098

1099

1100

1101

1102

1103

1104

1105

1106

1107

1108

1109

1110

1111

1112

1113

1114

1115

1116

1117

1118

1119

1120

1121

1122

1123

1124

1125

1126

1127

1128

1129

1130

1131

1132

1133

1134

1135

1136

1137

1138

1139

1140

1141

1142

1143

1144

1145

1146

1147

1148

1149

1150

1151

1152

1153

1154

1155

1156

1157

1158

1159

1160

1161

1162

1163

1164

1165

1166

1167

1168

1169

1170

1171

1172

1173

1174

1175

1176

1177

1178

1179

1180

1181

1182

1183

1184

1185

1186

1187

1188

1189

1190

1191

1192

1193

1194

1195

1196

1197

1198

1199

1200

1201

1202

1203

1204

1205

1206

1207

1208

1209

1210

1211

1212

1213

1214

1215

1216

1217

1218

1219

1220

1221

1222

1223

1224

1225

1226

1227

1228

1229

1230

1231

1232

1233

1234

1235

1236

1237

1238

1239

1240

1241

1242

1243

1244

1245

1246

1247

1248

1249

1250

1251

1252

1253

1254

1255

1256

1257

1258

1259

1260

1261

1262

1263

1264

1265

1266

1267

1268

1269

1270

1271

1272

1273

1274

1275

1276



## Memorandum

**TO:** Chairman Dixon and members of the Plan Commission

**FROM:** Catherine J. Czerniak, Director of Community Development

**DATE:** September 13, 2023

**RE:** Introduction – New Redevelopment Proposal for the Southeast Corner of Everett and Waukegan Roads

---

This petition is presented to the Plan Commission at this time to introduce the new redevelopment plan proposed for this site and to allow the Commission and the public to offer preliminary comments, ask questions, and as appropriate, request additional information from the petitioner and staff. No Commission action is requested at this time.

### **Description of Property and Proposed Development**

The property proposed for redevelopment is about one and a half acres in size and is configured in an L-shape with the narrower portion of the site at the southeast corner of Everett and Waukegan Roads. The southern portion of the site, the bottom of the “L”, is wider and borders residential developments to the east, townhomes, and to the south, a three story multi-family building. Access to this site is challenging due to the location on two heavily traveled roads, one of which is an IDOT road, and the proximity of the site to the intersection. The site is also located near a busy railroad line which sees approximately 80 trains a day, both commuter and freight.

The two parcels that comprise the development site, as well as the parcel directly east on Everett Road which is developed with an office building, the location of Lake Forest Acute Care, are in common ownership. An overall site plan is proposed for all three properties with shared parking, access, connecting pedestrian pathways, and landscaped areas however the southern portion of the site, as currently planned, would be sold to a private developer.

Presently, the site is about 80% impervious surface with no significant landscaping along the streetscapes and little buffer from the adjacent residential properties.

Redevelopment of this site has long been anticipated. The current plan proposes to enhance the southern entrance to Lake Forest and the Waukegan Road/Settler's Square business district and provide a coffee shop and new multi-family rental housing opportunities in this area. The proposed development provides perimeter landscaping to soften the transition between the commercial property and the adjacent residential developments.

## **History**

For many years, this property was owned by the Wilson family and was formerly the site of an Amoco gas station and the Pasquesi Home and Garden store. Both businesses vacated the site in 2008 and the site has been unoccupied since that time. The gas station building, and the underground fuel tanks were removed from the site a number of years ago.

In 2008, the City approved a plan for redevelopment of this site with retail and service businesses. A drug store with a drive thru for a pharmacy was proposed on the southern part of the site, and a smaller, multi-tenant commercial building was proposed on the northern end of the site, at the corner. Due to the economic downturn, the redevelopment of the site as approved in 2008 did not proceed.

In 2011, the property was acquired by IP Properties, the local Stuart family, as a long term investment. In 2015 and 2016, the Plan Commission considered a petition for a gas station, car wash and convenience store on this property. That proposal did not receive approval due to the industrial nature of the use and the potential for off site impacts including noise, lights, traffic congestion and early morning and late night activity.

In 2019, Iosue Investments purchased the property and completed some cleanup of the site including removal of the former Pasquesi garden store building. As noted above, Iosue Investments owns the office parcel to the east which is approximately 30,000 square feet providing the opportunity to create an overall site plan given the limitations for ingress and egress due to the proximity of the site to a busy intersection.

## **Current Proposal**

In 2021, Iosue Investments brought forward and received approval for a redevelopment plan for this site. The approved plan is generally similar to the plan that is now presented but there are some significant changes including the following. (For reference, the previously approved site plan and building renderings are included in the Commission's packet.)

- A four story multi-family rental residential building is proposed on the south portion of the site instead of a four story medical office building. The architecture of the building has changed to reflect the change in use.
- A row of detached garages is proposed along the south property line. No below grade parking is proposed for the residential units.
- As noted above, the site will no longer be in a single ownership, the south portion of the site which is proposed for redevelopment with a multi-family building, garages and surface parking, will be in separate ownership from the coffee shop parcel and the existing office building.
- As this project moves forward, the owner and developer have indicated an interest in having approvals for the retail and residential portions of the development move forward on separate tracks.

- The drive through for the coffee shop has been reconfigured to provide a double stacking lane instead of a single lane resulting in some changes to the site plan.
- The current plan does not yet reflect a distinctive corner landscape feature as was proposed in the previous plan.
- On site employee parking is designated on the coffee shop parcel. Off site parking for at least some of the employees on the site was anticipated in the previously approved plan.
- The architecture and massing of the coffee shop differs from the previously approved plan.
- Some changes were made in the on site circulation.
- The access to Everett Road is different than in the previously approved plan. The left turn lane was eliminated.

Based on the reviews to date, variances are requested similar to the variances granted as part of the prior approval. A Special Use Permit is requested for the coffee shop drive through. A Special Use Permit was granted previously for a coffee shop with a drive through at this location with a single stacking lane however, it has since expired because construction did not proceed. The following approvals are requested as part of this petition.

- Two lot subdivision.
- Variance from required number of parking spaces.
- Variance from the zoning setback(s). (Subdivision of the properties could change the setback requirements.)
- Variance from height limitations.
- A Special Use Permit for a drive through.
- Variance from Inclusionary Housing requirements, if affordable units are not intended as part of the plan as required by the Code.

To date, only high level staff reviews have been completed. **A memorandum from the City Engineer was just received by staff and is attached to this staff report for the Commission's information.** The big picture staff concern is whether too much development is proposed for the site. The site is tight, access points are limited, on site circulation is circuitous, and parking is limited. A residential building demands sufficient on site parking for residents and guests, it is difficult to impose a requirement for off site parking as was anticipated for employees of the office building. Currently, a portion of the proposed development site is used for parking by employees of the existing medical office building during the day however, there is an agreement with St. Patrick's Church and St. Mary's School to allow employees of Acute Care to park in the lots on the north side of Everett Road which could alleviate some of the parking concerns on the site.

Plan Commission questions, comments, and requests for additional information are requested.

# CITY ENGINEER'S PRELIMINARY COMMENTS



CONSULTING ENGINEERS

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

[www.gha-engineers.com](http://www.gha-engineers.com)

September 7, 2023

Mr. Cathy Czerniak  
City of Lake Forest  
800 N. Field Drive  
Lake Forest, IL 60045

Re: Everett & Waukegan Road  
Preliminary Submittal Review

Dear Ms. Czerniak:

We have reviewed the preliminary submittal for the proposed development located at the southeast corner of Everett Road and Waukegan Road. Based on our review revision and additional information is required. Our review is based on the following documents.

- Preliminary Engineering Plan (5 sheets) prepared by Pearson, Brown & Associates, Inc. dated July 7, 2023.
- Traffic Impact Study – Proposed Mixed Use Development prepared by KLOA, dated August 10, 2023.
- Land Acquisition Needs Exhibit, dated February 7, 2019.
- Conceptual Site Plan Enlargement, prepared by Teska, dated October 17, 2022.

Based on our preliminary review we offer the following comments:

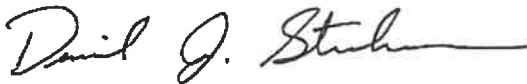
## **Preliminary Submittal Review**

1. The access to Everett Rd has been reduced to a single outbound lane vs the two outbound lanes shown on the previous plan. We strongly recommend that the second outbound exit lane be restored given the proximity of the access to Waukegan Rd and the difficulty associated with making left turns out onto Everett. This will impact parking on the north side of Building C which needs to be revised anyway – see below.
2. There remains a shortage of parking spaces relative to City code (123 required, 102 provided). There is a net Loss of 4 spaces from the old plan (per their calculations), and there will be additional space(s) lost to address the dead-end parking on the north side of the “C” Building.
3. While Starbucks circulation and parking access has been slightly improved from previous plans, the parking on the north side of Building C is now dead end with no turn around space. Modifications here are required, otherwise patrons could face a situation where they must back out the length of the building and into the inbound traffic lane from Everett Road. The current design is not acceptable.
4. The drive aisle on the east side of Building C is 20-ft wide (face of curb to face of curb) and appears to be a two-way drive. That is too narrow and should be 24 ft minimum. (It's not dimensioned on the old site plan) and the site does not function in our opinion if that has to be a one way drive.

5. The developer should confirm that they have maintained contact with IDOT with respect to the Waukegan Road access points.
6. The approved intersection design study for the proposed Waukegan Road and Everett Road intersection improvements indicates the need for 10 additional feet of right-of-way along the south side of Everett Road as well as additional right-of-way at the corner. These ROW limits appear to be reflected in the preliminary engineering plans submitted. If this development moves forward, we would recommend that dedication of this right-of-way be made a condition to approval of the development.
7. A minimum parking lot stall depth of 18.5' is required. The parking stall depths shown in the preliminary engineering plan vary but are as little as 16' in the parking lot east of Building B.
8. A minimum of 5 accessible parking spaces are required as more than 100 parking spaces are shown. Only 4 are indicated in the preliminary plan provided.
9. The grading shown to the southeast of Building C results in slopes in excess of 3H:1V from the back of curb in the parking stall to the back of curb in the drive aisle. Revisions are needed to create a maintainable slope.
10. AutoTurn should be run for various vehicles anticipated to be on-site, including a fire truck and food and beverage delivery semi-trailers.

The above review comments are provided based on the preliminary engineering information submitted. Additional comments may be generated as the final plans and associated materials are prepared. The applicant should include with the final engineering submittal a cover letter with a written response to each of the above comments.

Review prepared by:  
Gewalt Hamilton Associates, Inc.

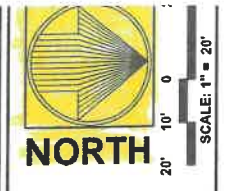
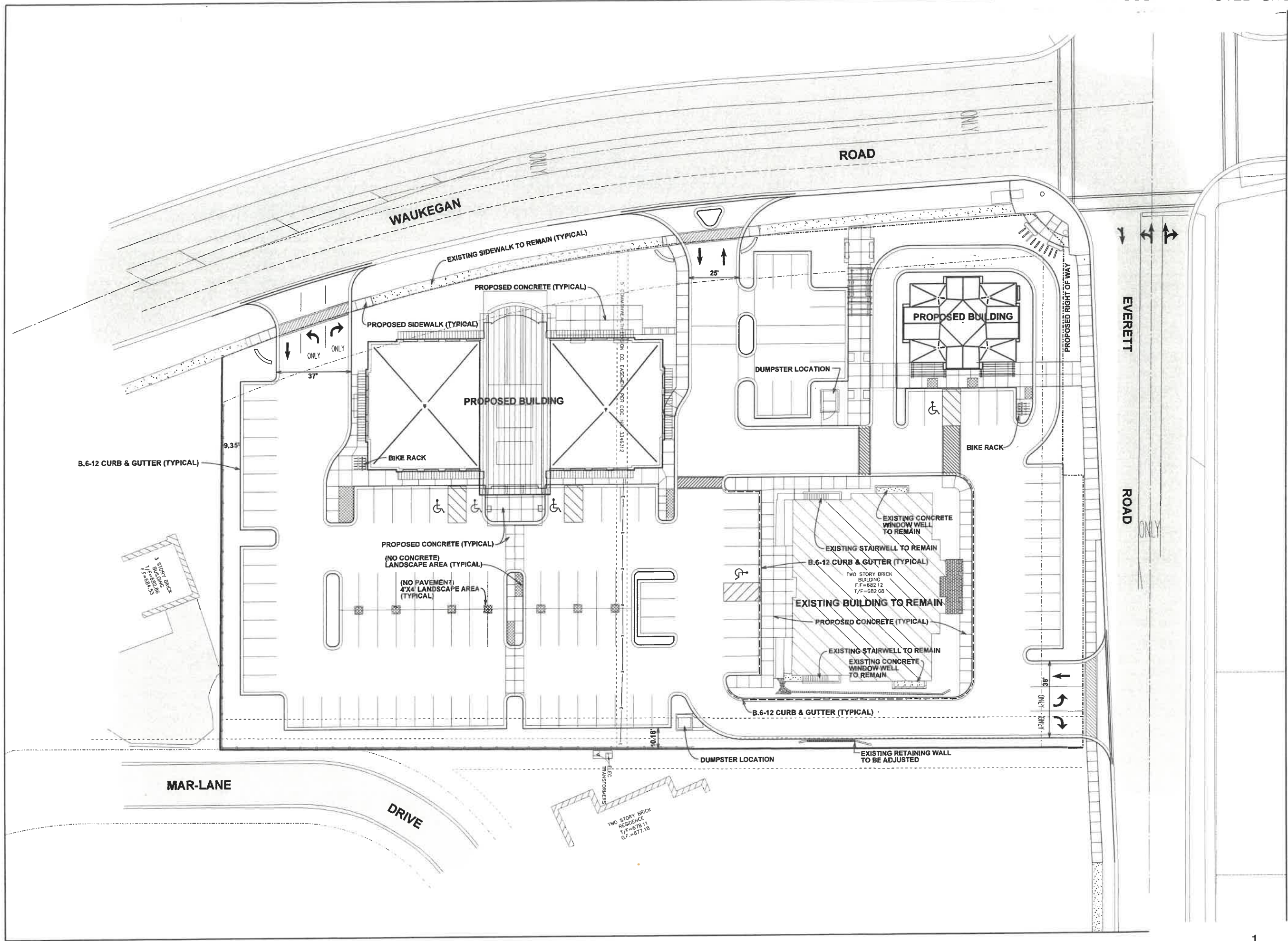


Daniel J. Strahan, P.E., CFM  
City Engineer  
[dstrahan@gha-engineers.com](mailto:dstrahan@gha-engineers.com)

cc: Byron Kutz, Engineering Supervisor

## Previously Approved Site Plan and Elevations

- Medical Office Building
  - Coffee Shop



**EVERETT AND WAUKEGAN ROAD**  
 LAKE FOREST, ILLINOIS

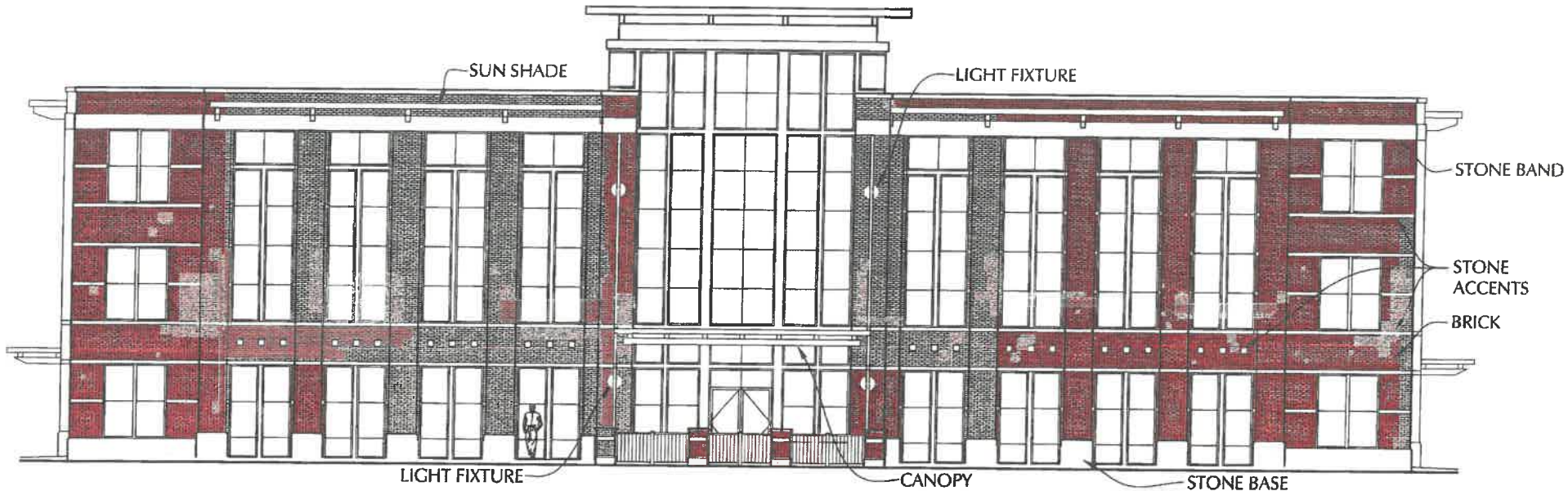
**PEARSON, BROWN & ASSOCIATES, INC.**  
 CONSULTING ENGINEERS  
 1559 W. WINCHESTER ROAD - SUITE 205  
 LIBERTYVILLE, IL. 60148  
 PHONE: (847) 357-9707  
 FAX: (847) 357-2587  
 E-MAIL ADDRESS: PEARSON, BROWN & ASSOCIATES, INC. ALL RIGHTS RESERVED  
 © COPYRIGHT 2012 PEARSON, BROWN & ASSOCIATES, INC. ALL RIGHTS RESERVED

DESIGNED BY: R.A.A.  
 DRAWN BY: A.K.Z.  
 CHECKED BY: J.F.C.  
 ORIGINAL ISSUE: 08/21/12

DATE BY	DESCRIPTION
12/27/20 JFC OWNER REVISIONS	

**REVISIONS**

<b>SITE PLAN</b>	<b>SHEET NUMBER</b>
	<b>3</b>
	JOB No. 1885



**BUILDING B - SCHEMATIC WEST (WAUKEGAN ROAD) ELEVATION**  
SCALE: 1/16" = 1'-0"



- TOWER ROOF / MECHANICAL ENCLOSURE  
49'-0" ABOVE GROUND FLR
- TOP OF PARAPET  
39'-10" ABOVE GROUND FLR
- THIRD FLR CLG  
9'-0" AFF
- THIRD FLOOR  
EL. = 26'-4"
- SECOND FLR CLG  
9'-0" AFF
- SECOND FLOOR  
EL. = 13'-8"
- FIRST FLOOR CLG  
10'-0" AFF
- GROUND FLOOR

**BUILDING B - SCHEMATIC SOUTH ELEVATION**  
SCALE: 1/16" = 1'-0"



 BUILDING A - SCHEMATIC NORTHEAST PERSPECTIVE  
Scale: 1/8" = 1'-0"



MELICHAR ARCHITECTS  
THE PRACTICE OF FINE ARCHITECTURE

207 EAST WESTMINSTER LAKE FOREST, ILLINOIS 60045  
P 847-295-2440 F 847-295-2451 © 2020 MELICHAR ARCHITECTS

PROPERTY DEVELOPMENT FOR  
IOSUE INVESTMENT, LLC  
AT EVERETT AND WAUKEGAN ROAD  
LAKE FOREST, IL

JOB NO.: 1918

ISSUE DATE: DEC. 18, 2020

## Materials Submitted by the Petitioner



1025 W Everett Rd. Suite 5, Lake Forest, IL 60045 (O) 847-615-1980 (F) 847-235-1731

August 25, 2023

Village of Lake Forest Plan Commission

Lake Forest, IL 60045

**RE: Iosue Development Project / 1015-1045 S. Waukegan Rd., Lake Forest, IL 60045**

Plan Commission Members,

We are writing to you with exciting news that addresses three Lake Forest objectives. First, improving the long vacant parcels at Everett and Waukegan with something the community can be proud of, second, offering a convenient drive through coffee shop, and third, offering housing options for downsizers, snow birders, and young families.

As you may know, our family purchased the former Pasquesi Home & Garden Store and former vacant BP site in April 2019. We also own the contiguous medical office property at 1025 W. Everett Road, which we purchased from Mr. Richard Kendler in June 2012. My wife Tina and I have lived in Lake Forest for many years and have raised our family here. We want to make a contribution to Lake Forest that meets its needs and makes us all proud.

Our vision is to create a well-planned, pedestrian friendly, multi-use campus, containing a small drive-through coffee shop, and an apartment building, which complements the existing medical office building at the Southeast corner of Waukegan Road and Everett Road. We will be combining the three parcels that make up the development so that traffic flow and parking can be efficiently contained. Attached are the following exhibits to help describe our project:

**Exhibits:**

- Aerial Context Exhibit showing the West Lake Forest (Settlers Square) area
- Site Plan prepared by Teska Associates
- Landscape Plan prepared by Mariani Landscape
- Renderings of the apartment building and coffee shop
- Iosue Development Team Roster

**Description:**

- Our existing 1025 W. Everett Road is a two-story building of approximately 12,317 RSF, which will be incorporated into the office/retail campus. Dr. Mark Mass and his Lake Forest Acute Care is a valued tenant in this building.
- Planned at 1045 S. Waukegan Road is a four-story, containing 32 apartments (Building B on the Site Plan).
- Planned at 1015 S. Waukegan Road is a one-story, retail building with a drive-through of approximately 2,200 RSF.
- As shown on the Site Plan, we'll have approximately 100 surface parking spaces on-site. We currently have and intend to continue our existing agreement with St. Mary's School, which allows for employee parking for the 1025 W. Everett Road building.
- Timing: We hope to start construction in Q2 of 2024 and deliver occupancy in Q1 of 2025.

You may be aware that IDOT, in cooperation with the City of Lake Forest, plans to expand the south side of Everett Road, as a general improvement of the intersection, which will improve the safety and traffic flow at the intersection. We're cooperating with the City to help facilitate the Everett Road improvement.

The coffee shop with drive-through requires a Special Use Permit and we are providing the notice required by the City of Lake Forest ordinance. You may recall that the Special Use was approved by the Lake Forest



City Council in March of 2021. Due to several minor changes in the coffee shop site plan, and changing from a medical office building to an apartment building we need to reapply for the Special Use. Please see the below information:

**Explanation of Request:**

We are requesting a Special Use Permit to allow the development of a retail building with a drive-through. The building will be approximately 2,200 SF and will be located on the southeast corner of Waukegan Road and Everett Road. As part of the Special Use Permit, we are requesting variances from the number of on-site parking spaces required, the setback along Waukegan Road, and the allowable building height in the B-1 zoning district for the apartment building

**Names of Property Owner:**

The 1015 and 1045 S. Waukegan Road property (the western most lots at the southeast corner of Everett and Waukegan) are owned by two family partnerships, 1015 LLC and 1045 LLC. The project developer is Iosue Investments, LLC, my family company.

**Time and Place of Public Hearing (Lake Forest Plan Commission):**

- Date: Wednesday, September 13<sup>th</sup>
- Time: 6:30 PM
- Format: In-person or streaming on the City of Lake Forest webpage

**Petition is on File:**

The petition is on file and may be examined at the Community Development Department at the Lake Forest Municipal Services Facility, 800 Field Drive.

Our goal is to have a positive community impact on this important, but this long vacant property. We're planning high quality buildings with excellent landscaping that we believe will contribute to Lake Forest for many years to come.

We are truly interested in being a good neighbor. We would like to hear your thoughts and answer any questions you may have.

If you have any questions prior to or after the Plan Commission meeting on September 13<sup>th</sup>, please contact me (847-708-8922/carmine@iosueassociates.com) or our real estate advisor, Jack Frigo (847-940-2200/jack@frigocompany.com).

Very truly yours,

Carmine Iosue

Encl.

- cc Cathy Czerniak
- Nicole Mertens
- Jack Frigo



707 SKOKIE BLVD., SUITE 600  
NORTHBROOK, ILLINOIS 60062  
TELEPHONE: (847) 940-2200  
FACSIMILE: (847) 940-3735  
EMAIL: jack@frigocompany.com

**MEMORANDUM**

**DATE:** August 11, 2023  
**TO:** Cathy Czerniak – City of Lake Forest  
**FROM:** Jack Frigo  
**RE:** Iosue Investments, LLC / Greg Van Schaack - Lake Forest Development Team

**Developer/Owner:** Iosue Investments, LLC (Carmine Iosue and Nicole Mertens)  
1025 W. Everett Rd., Lake Forest, IL 60045  
847-295-8922  
[carmine@iosueassociates.com](mailto:carmine@iosueassociates.com)  
[nicole@iosueassociates.com](mailto:nicole@iosueassociates.com)

**Real Estate Advisor:** Frigo & Company (Jack Frigo)  
707 Skokie Boulevard, Northbrook, IL 60062  
847-940-2200  
[jack@frigocompany.com](mailto:jack@frigocompany.com)

**Architects:** **1025 W. Everett Road Exterior Renovation**  
Melichar Architects (Diana Melichar and Gavin Sheridan)  
207 E. Westminster Ave., Lake Forest, IL 60045  
847-295-2440  
[diana@melichararchitects.com](mailto:diana@melichararchitects.com)  
[gavin@melichararchitects.com](mailto:gavin@melichararchitects.com)

**1015 S. Waukegan Road (Coffee Shop/Starbucks)**  
JTS Architects  
450 East Higgins Road, Suite 202  
Elk Grove Village, IL 60007  
847-952-9970  
[scottshust@jtsarch.com](mailto:scottshust@jtsarch.com)

**1045 S. Waukegan Road (Multi-Family)**  
Antunovich Associates  
224 West Huron Street, Suite 7E  
Chicago, IL 60654  
312-573-6131  
[pcusack@antunovich.com](mailto:pcusack@antunovich.com)  
(Greg Van Schaack – Van Wille Homes, LLC is contract purchaser)

**Civil Engineer:** Pearson Brown & Associates (Ron Adams)  
1850 W. Winchester Rd., Libertyville, IL 60048  
847-367-6707  
[radams@pearsonbrown.com](mailto:radams@pearsonbrown.com)

Cathy Czerniak  
City of Lake Forest  
August 11, 2023  
Page 2 of 2

**Land Planner:** Teska Associates, Inc. (Nick Patera)  
627 Grove St., Evanston, IL 60201  
847-869-2015  
[NPatera@teskaassociates.com](mailto:NPatera@teskaassociates.com)

**Landscape Design:** Mariani Landscape (Frank Mariani and Carrie Woleben-Meade)  
300 Rockland Rd., Lake Bluff, IL 60044  
847-234-2172  
[Cwoleben@marianilandscape.com](mailto:Cwoleben@marianilandscape.com)

**Traffic Engineer:** KLOA, Inc. (Luay Aboona and Brendan May)  
9575 W. Higgins Rd., Rosemont, IL 60018  
847-518-9990  
[lboona@kloainc.com](mailto:lboona@kloainc.com)  
[bmay@kloainc.com](mailto:bmay@kloainc.com)

**Lighting Consultant:** CharterSills (Chris Lewis and Warren Charter)  
11 East Hubbard St., Chicago, IL 60611  
312-759-5909  
[chris.lewis@chartersills.com](mailto:chris.lewis@chartersills.com)  
[warren.charter@chartersills.com](mailto:warren.charter@chartersills.com)

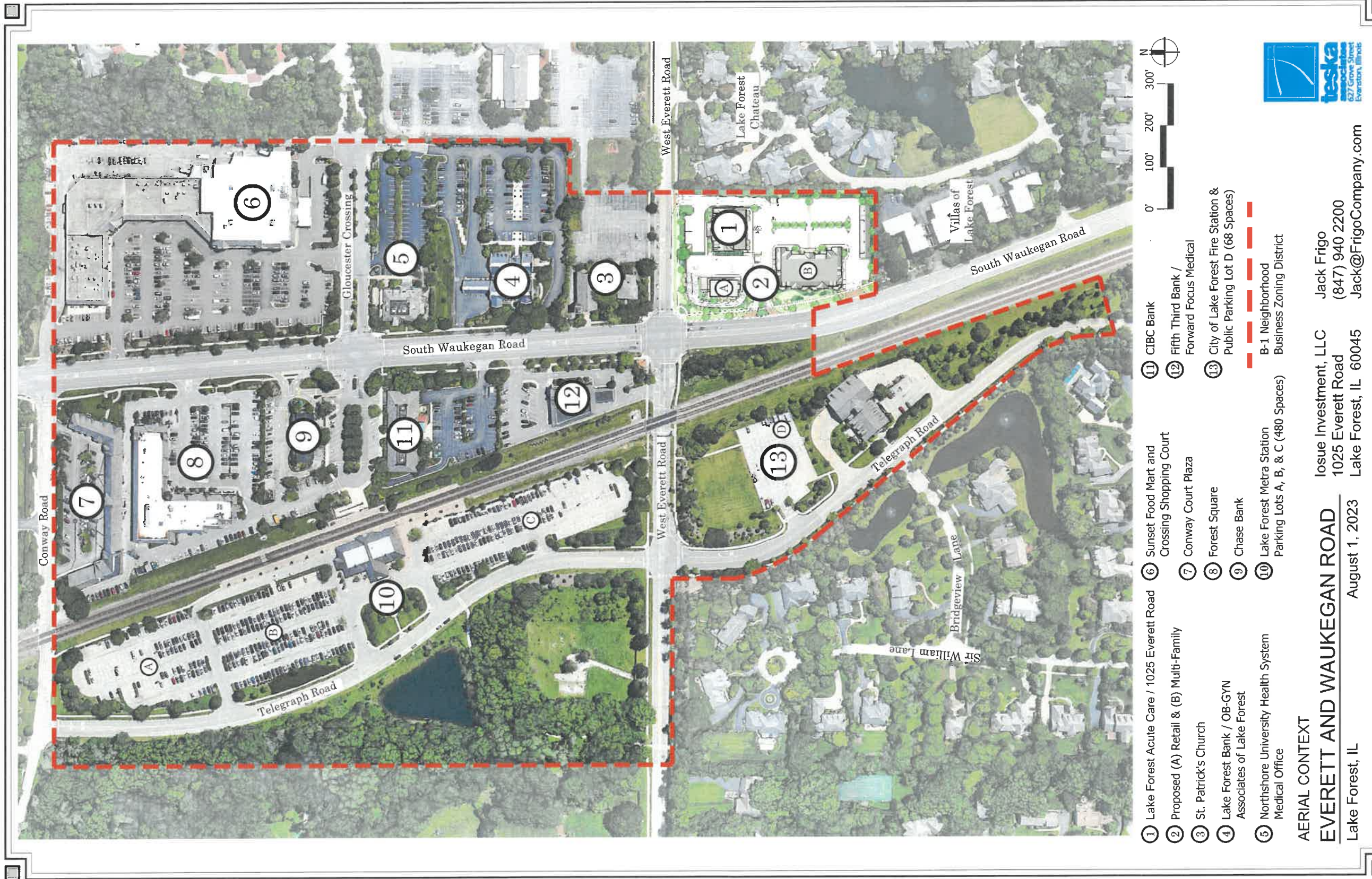
**Attorney (Iosue):** Raines Feldman Littrel LLC (Richard Sugar)  
30 North LaSalle St., Suite 3100  
Chicago, IL 60602  
312-704-9400  
[rsugar@raineslaw.com](mailto:rsugar@raineslaw.com)

**Attorney (Van Schaack):** Elrod Friedman LLP (Peter Friedman)  
325 North LaSalle St., Suite 450  
Chicago, IL 60654  
312-528-5192  
[Peter.Friedman@elrodfriedman.com](mailto:Peter.Friedman@elrodfriedman.com)

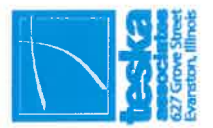
**Surveyor:** Manhard Consulting, Ltd.  
One Overlook Point, Suite 290  
Lincolnshire, IL 60069  
847-634-5550

**Environmental Consultant:** V3 Consultants (Keith Oswald and Nick Szymanski)  
444 N. Wells St., Chicago, IL 60654  
630-724-9200  
[koswald@v3co.com](mailto:koswald@v3co.com)

**General Contractor:** TBD



- ① Lake Forest Acute Care / 1025 Everett Road
- ② Proposed (A) Retail & (B) Multi-Family
- ③ St. Patrick's Church
- ④ Lake Forest Bank / OB-GYN Associates of Lake Forest
- ⑤ Northshore University Health System Medical Office
- ⑥ Sunset Food Mart and Crossing Shopping Court
- ⑦ Conway Court Plaza
- ⑧ Forest Square
- ⑨ Chase Bank
- ⑩ Lake Forest Metra Station Parking Lots A, B, & C (480 Spaces)
- ⑪ CIBC Bank
- ⑫ Fifth Third Bank / Forward Focus Medical
- ⑬ City of Lake Forest Fire Station & Public Parking Lot D (68 Spaces)
- B-1 Neighborhood Business Zoning District



**AERIAL CONTEXT**

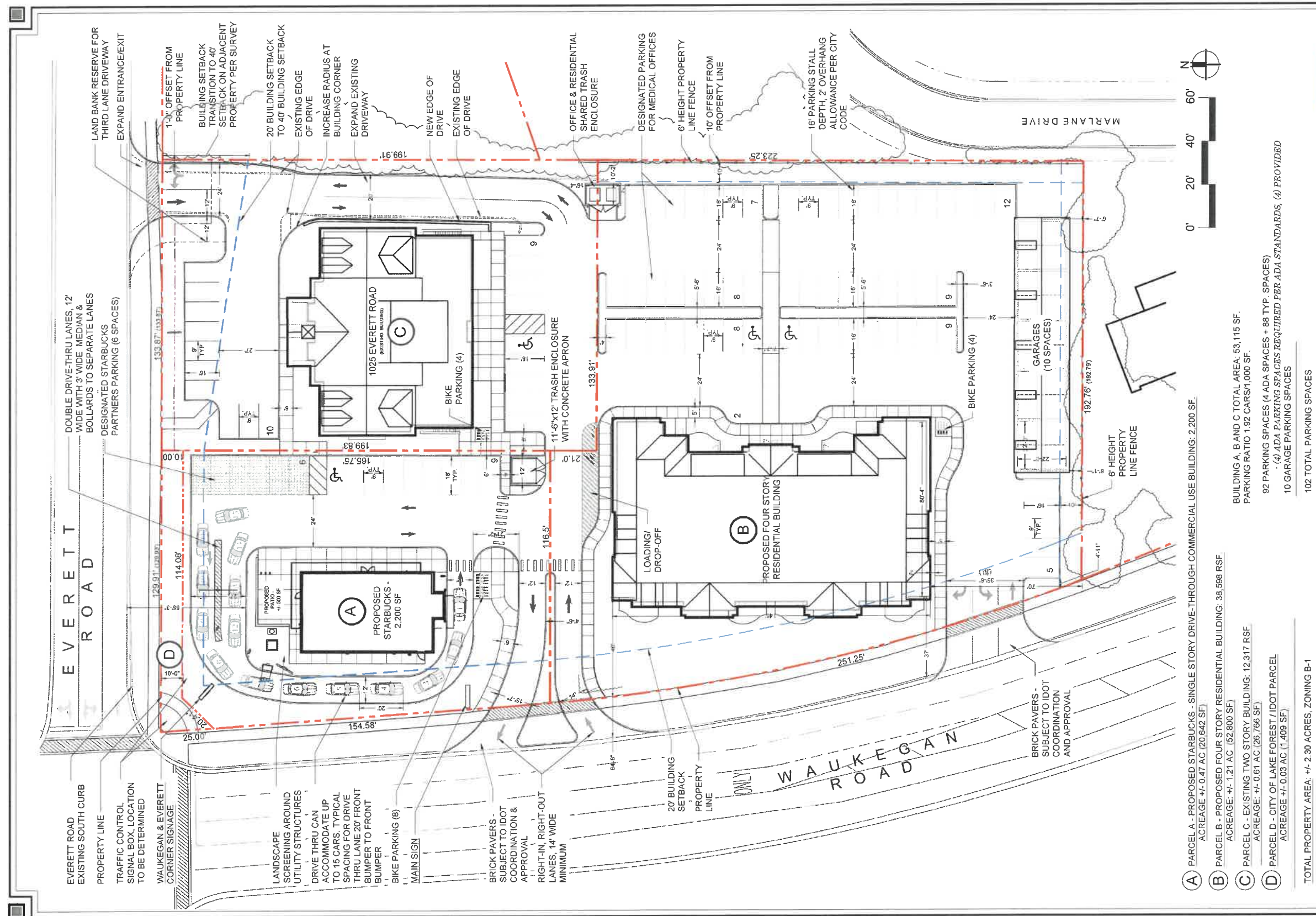
**EVERETT AND WAUKEGAN ROAD**

Lake Forest, IL

Iosue Investment, LLC  
1025 Everett Road  
Lake Forest, IL 60045

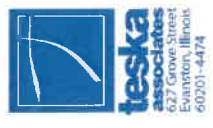
Jack Frigo  
(847) 940 2200  
Jack@FrigoCompany.com

August 1, 2023



- (A) PARCEL A - PROPOSED STARBUCKS - SINGLE STORY DRIVE-THROUGH COMMERCIAL USE BUILDING: 2,200 SF. ACREAGE +/- 0.47 AC (20,642 SF)
  - (B) PARCEL B - PROPOSED FOUR STORY RESIDENTIAL BUILDING: 38,598 RSF. ACREAGE +/- 1.21 AC (52,800 SF)
  - (C) PARCEL C - EXISTING TWO STORY BUILDING: 12,317 RSF. ACREAGE +/- 0.61 AC (26,766 SF)
  - (D) PARCEL D - CITY OF LAKE FOREST / IDOT PARCEL. ACREAGE +/- 0.03 AC (1,408 SF)
- TOTAL PROPERTY AREA: +/- 2.30 ACRES, ZONING B-1

BUILDING A, B AND C TOTAL AREA: 53,115 SF.  
 PARKING RATIO 1.92 CARS/1,000 SF.  
 92 PARKING SPACES (4 ADA SPACES + 88 TYP. SPACES)  
 (4) ADA PARKING SPACES REQUIRED PER ADA STANDARDS, (4) PROVIDED  
 10 GARAGE PARKING SPACES  
 102 TOTAL PARKING SPACES

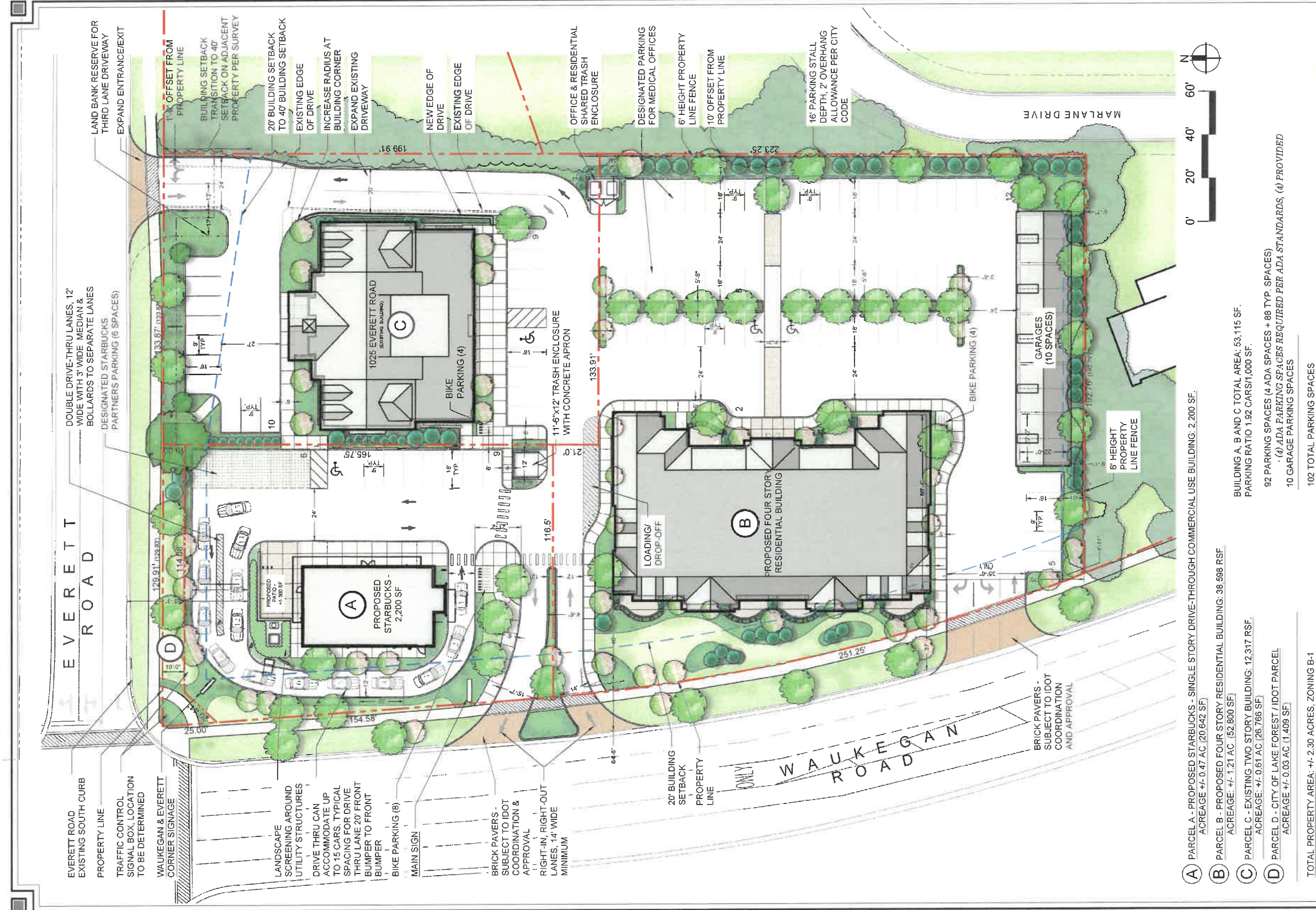


**CONCEPTUAL SITE PLAN**  
**EVERETT AND WAUKEGAN ROAD**  
 Lake Forest, IL

August 1, 2023

Iosue Investment, LLC  
 1025 Everett Road  
 Lake Forest, IL 60045

Jack Frigo  
 (847) 940 2200  
 Jack@FrigoCompany.com



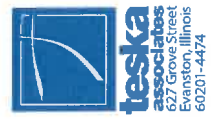
- (A) PARCEL A - PROPOSED STARBUCKS - SINGLE STORY DRIVE-THROUGH COMMERCIAL USE BUILDING: 2,200 SF.  
ACREAGE +/- 0.47 AC (20,642 SF)
- (B) PARCEL B - PROPOSED FOUR STORY RESIDENTIAL BUILDING: 38,598 RSF  
ACREAGE +/- 1.21 AC (52,800 SF)
- (C) PARCEL C - EXISTING TWO STORY BUILDING: 12,317 RSF.  
ACREAGE +/- 0.61 AC (26,766 SF)
- (D) PARCEL D - CITY OF LAKE FOREST / IDOT PARCEL  
ACREAGE +/- 0.03 AC (1,409 SF)

TOTAL PROPERTY AREA: +/- 2.30 ACRES, ZONING B-1

- BUILDING A, B AND C TOTAL AREA: 53,115 SF.  
PARKING RATIO 1.92 CARS/1,000 SF.
- 92 PARKING SPACES (4 ADA SPACES + 88 TYP. SPACES)
- (4) ADA PARKING SPACES REQUIRED PER ADA STANDARDS, (4) PROVIDED
- 10 GARAGE PARKING SPACES
- 102 TOTAL PARKING SPACES

ILLUSTRATIVE SITE PLAN  
**EVERETT AND WAUKEGAN ROAD**  
 Lake Forest, IL  
 August 1, 2023

Issue Investment, LLC  
 1025 Everett Road  
 Lake Forest, IL 60045  
 Jack Frigo  
 (847) 940 2200  
 Jack@FrigoCompany.com





**ANTUNOVICH ASSOCIATES**  
 ARCHITECTURE • PLANNING • INTERIOR DESIGN  
 Chicago • Washington, DC • Los Angeles • Austin

**MEMORANDUM**

**DATE:** December 20, 2022  
**TO:** Patrick Cusack  
**FROM:** Clark C. Christensen  
**SUBJECT:** 1045 South Waukegan Road Development – Lake Forest, IL – Zoning Profile

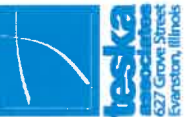
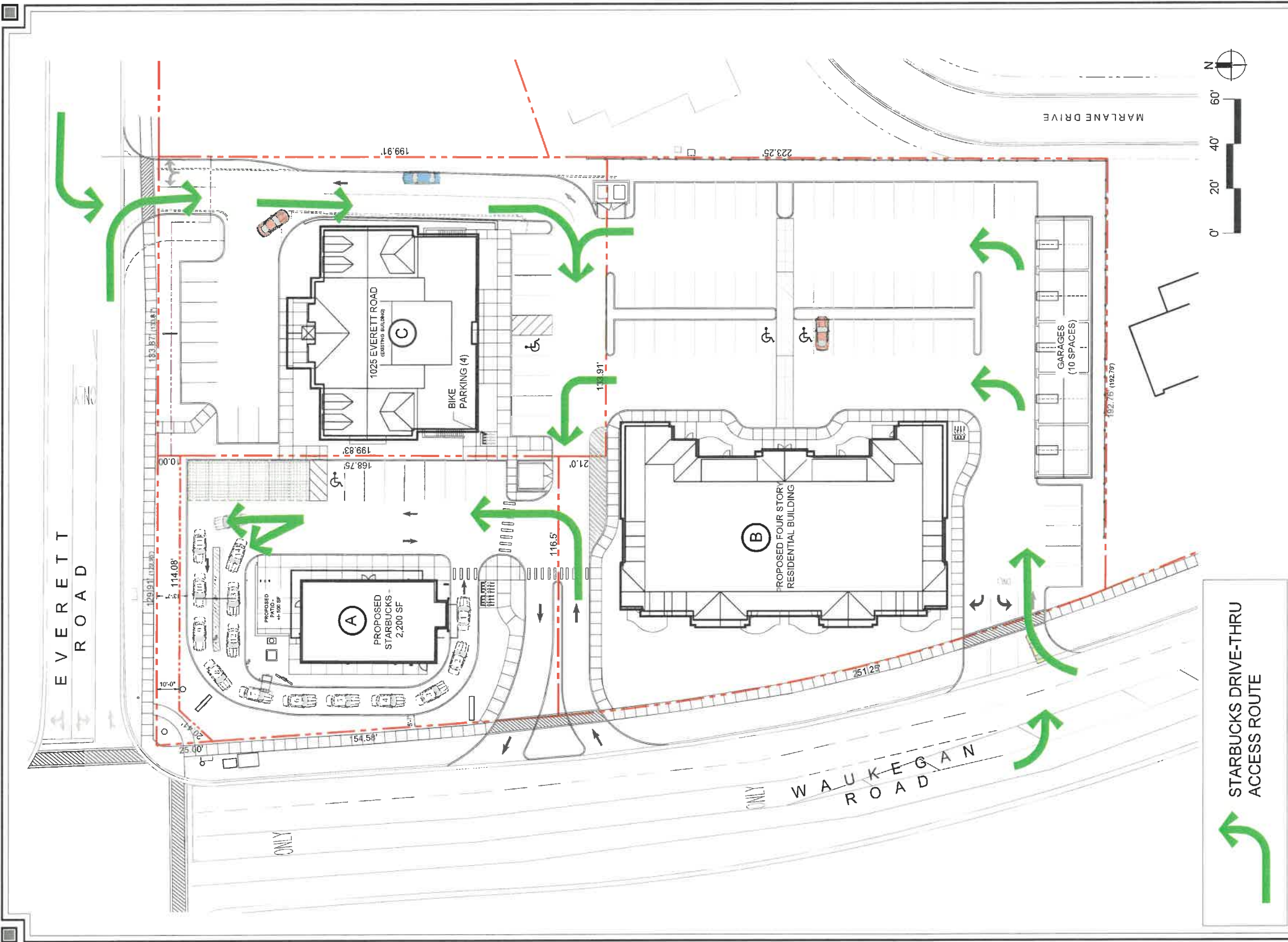
Zoning Topic	Zoning - Existing	Zoning – Proposed / Notes
Zoning District [159.109]	B-1 (Neighborhood Business District)	
Special District/Overlay	n/a	
Adjacent Zoning Districts	R4 to East; GR2 to South	
Distance to Transit		
PIN	16-07-203-002 – 1045 S Waukegan 16-07-203-022 – 1015 S Waukegan 16-07-203-023 – 1025 W Everett	Site is 3 tax parcels combined
Lot Area: (per offering memo)	100,188 sf (2.3 ac.)	Combined Parcel
	42,000 sf (0.9642 ac.)	1045 S. Waukegan Road parcel
FAR (max.):	Not defined	Refer to max. lot coverage & height
Developable FAR Area:	TBD sf	
Existing FAR Area (to remain):	9,418 sf (2 story commercial)	1025 W Everett Rd.
Proposed FAR Area:	TBD sf	
Building Uses: [159.116]	Retail – Permitted Services – Permitted Dwelling Units – Permitted Multi-Family Residential – Permitted Medical Labs/Clinics – Special	
Min. Lot Area [159.109(E)]	5,000 sf	
Max. Lot Coverage [159.109(E)]	30%; 45% per Special Use permit	
Min. Open Space [159.109(H)]	15%; 10% by Special Use permit	
Building Height 159.109(G)]	35 ft.	
Front/Corner Side Setback (min): [159.109(F)]	Yard - 20 ft. Bldg. Setback - 70 ft. from C.L. of Waukegan Rd. [159.012(A)]	Waukegan / Everett frontages
Interior Rear Setbacks (min.):	Yard - 20 ft. Setback – 20 ft.	Transitional - R4 Interior Side setbacks
Interior Side Setbacks (min.):	Yard - 20 ft. Setback – 20 ft.	Transitional – GR2 Interior Side setbacks
PARKING	Sect 159.131	
Parking (Multi-Unit Residential)	1 or 2 bedrooms – 1.83 sp/DU 3 or more bedrooms – 2.33 sp/DU	
Parking (Non-Residential) Retail, Commercial & Professional	1 space per 250 sf of floor area	
Bike Parking:	Not Defined	

Zoning Topic	Zoning - Existing	Zoning – Proposed / Notes
Zoning District	B-1 (Neighborhood Business District)	
Loading [159.139]		
-Multiple Family Dwellings	7,000 sf – 20,000 sf – 1 stall 20,001 sf – 35,000 sf – 2 stalls	
-Non-residential	7,000 sf – 20,000 sf – 1 stall 20,001 sf – 35,000 sf – 2 stalls	
Parking Metrics [159.132]	90-degree layout	
Stall Dimension	9.0 ft. x 18.5 ft. x 7.5 ft. high	
Drive Aisle	14 ft. (1 way aisles) 24 ft. (2 way aisles)	
Ramp Slope	Not defined	
Loading Metrics (typ.)	Standard	12 ft. x 30 ft. x 14 ft. (clear height)



ANTUNOVICH ASSOCIATES • ARCHITECTURE, PLANNING, INTERIOR DESIGN

**ZONING ANALYSIS**  
 LAKE FOREST, ILLINOIS • JUNE 30, 2023



Jack Frigo  
 (847) 940 2200  
 Jack@FrigoCompany.com

Iosue Investment, LLC  
 1025 Everett Road  
 Lake Forest, IL 60045

August 1, 2023

ACCESS EXHIBIT  
**EVERETT AND WAUKEGAN ROAD**  
 Lake Forest, IL

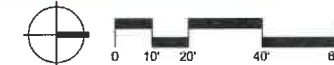


This plan is conceptual, all dimensions are to be verified. Materials are represented in their future condition as a new material when all existing and new materials are shown. All dimensions are to be used as final construction dimensions unless otherwise noted. This plan is the property of MARIANI Landscape Architecture, Inc. and is not to be reproduced or used in any form without written consent. Graphic representations are for illustrative purposes and adjustments may be made during construction in keeping with the design intent.



Planting Legend:		
Quantity	Scientific Name	Common Name
49	3" Shade Trees	
	<i>Tilia americana</i> 'Redmond'	Redmond Linden
	<i>Celtis occidentalis</i>	Hackberry
	<i>Liriodendron tulipifera</i> 'Arnold'	Columnar Tulip Tree
	<i>Quercus robur</i> 'Regal Prince'	Regal Prince Columnar Oak
	<i>Ginkgo biloba</i> 'Autumn Gold'	Autumn Gold Ginkgo
	<i>Ulmus Accolade</i> 'Morton'	Accolade Elm
	<i>Gleditsia tricanthos</i>	Honey Locust
29	3" or 6" Ornamental Trees:	
	<i>Syringa reticulata</i>	Japanese Tree Lilac
	<i>Amelanchier graniflora</i>	Apple Serviceberry
	<i>Amelanchier laevis</i> 'Cumulus'	Cumulus Columnar Serviceberry
	<i>Crataegus phaenopynum</i>	Washington Hawthorn
	<i>Cercis canadensis</i>	Eastern Redbud
	<i>Malus</i> 'Prairifire'	Prairifire Crabapple
39	24" Large Shrubs	
	<i>Hydrangea paniculata</i> 'Quick Fire'	Quick Fire Panicle Hydrangea
	<i>Taxus x media</i> 'Densiformis'	Dense Yew
	<i>Viburnum dentatum</i>	Arrowwood Viburnum
267	24" Medium Shrubs	
	<i>Buxus x</i> 'Green Mountain'	Green Mountain Boxwood
	<i>Syringa meyeri</i> 'Palibin'	Dwarf Korean Lilac
	<i>Spiraea cinerea</i> 'Grefsheim'	Grefsheim Spirea
	<i>Hydrangea paniculata</i> 'Little Lime'	Little Lime Hydrangea
	<i>Forsythia intermedia</i> 'Show Off'	Show Off Border Forsythia
	<i>Aronia</i> 'Iroquois Beauty Black'	Iroquois Beauty Black Chokeberry
190	18" Small Shrubs	
	<i>Diervilla lonicera</i>	Dwarf Bush Honeysuckle
	<i>Cotoneaster apiculatus</i>	Cranberry Cotoneaster
	<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac
43	8" Evergreen Trees	
	<i>Pinus strobus</i> 'Fastigata'	Columnar White Pine
	<i>Juniperus chinensis</i> 'Iowa'	Iowa Chinese Juniper
	<i>Thuja occidentalis</i> 'Nigra'	Nigra Arborvitae
1943	1 Gallon Perennials 24" o.c.	
	<i>Sporobolus heterolepis</i>	Prairie Dropseed
	<i>Calamagrostis</i> 'Kari Forester'	Kari Forester Feather Reed Grass
	<i>Panicum virgatum</i> 'Shenandoah'	Shenandoah Switch Grass
	<i>Pennisetum alopecuroides</i> 'Hamel'	Hamel Dwarf Fountain Grass
	<i>Achillea millefolium</i> 'Moonshine'	Moonshine Yarrow
	<i>Echinacea purpurea</i>	Purple Coneflower
	<i>Allium tanguticum</i> 'Summer Beauty'	Summer Beauty Allium
	<i>Rudbeckia hirta</i>	Black Eyed Susan
	<i>Rudbeckia fulgida</i> 'Goldsturm'	Goldsturm Black Eyed Susan
	<i>Amsonia hubrichtii</i>	Akansas Blue Star
	<i>Amsonia</i> 'Blue Ice'	Blue Ice Blue Star
	<i>Alchemilla mollis</i>	Lady's Mantle
	<i>Calamintha nepeta</i> 'Montrose White'	Montrose White Dwarf Calamint
	<i>Nepeta x faassenii</i> 'Kit Kat'	Kit Kat Catmint
	<i>Ligularia dentata</i> 'Desdemona'	Leopard Plant
	<i>Heuchera</i> 'Palace Purple'	Palace Purple Coral Bells
	<i>Osmunda cinnamomea</i>	Cinnamon Fern
	<i>Salvia nemorosa</i> 'Caradonna'	Caradonna Salvia
	<i>Monarda didyma</i> 'Marshall's Delight'	Marshall's Delight Bee Balm
	<i>Sedum floriferum</i> 'Baileys Gold'	Baileys Gold Stonecrop
	67 flats	<i>Liriope spicata</i>
40 flats	<i>Vinca minor</i> 'Darts Blue'	Darts Blue Periwinkle

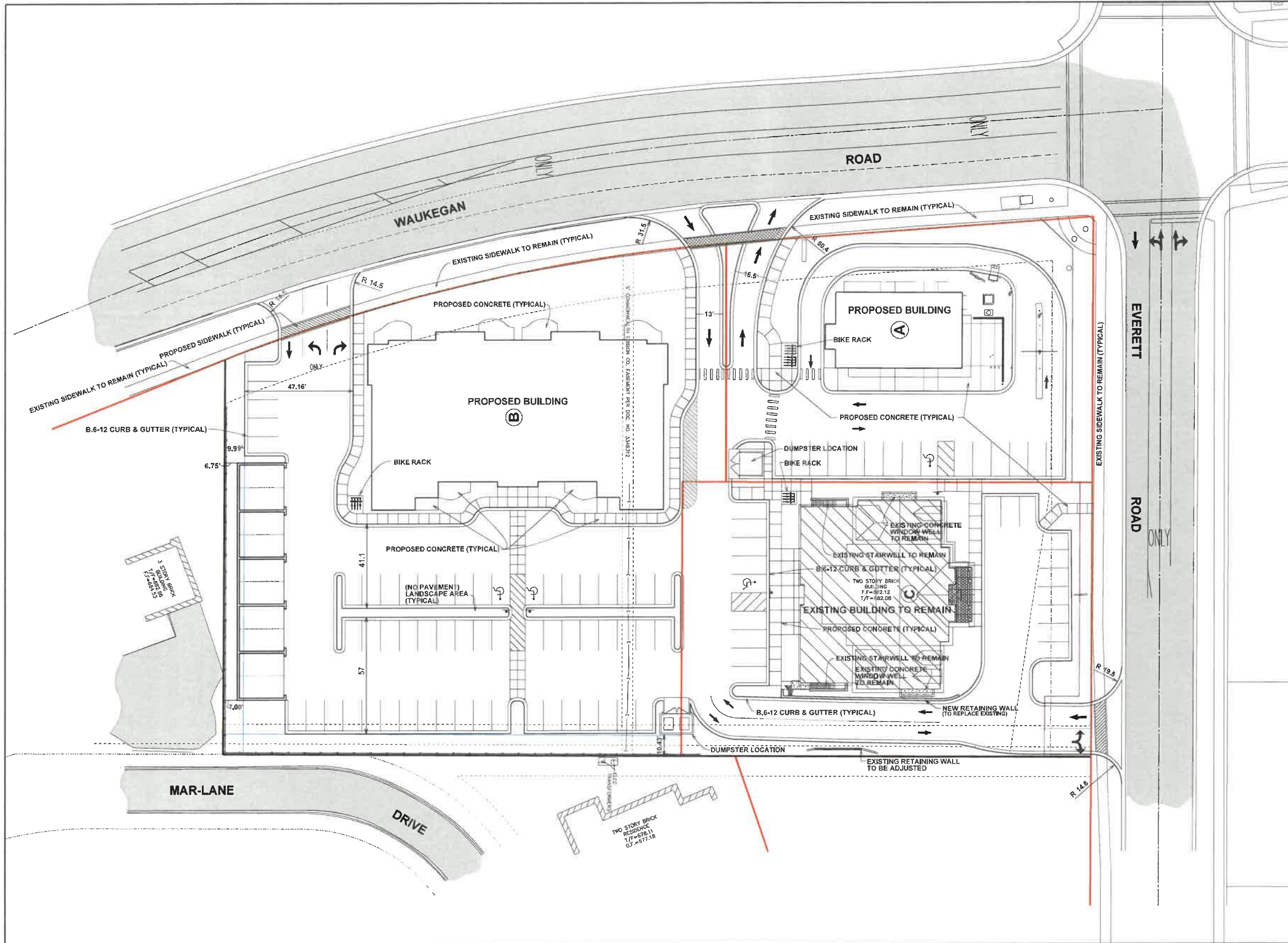
1 Concept Landscape Plan  
SCALE: 1" = 20'-0"



# Everett and Waukegan Road

1045 Waukegan Road, Lake Forest, IL 60045

Project No: 20028  
08/10/2023



NORTH

EVERETT AND WAUKEGAN ROAD

LAKE FOREST, ILLINOIS

SHEET NUMBER

OF 5 SHEETS

JOB No. 1985

JOB No. 1985

DATE BY

DATE BY

REVISIONS

REVISIONS

DESCRIPTION

DESCRIPTION

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS

SHEET NUMBER

SHEET NUMBER

OF 5 SHEETS

OF 5 SHEETS







## IOSUE Investments \_ Architecture Statement of Intent Building A

August 10, 2023

Our design for Retail Building A is a harmonious composition of Building B (Multifamily), the existing building located at 1025 W. Everett Rd, as well as other buildings within the community. The overall design and massing compliments the surrounding structures in style and materials which include stone, brick, fiber cement panel/eifs, and asphalt shingles. Additionally, the site layout welcomes pedestrians within the Southeast Quadrant with a pedestrian friendly landscape path connecting the adjacent properties in the immediate area including the Metra Station, Sunset Foods, area restaurants, etc.



A. VIEW SOUTH



B. EAST VIEW

**JTS** Architects



C. WEST VIEW 1



C. WEST VIEW 2



**ANTUNOVICH ASSOCIATES**  
ARCHITECTURE • PLANNING • INTERIOR DESIGN

Chicago • Washington DC • Los Angeles • Austin • Buffalo

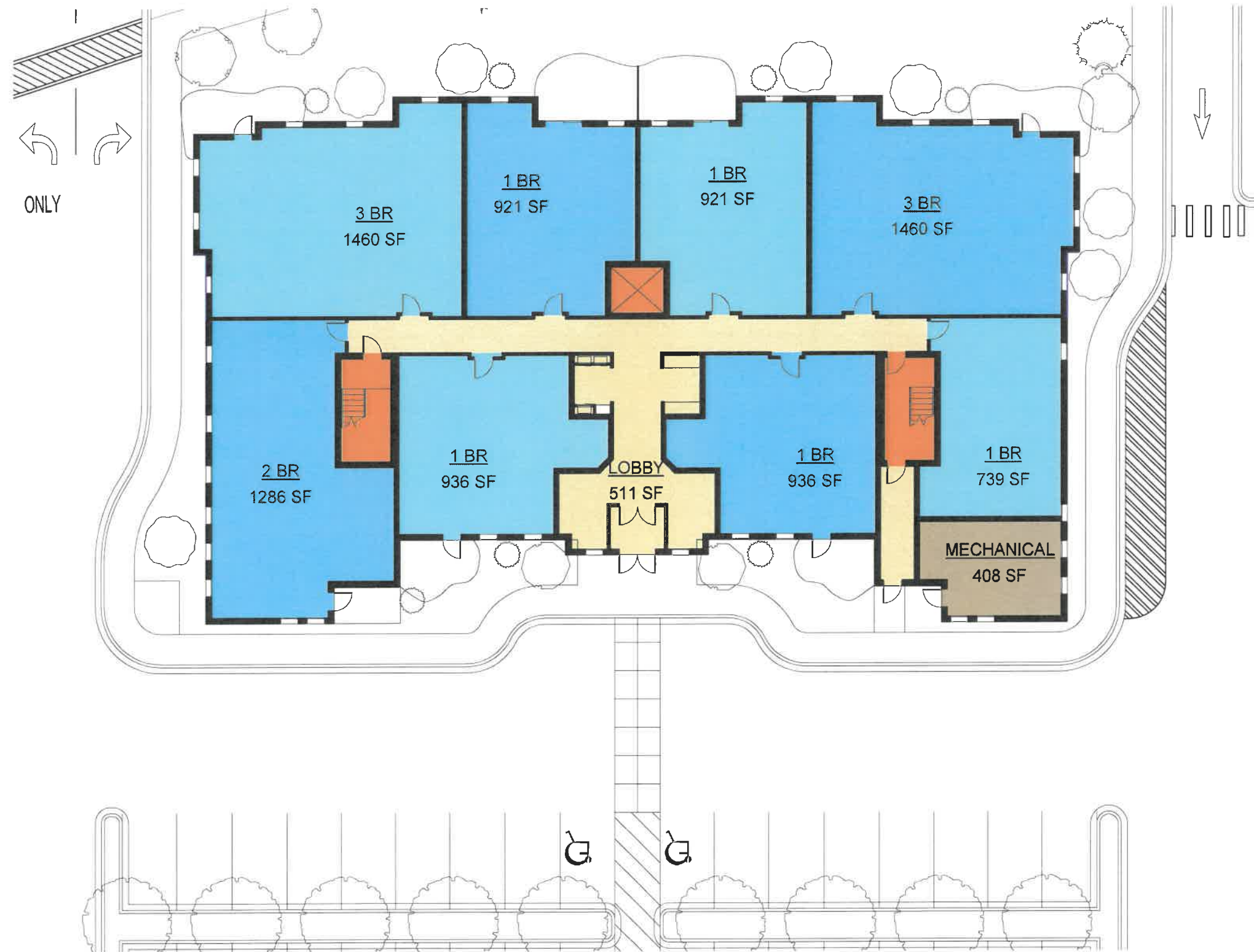
**August 10<sup>th</sup>, 2023**

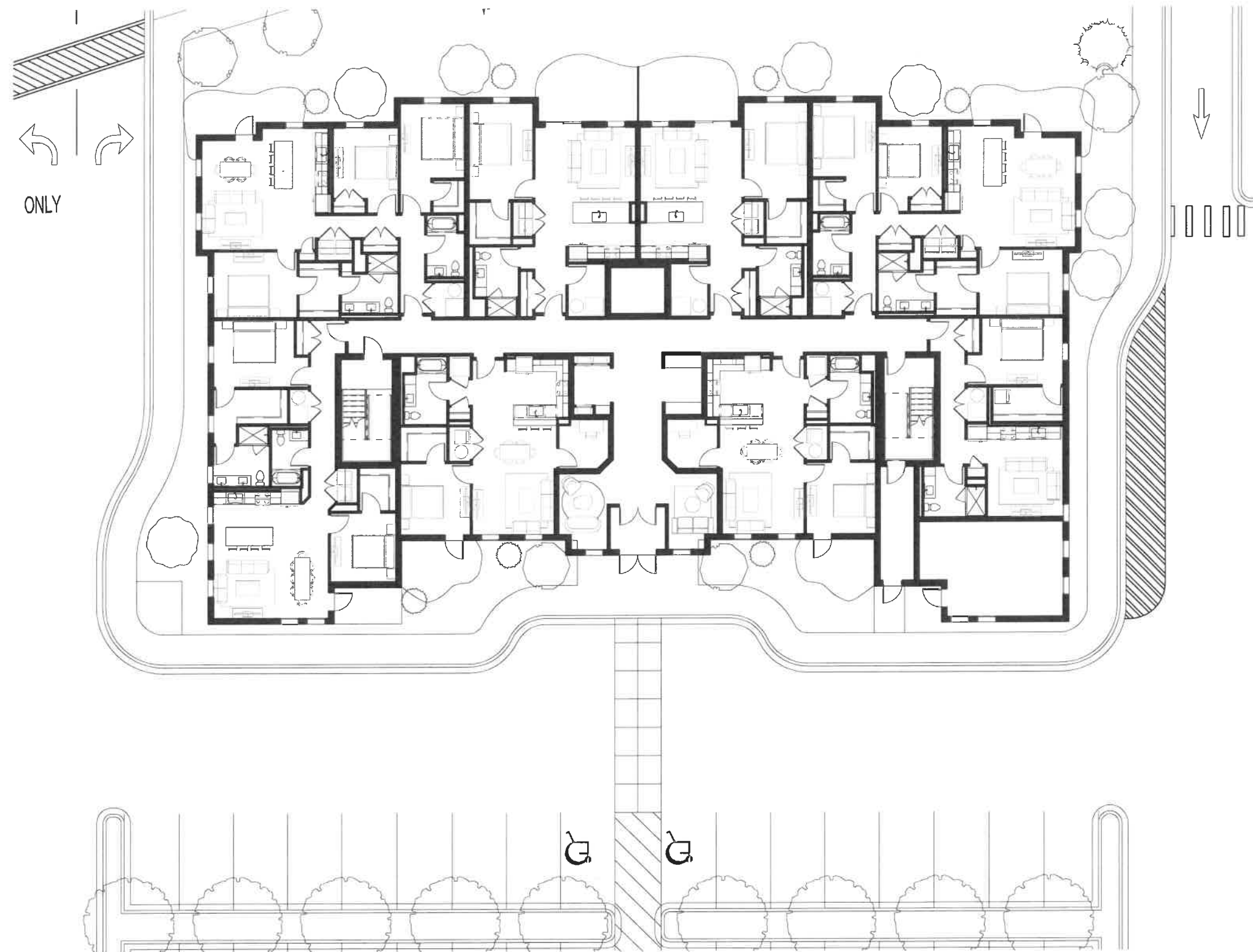
**1045 South Waukegan Road Multi-Family Residential Building**

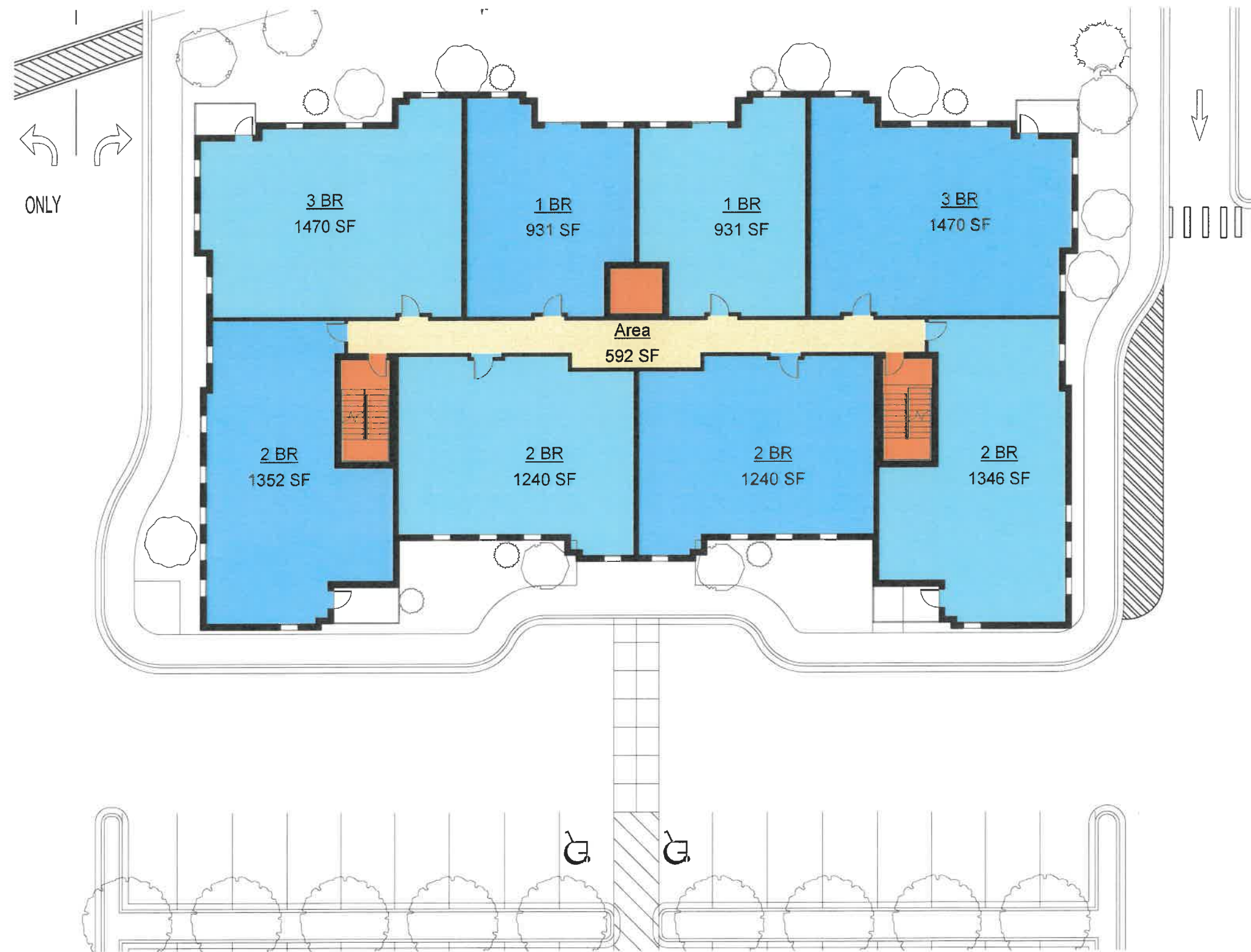
## **BUILDING ARCHITECTURE STATEMENT**

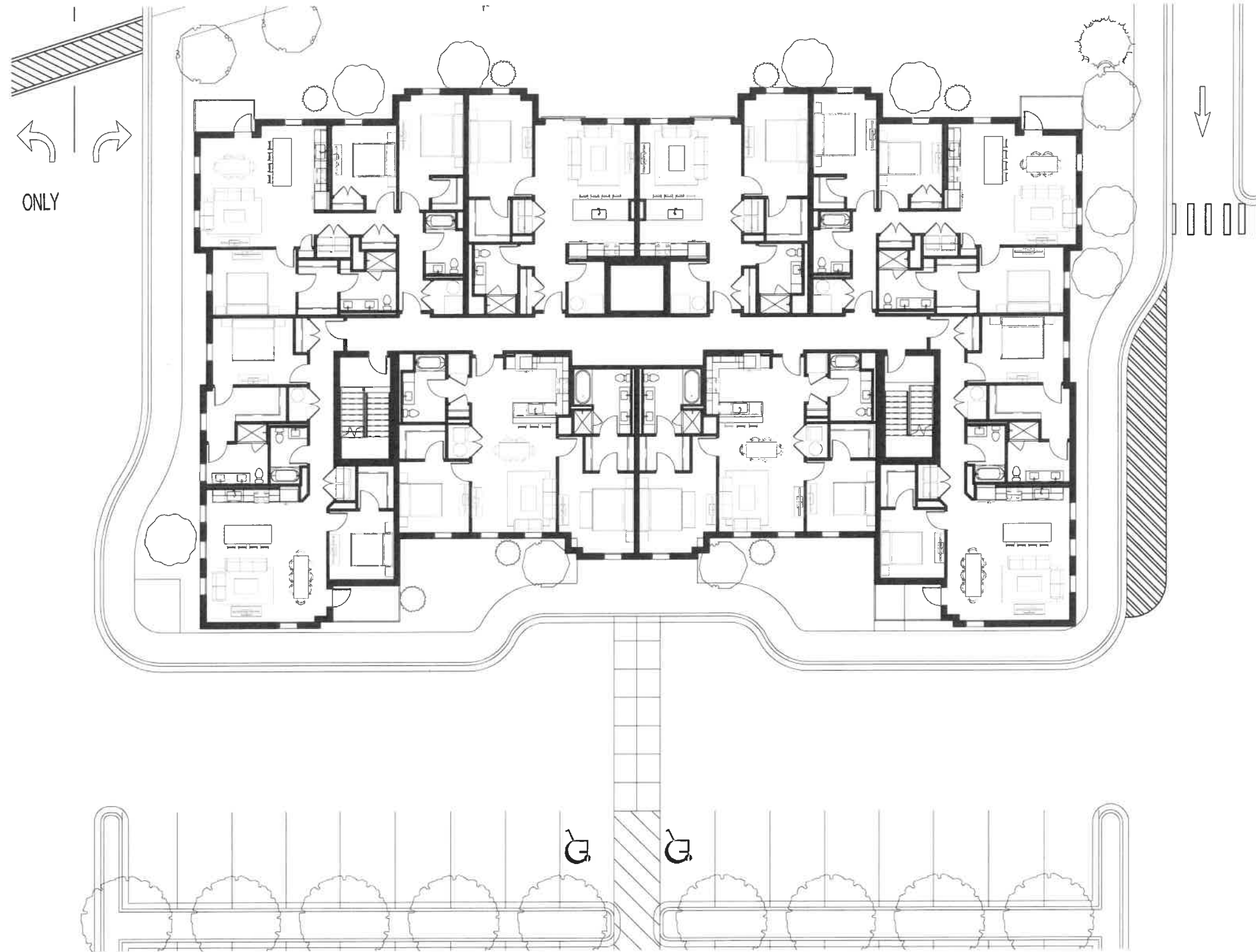
Antunovich Associates are collaborating with Greg Van Schaack on an exciting new four-story multi-family residential building located at 1045 South Waukegan Road in Lake Forest, Illinois. The multi-family building is comprised of 32 residential units, with on-site automobile and bicycle parking for tenants and an off-street drop-off accessed from within a landscaped court to the East of the building. This boutique residential building was developed with luxury in mind, with generously sized living and dining areas incorporated into each residential unit, and primary suites that include large walk-in closets and spa-like primary baths. Spacious covered balconies and Juliet balconies provide tenants with an outdoor extension to their living space, and ground floor tenants will have large private terraces with lush landscaping providing intimate exterior living space to each unit.

The multi-family building complements and enhances the Waukegan Road corridor within Lake Forest, employing a traditional architectural aesthetic that echos the detailing and materiality of the Deep Path Inn. The architecture of the building includes gable roofs, projecting bay windows and varied brick and cast stone facades, in a balanced and symmetrical design. The design is carried out in the Tudor Revival style, inspired by elegant homes throughout the Lake Forest community.









<b>1045 S Waukegan</b>
<b>6/30/2023</b>

Residential Building																		
LEVEL	FLOOR HEIGHT	OVERALL HEIGHT	RESIDENTIAL						TERRACE / GREEN ROOF	MECHANICAL AREA	ROOF	BIKE PARKING		PARKING / LOADING		GROSS BUILDABLE AREA	GROSS ENCLOSED AREA	F.A.R. AREA
			UNITS	RSF	COMMON	AMENITY	GSF	BALCONY				AREA	SPACES	AREA	SPACES			
Roof	5'-0"	49'-0"													0	0	0	
4	11'-0"	44'-0"	8	9,980	1,078		11,058	239							11,297	11,058	11,058	
3	11'-0"	33'-0"	8	9,980	1,078		11,058	239							11,297	11,058	11,058	
2	11'-0"	22'-0"	8	9,980	1,078		11,058	239							11,297	11,058	11,058	
1	11'-0"	11'-0"	8	8,658	1,813		10,471	878		408					11,757	10,879	10,879	
<b>TOTAL</b>			<b>32</b>	<b>38,598</b>	<b>5,047</b>	<b>0</b>	<b>43,645</b>	<b>1,595</b>	<b>0</b>	<b>408</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,648</b>	<b>44,053</b>	<b>44,053</b>	
Average Unit Size				1,206														
Typical Residential Floor Efficiency				90.3%														

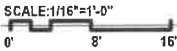
UNIT MIX			
1 BR	2 BR	3 BR	TOTAL
2	4	2	8
2	4	2	8
2	4	2	8
5	1	2	8
<b>11</b>	<b>13</b>	<b>8</b>	<b>32</b>
<b>34%</b>	<b>41%</b>	<b>25%</b>	



WEST ELEVATION



SOUTH ELEVATION

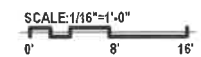


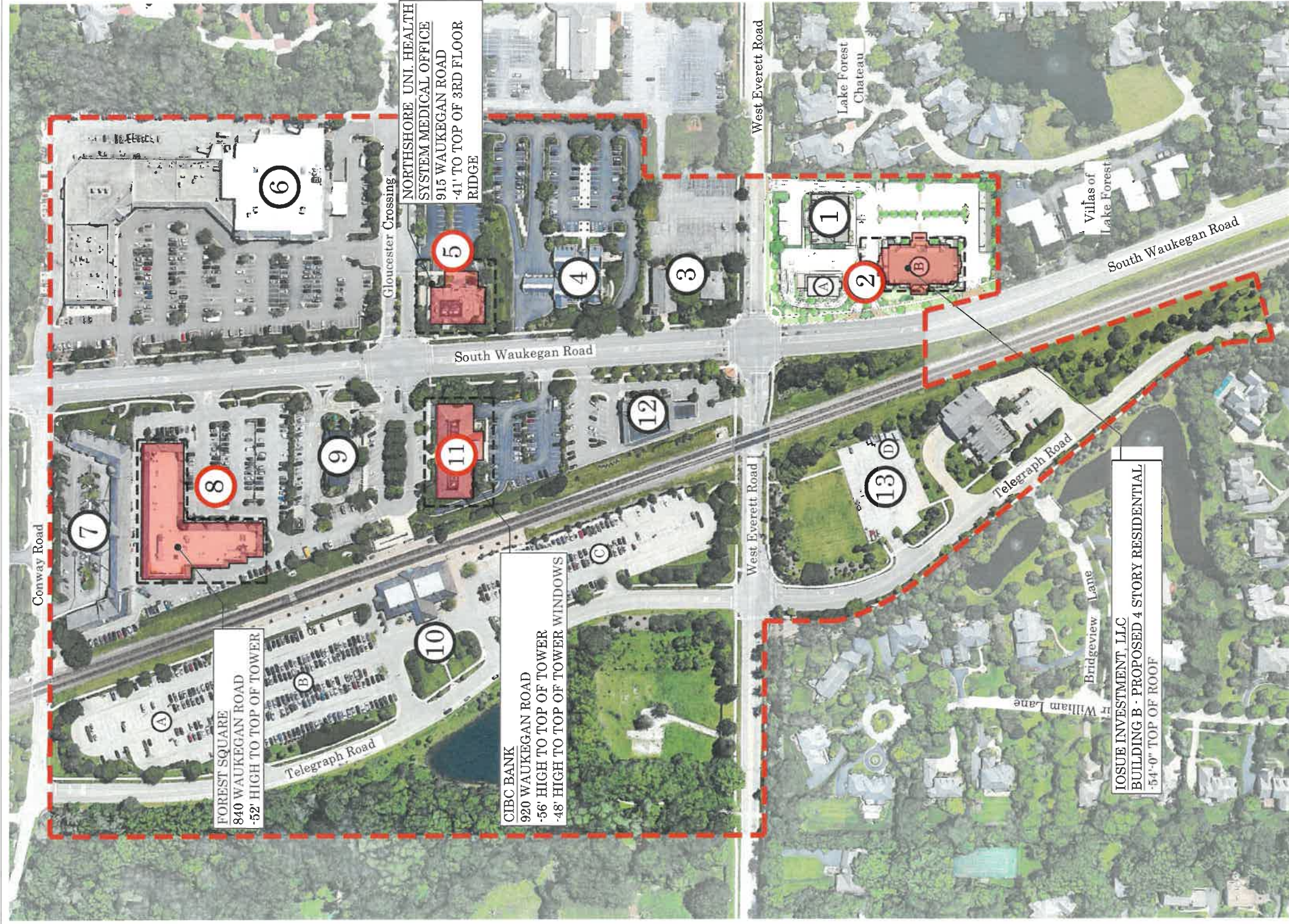


EAST ELEVATION



NORTH ELEVATION





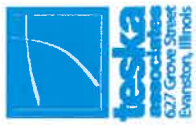
**FOREST SQUARE**  
840 WAUKEGAN ROAD  
-52' HIGH TO TOP OF TOWER

**CIBC BANK**  
920 WAUKEGAN ROAD  
-56' HIGH TO TOP OF TOWER  
-48' HIGH TO TOP OF TOWER WINDOWS

**NORTHSHORE UNIV. HEALTH SYSTEM MEDICAL OFFICE**  
915 WAUKEGAN ROAD  
-41' TO TOP OF 3RD FLOOR RIDGE

**IOSUE INVESTMENT LLC**  
BUILDING B - PROPOSED 4 STORY RESIDENTIAL  
-54'-0" TOP OF ROOF

- ① Lake Forest Acute Care / 1025 Everett Road
- ② Proposed (A) Retail & (B) Multi-Family
- ③ St. Patrick's Church
- ④ Lake Forest Bank / OB-GYN Associates of Lake Forest
- ⑤ Northshore University Health System Medical Office
- ⑥ Sunset Food Mart and Crossing Shopping Court
- ⑦ Conway Court Plaza
- ⑧ Forest Square
- ⑨ Chase Bank
- ⑩ Lake Forest Metra Station Parking Lots A, B, & C (480 Spaces)
- ⑪ CIBC Bank
- ⑫ Fifth Third Bank / Forward Focus Medical
- ⑬ City of Lake Forest Fire Station & Public Parking Lot D (68 Spaces)

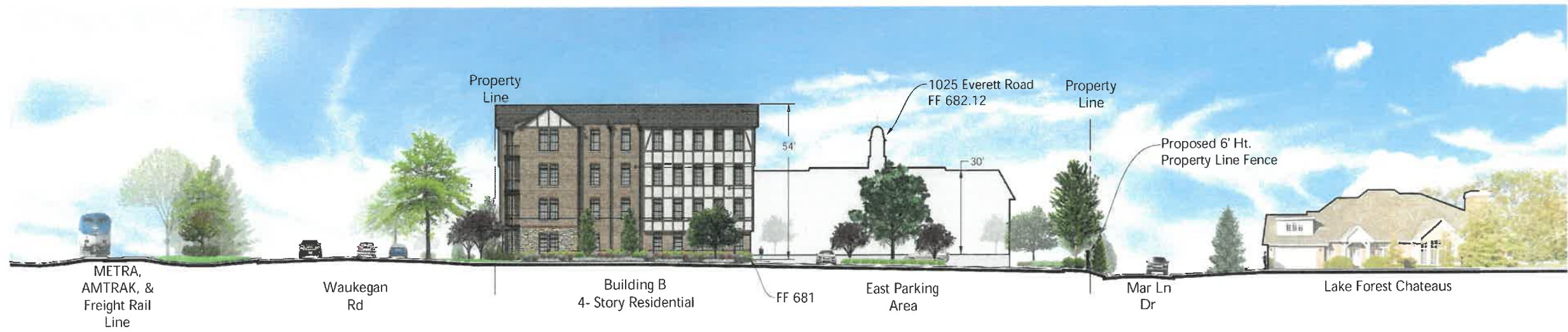


**BUILDING HEIGHT CONTEXT PLAN**  
**EVERETT AND WAUKEGAN ROAD**  
Lake Forest, IL

August 1, 2023

iosue Investment, LLC  
1025 Everett Road  
Lake Forest, IL 60045

Jack Frigo  
(847) 940 2200  
Jack@FrigoCompany.com



SECTION VIEW LOOKING NORTH (TOWARDS EVERETT ROAD)



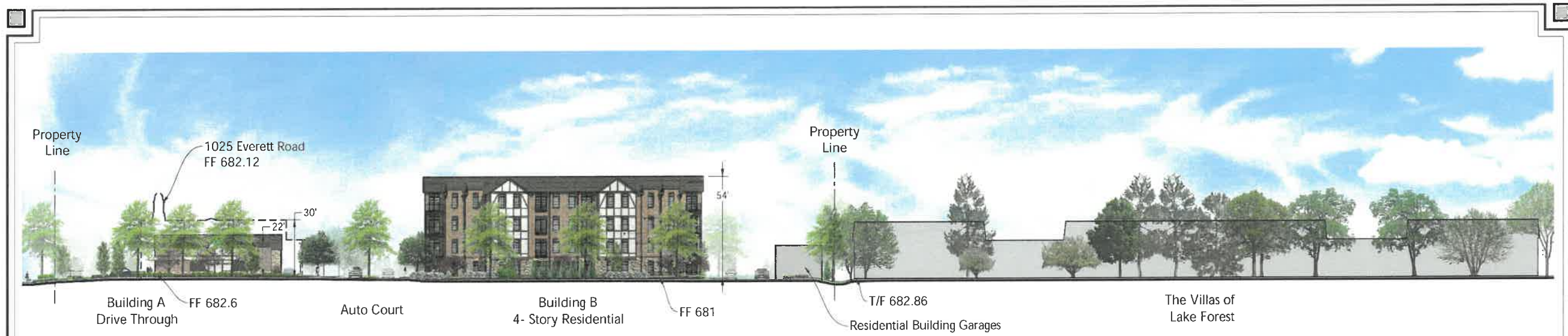
SECTION VIEW LOOKING WEST (TOWARDS WAUKEGAN ROAD)

SECTION GRAPHICS  
**EVERETT AND WAUKEGAN ROAD**  
 Lake Forest, IL August 1, 2023

Iosue Investment, LLC  
 1025 Everett Road  
 Lake Forest, IL 60045

Jack Frigo  
 (847) 940 2200  
 Jack@FrigoCompany.com





SECTION VIEW LOOKING EAST (TOWARDS MAR LANE)

SECTION GRAPHICS  
**EVERETT AND WAUKEGAN ROAD**  
Lake Forest, IL August 1, 2023

Iosue Investment, LLC  
1025 Everett Road  
Lake Forest, IL 60045

Jack Frigo  
(847) 940 2200  
Jack@FrigoCompany.com







CONCEPTUAL BUILDING DESIGN - MULTI-FAMILY RESIDENTIAL BUILDING



DEER PATH INN - DESIGN INSPIRATION



DEER PATH INN - DESIGN INSPIRATION



DEER PATH INN - DESIGN INSPIRATION  
INTERIOR DESIGN

CHARACTER STUDY IMAGES  
LAKE FOREST, ILLINOIS • JUNE 30, 2023



# Traffic Impact Study Proposed Mixed-Use Development Lake Forest, Illinois



Prepared For:

## Iosue Investments, LLC



August 10, 2023

## 6. Conclusion

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

- The signalized intersection of Waukegan Road with Everett Road has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.
- As part of the proposed development, additional right-of way is being dedicated to allow for the future widening of Everett Road to provide a westbound right turn lane. This widening will improve the operations of the westbound Everett Road approach at Waukegan Road.
- The traffic estimated to be generated by the proposed development will have a limited impact on the operations of Waukegan Road with Franz Drive and Everett Road with Mar Lane Drive.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.
- The elimination of four access drives will reduce traffic conflicts and will improve overall traffic conditions.
- Exclusive northbound right-turn lanes are not warranted at any of the access drives on Waukegan Road and Everett Road.
- The proposed 102 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed development.
- The proposed stacking of 15 vehicles will be adequate in accommodating the estimated peak drive-through stacking for the proposed coffee shop.

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located in Lake Forest, Illinois. The site is located in the southeast corner of the intersection of Waukegan Road (IL Route 43) and Everett Road and currently contains vacant land and the medical office building located at 1025 Everett Road. As proposed, the vacant portion of the site will be developed to contain an approximately 2,200 square-foot coffee shop with a drive-through, and a four-story building containing 32 residential units. Access to the site will be provided via the existing access drive off Everett Road, and via a proposed full-movement access drive and a right-in/right-out access drive off Waukegan Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Traffic Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2023.
2. Year 2029 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.
3. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2029 no-build volumes and the traffic estimated to be generated by the proposed development.



**Site Location**

**Figure 1**

*Mixed-Use Development  
Lake Forest, Illinois*





**Aerial View of Site**

**Figure 2**

*Mixed-Use Development  
Lake Forest, Illinois*



## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The site is located in the southeast quadrant of the intersection of Waukegan Road with Everett Road and contains the existing office building at 1025 West Everett Road. The site is bounded by Waukegan Road on the west, Everett Road on the north, Lake Forest Chateau residential duplex community on the east and the Villas of Lake Forest Condominiums on the south. It should be noted that the Lake Forest Metra station is located 1,000 feet to the northwest of the site.

### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

*Waukegan Road (IL Route 43)* is a north-south minor arterial roadway that provides two through lanes in each direction. At its signalized intersection with Everett Road, Waukegan Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. Standard style crosswalks and pedestrian signals are provided on all four legs of this intersection. At its unsignalized “T” intersection with Franz Drive, Waukegan Road provides a through lane and a shared through/right-turn lane on the northbound approach and a through lane and a shared left-turn through lane on the southbound approach. Waukegan Road is under the jurisdiction of Illinois Department of Transportation (IDOT), carries an Annual Average Daily Traffic (AADT) volume of approximately 15,200 vehicles (IDOT 2021) north of Everett Road and 12,700 vehicles (IDOT 2021) south of it. Waukegan Road is not classified as a Strategic Regional Arterial (SRA) in the vicinity of the site and has a posted speed limit of 35 miles per hour.

*Everett Road* is an east-west minor arterial roadway that provides one through lane in each direction. At its signalized intersection with Waukegan Road, Everett Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. At its unsignalized “T” intersections with the existing access drive to the site and Mar-Lane Drive, Everett Road does not provide any exclusive turn lanes. Everett Road is under the jurisdiction of the City of Lake Forest, carries an AADT of 2,950 vehicles (IDOT 2019) east of Waukegan Road and 6,550 vehicles (IDOT 2019) west of it. Everett Road has a posted speed limit of 35 miles per hour and a school speed limit of 20 miles per hour.



*Mar Lane Drive* is a north-south local roadway that loops around the west side of Lake Forest Chateau Pond serving the residential houses around the lake. provides on through lane in each direction. At its unsignalized “T” intersection with Everett Road, Mar Lane Drive provides a shared left-turn/right-turn lane on the northbound approach. Mar Lane Drive is under the jurisdiction of the City of Lake Forest and has a posted speed limit of 25 miles per hour.

*Franz Drive* is a north-south local roadway that loops around the east side of the Lake Forest Chateau Pond and joins Mar Lane Drive. At its unsignalized “T” intersection with Waukegan Road, Franz Drive provides a shared left-turn/right-turn lane on the westbound approach. Franz Drive is under the jurisdiction of the City of Lake Forest and has a posted speed limit of 25 miles per hour.

## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. utilized peak period traffic counts conducted at the following intersections:

- Waukegan Road with Everett Road
- Waukegan Road with Franz Drive
- Everett Road with Mar Lane Drive
- Everett Road with the 1025 W. Everett Road Access Drive

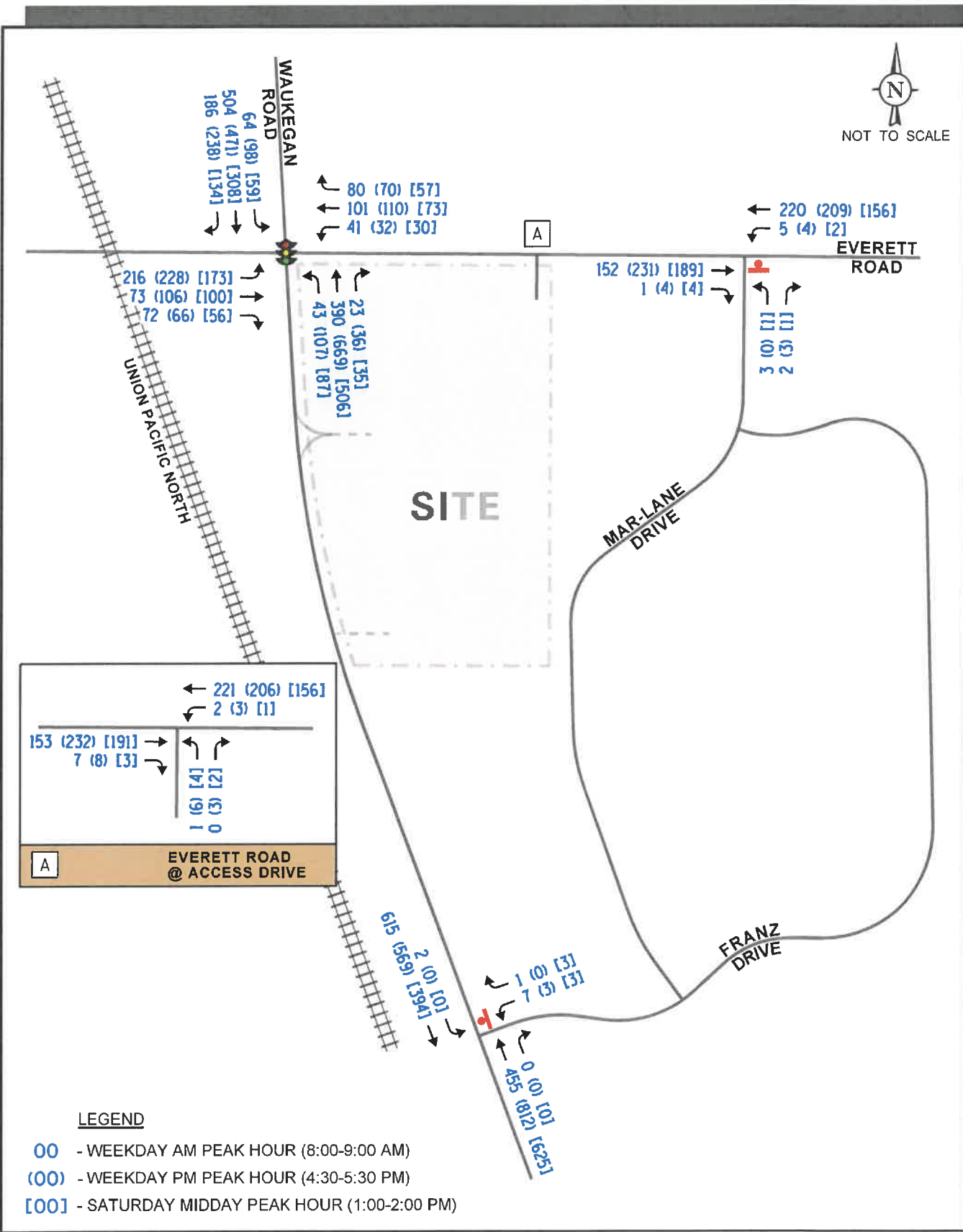
The traffic counts were conducted on Thursday, July 20, 2023 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, July 22, 2023 during the midday (12:00 P.M. to 2:00 P.M.) peak period. The results of the traffic counts show that the peak hours of traffic generally occur between 8:00 A.M. and 9:00 A.M. during the weekday morning peak period, between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period, and between 1:00 P.M. to 2:00 P.M. during the Saturday midday peak period. Copies of the traffic count summary sheets are included in the Appendix. The existing traffic volumes are illustrated in **Figure 4**.

## Train Observations

As previously indicated, approximately 1,000 feet to the northwest of the site is the Lake Forest Metra Station which is served by the Union Pacific North line. The tracks are located approximately 175 feet west of Waukegan Road. This line has approximately 23 inbound and outbound trains on a weekday and 13 inbound and outbound trains on Saturday. During the weekday morning peak period, there are four inbound trains and two outbound trains, during the weekday evening peak period there are two inbound trains and four outbound trains, and during the Saturday midday peak period there is one inbound train and one outbound train. Observations conducted during the peak periods indicated that there were approximately six inbound trains and three outbound trains during the weekday morning peak period, five inbound and outbound trains during the weekday evening peak period, and 3 inbound trains and two outbound trains during the Saturday midday peak period. During inbound trains, the gates were down for a range of one to three minutes. During outbound trains, gates were down for approximately one minute. Only one freight train was observed that occurred during the Saturday midday peak period in which the gates were down for approximately three minutes.



NOT TO SCALE



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Mixed-Use  
Development  
Lake Forest, Illinois

**Existing Traffic Volumes**



Job No: 23-202 Figure: 4

## Crash Analysis

KLOA, Inc. obtained accident data for the most recent available past five years (2018 to 2022) for the intersections of Waukegan Road with Everett Road, Waukegan Road with Franz Drive, and Everett Road with Mar Lane Drive. The crash data at the intersections of Waukegan Road with Everett Road is summarized in **Table 1**. A review of the data indicated the following:

- The intersection of Everett Road with Mar Lane Drive experienced zero crashes between 2018 and 2022.
- The intersection of Waukegan Road with Franz Drive experienced one angle crash in 2021 and zero crashes in the other four years.
- No fatalities were reported at any of the study area intersections during the reviewed period.

Table 1  
WAUKEGAN ROAD WITH EVERETT ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian/ Pedalcyclist	Object	Rear End	Sideswipe	Turning	Other	
2018	1	2	1	3	0	6	0	13
2019	1	0	0	4	2	2	0	9
2020	0	0	0	0	0	3	0	3
2021	0	0	0	0	0	0	0	0
2022	0	0	0	2	0	3	1	6
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>31</b>
<b>Average</b>	<b>&lt; 1</b>	<b>&lt; 1</b>	<b>&lt; 1</b>	<b>1.8</b>	<b>&lt; 1</b>	<b>2.8</b>	<b>&lt; 1</b>	<b>6.2</b>

### 3. Traffic Characteristics of the Proposed Development

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

#### Proposed Site and Development Plan

As proposed, the vacant area of the site will be developed with a 2,200 square-foot coffee shop with drive-through and a four-story building with 32 residential units consisting of 11 one bedroom units, 13 two bedroom units, and 8 three bedroom units. The existing medical office building at 1025 W. Everett Road will remain and all three buildings will share access. A total of 102 parking spaces will be provided for the site. Access to the development will be provided via the following:

- The existing full movement access drive off Everett Road located approximately 290 feet east of Waukegan Road. This access drive provides one inbound lane and one outbound lane. As part of the proposed development, a stop-sign should be provided for outbound movements.
- A proposed full movement access drive on Waukegan Road located approximately 410 feet south of Everett Road. This access drive will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane. Outbound movements should be under stop-sign control. Left-turn movements from Waukegan Road onto the access drive can be accommodated with the striped median available along Waukegan Road.
- A proposed right-in/right-out access drive on Waukegan Road located approximately 210 feet south of Everett Road. This access drive will provide one inbound lane and one outbound lane with turning movements restricted to right-turns only via a raised concrete median. This restriction should also be reinforced via signage. Outbound movements should be under stop-sign control.

A copy of the preliminary site plan is included in the Appendix.

It should be noted that the site currently provides four curb cuts on Waukegan Road and three curb cuts on Everett Road. As such the proposed development will result in the elimination of four curb cuts within the vicinity of the signalized intersection of Waukegan Road with Everett Road. Furthermore, the site is being designed to provide additional right of way along the Everett Road frontage to allow for the future widening of Everett Road to provide a westbound right turn lane which will increase the capacity at the signalized intersection of Waukegan Road with Everett Road.

## Directional Distribution

The directions from which residents, employees, and patrons will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic. Figure 5 also shows the distance, in feet, between the existing intersections and proposed access drives.

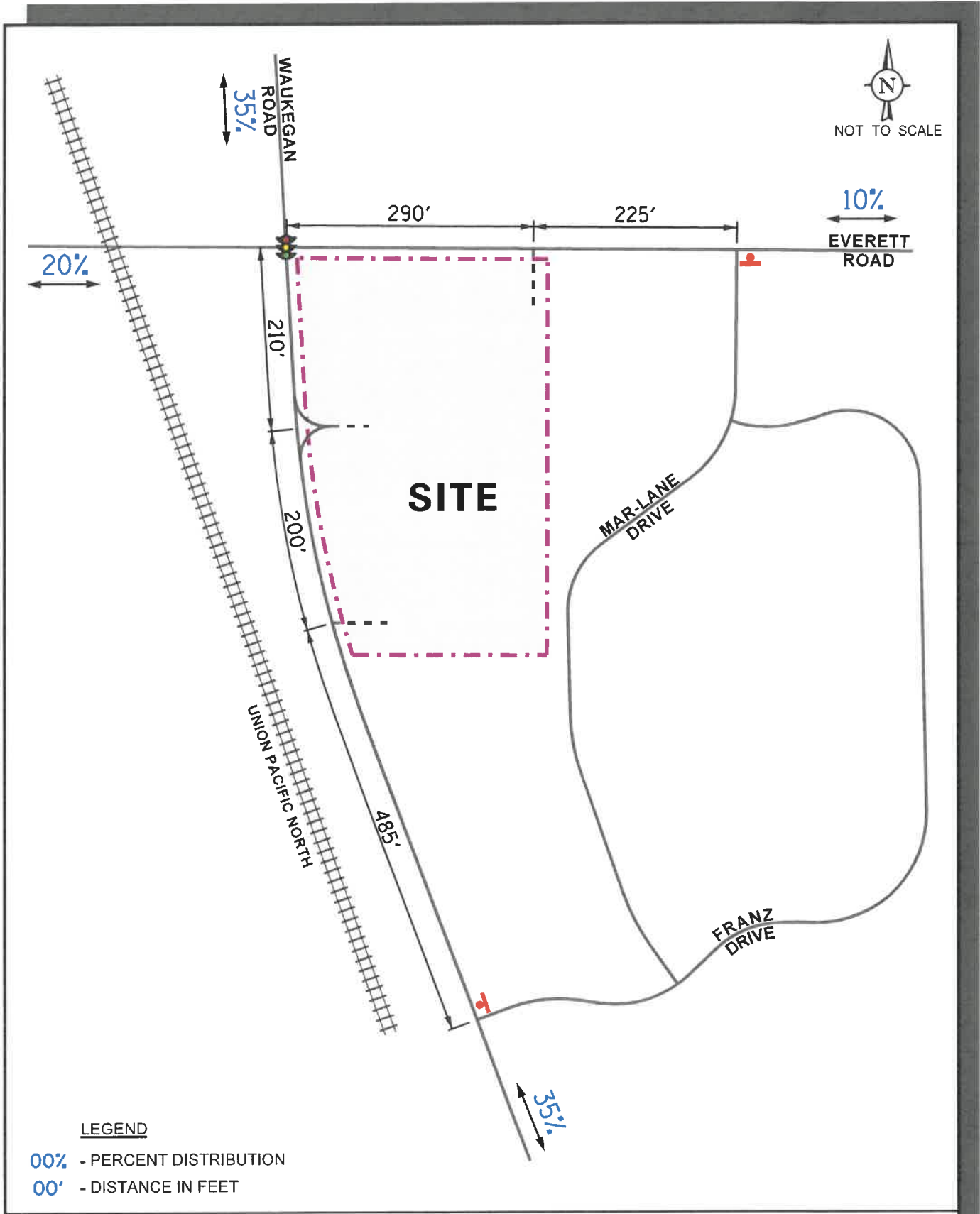
## Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed residential development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The “Multi-family Housing Mid-Rise (Land-Use Code 221) rates were utilized for the proposed residential units. Furthermore, “Coffee Shop with Drive-Thru” (Land-Use Code 937) rates were utilized for the proposed coffee shop.

It is important to note that surveys conducted by ITE have shown that approximately 89 percent of trips made to coffee/donut shops with drive-through windows are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips (pass-by traffic). However, in order to provide a conservative analysis, the new site traffic to be generated by the proposed Starbucks were only reduced by 70 percent to account for pass-by traffic.

Furthermore, based on census data available for residences within one-half mile of the Lake Forest Metra station indicate that approximately 10 percent of residents utilize public transportation, bicycle, or walk to work. However, in order to provide a conservative analysis, no reduction was applied to the trips generated by the proposed residential units.

**Table 2** shows the peak hour traffic to be generated by the proposed development. The ITE trip generation summary sheets are included in the Appendix.



Mixed-Use  
Development  
Lake Forest, Illinois

Directional Distribution



Job No: 23-202 Figure: 5

Table 2  
 ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES  
 SITE-GENERATED TRIP ESTIMATES – 2 PEAK HOURS AND DAILY BREAKDOWN

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
	1025 W. Everett Road (Existing Trip Generation)	9	1	10	11	9	20	4	6	10
221	Multifamily Housing (32 Units)	3	8	11	8	4	12	6	6	12
937	Coffee Shop with Drive-Thru (2,200 s.f.)	96	93	189	43	43	86	97	96	193
	70 % Pass-By Reduction <sup>1</sup>	-66	-66	-132	-30	-30	-60	-68	-68	-136
	<b>Total Existing Trips</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>10</b>
	<b>Total New Trips</b>	<b>33</b>	<b>35</b>	<b>68</b>	<b>21</b>	<b>17</b>	<b>38</b>	<b>35</b>	<b>34</b>	<b>69</b>
	<b>Total Pass-By Trips</b>	<b>66</b>	<b>66</b>	<b>132</b>	<b>30</b>	<b>30</b>	<b>60</b>	<b>68</b>	<b>68</b>	<b>136</b>
	<b>Total Trips</b>	<b>108</b>	<b>102</b>	<b>210</b>	<b>62</b>	<b>56</b>	<b>118</b>	<b>107</b>	<b>108</b>	<b>215</b>

<sup>1</sup> – Applied to the trip generation of the proposed coffee-shop with drive-through

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the development is illustrated in **Figure 6** and the pass-by traffic assignment for the development is illustrated in **Figure 7**.

### Background (No-Build) Traffic Conditions

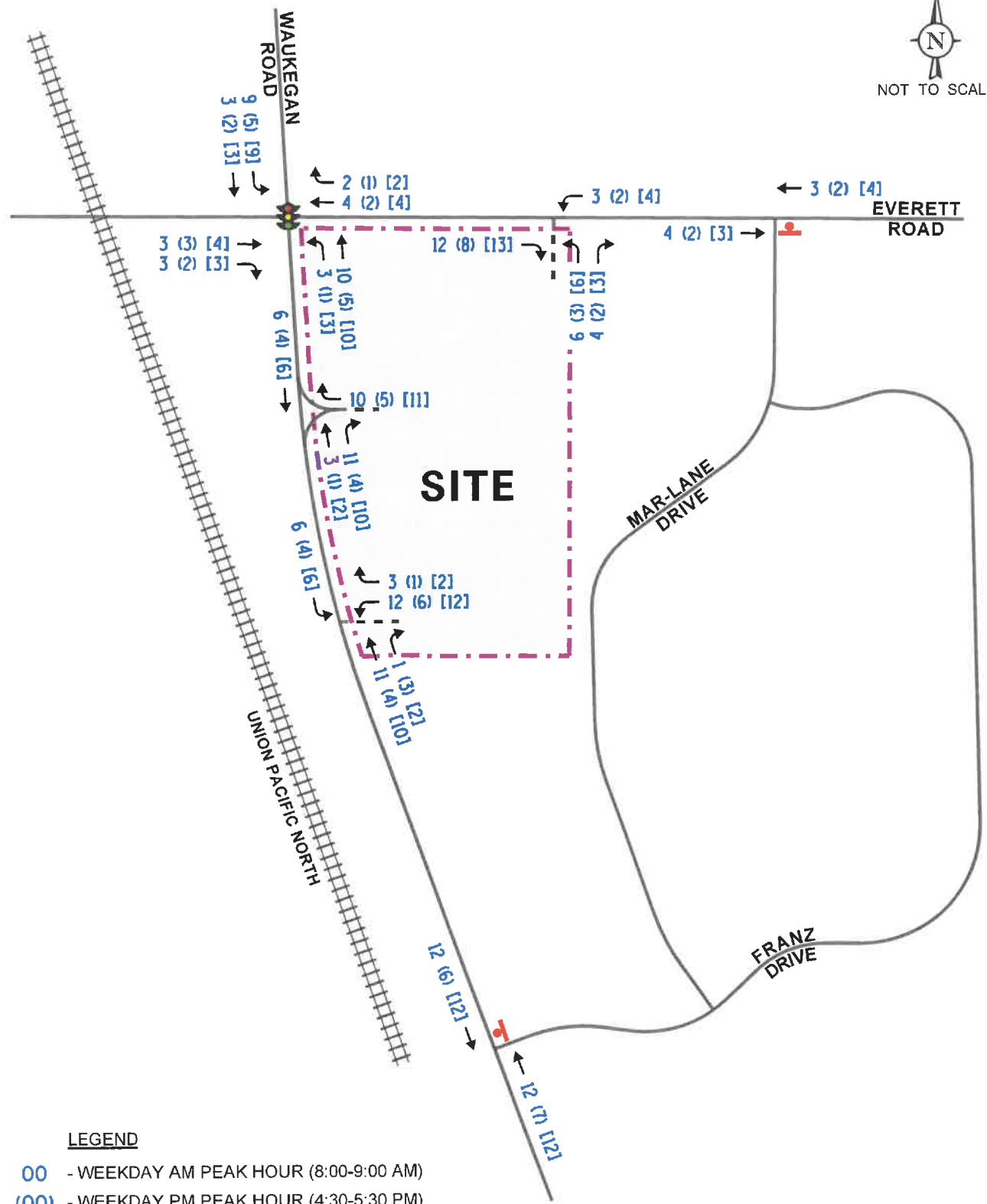
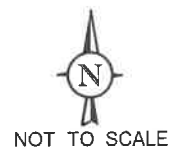
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.65 percent per year for six years (buildout year plus five years) for a total of approximately four percent to project Year 2029 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Additionally, the traffic estimated to be generated by a proposed commercial development located in the northeast quadrant of the intersection of Half Day Road (IL 22) with Waukegan Road (IL 43) was included in the background traffic volumes.

**Figure 8** illustrates the Year 2029 no-build conditions.

### Total Projected Traffic Volumes

The development-generated traffic (Figures 6 and 7) was added to the Year 2029 no-build traffic volumes (Figure 8) to determine the Year 2029 total projected traffic volumes, as shown in **Figure 9**.



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

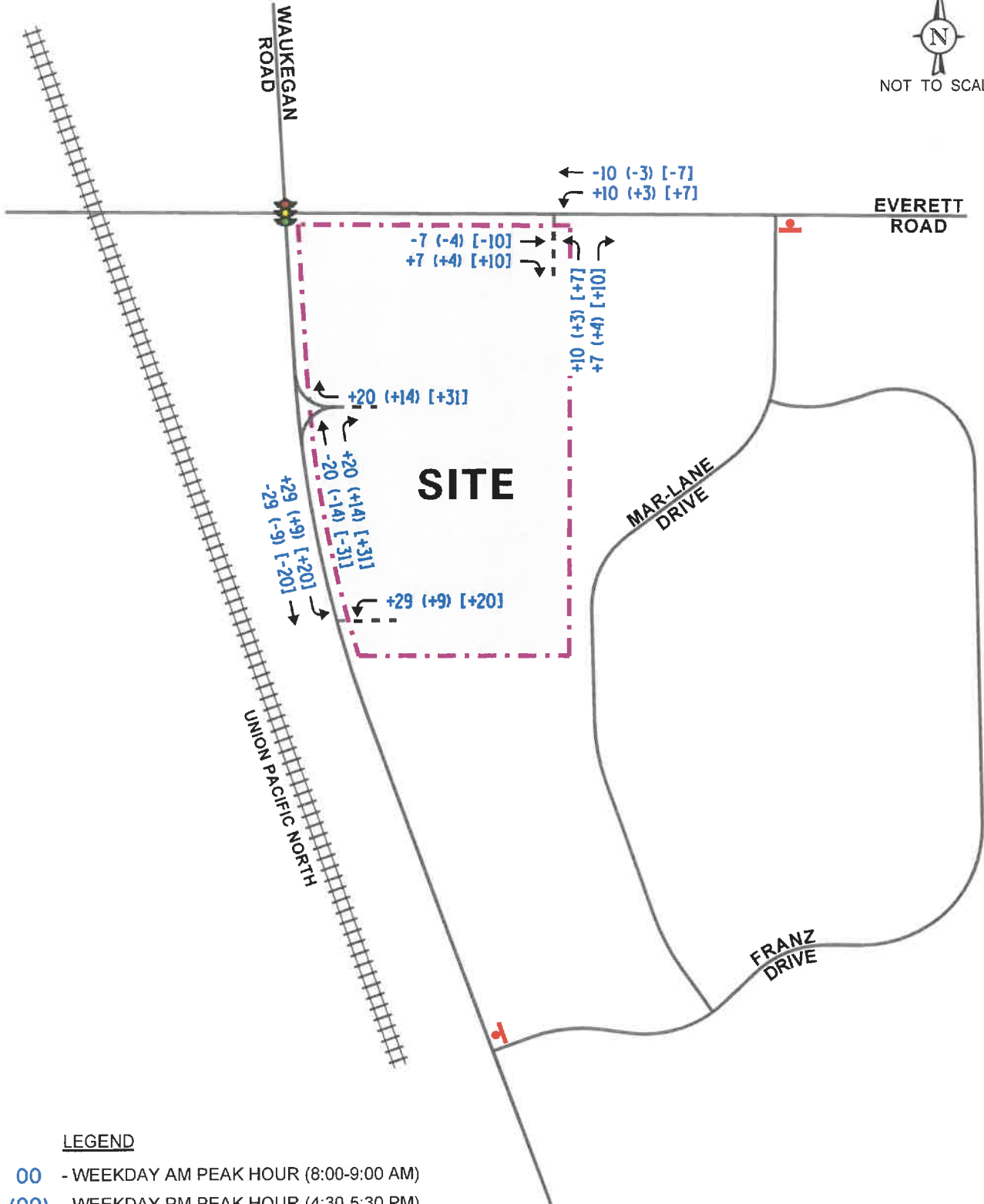
Mixed-Use  
Development  
Lake Forest, Illinois

**New Site Traffic Assignment**

Job No: 23-202      Figure: 6



NOT TO SCALE



**LEGEND**

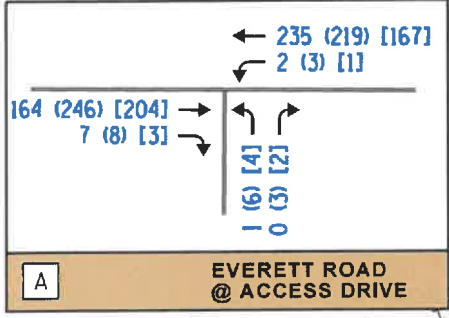
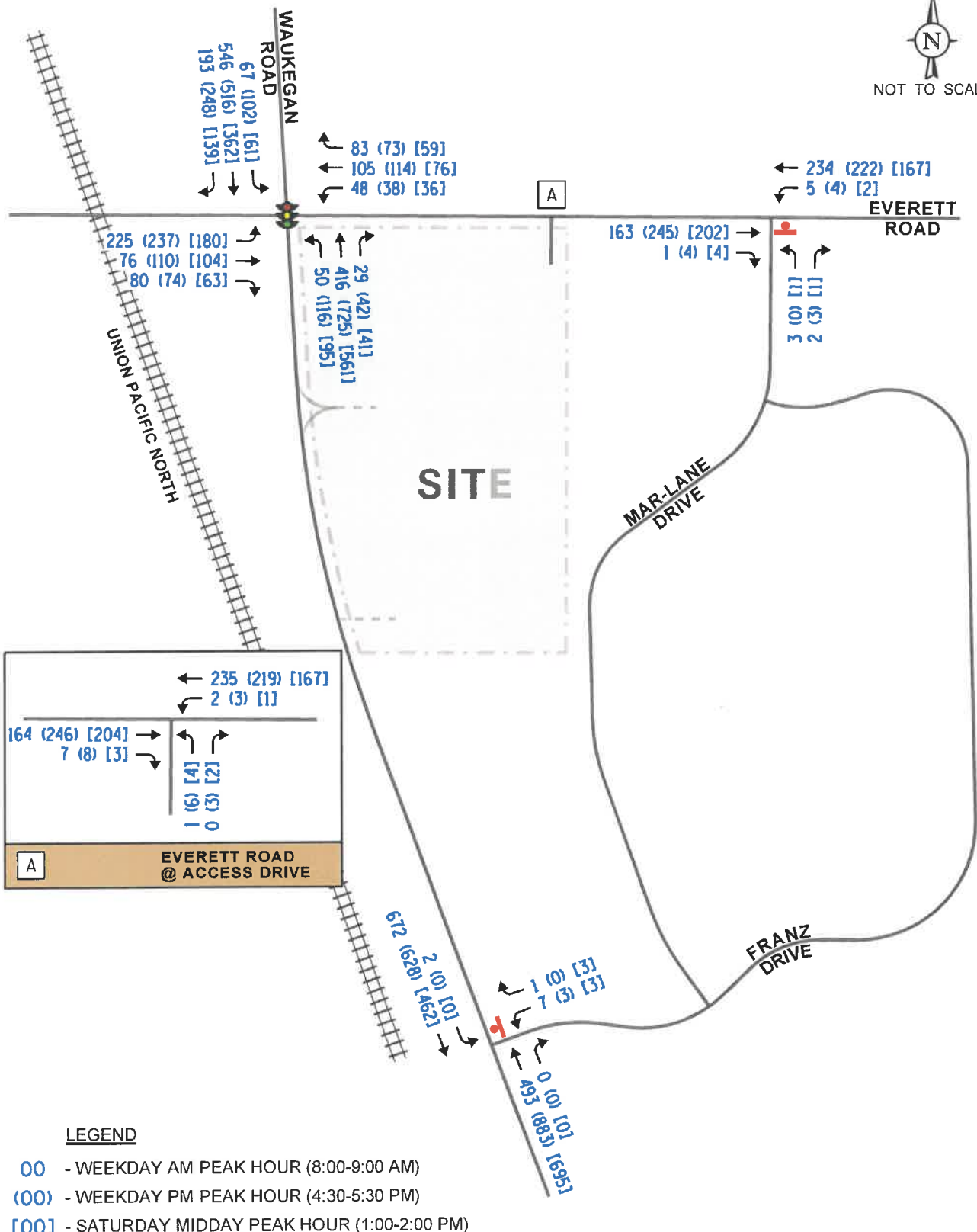
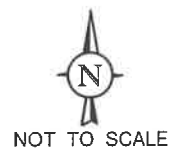
- 00** - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00)** - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [000]** - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Mixed-Use  
Development  
Lake Forest, Illinois

**Pass-By Traffic Volumes**



Job No: 23-202 Figure: 7



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

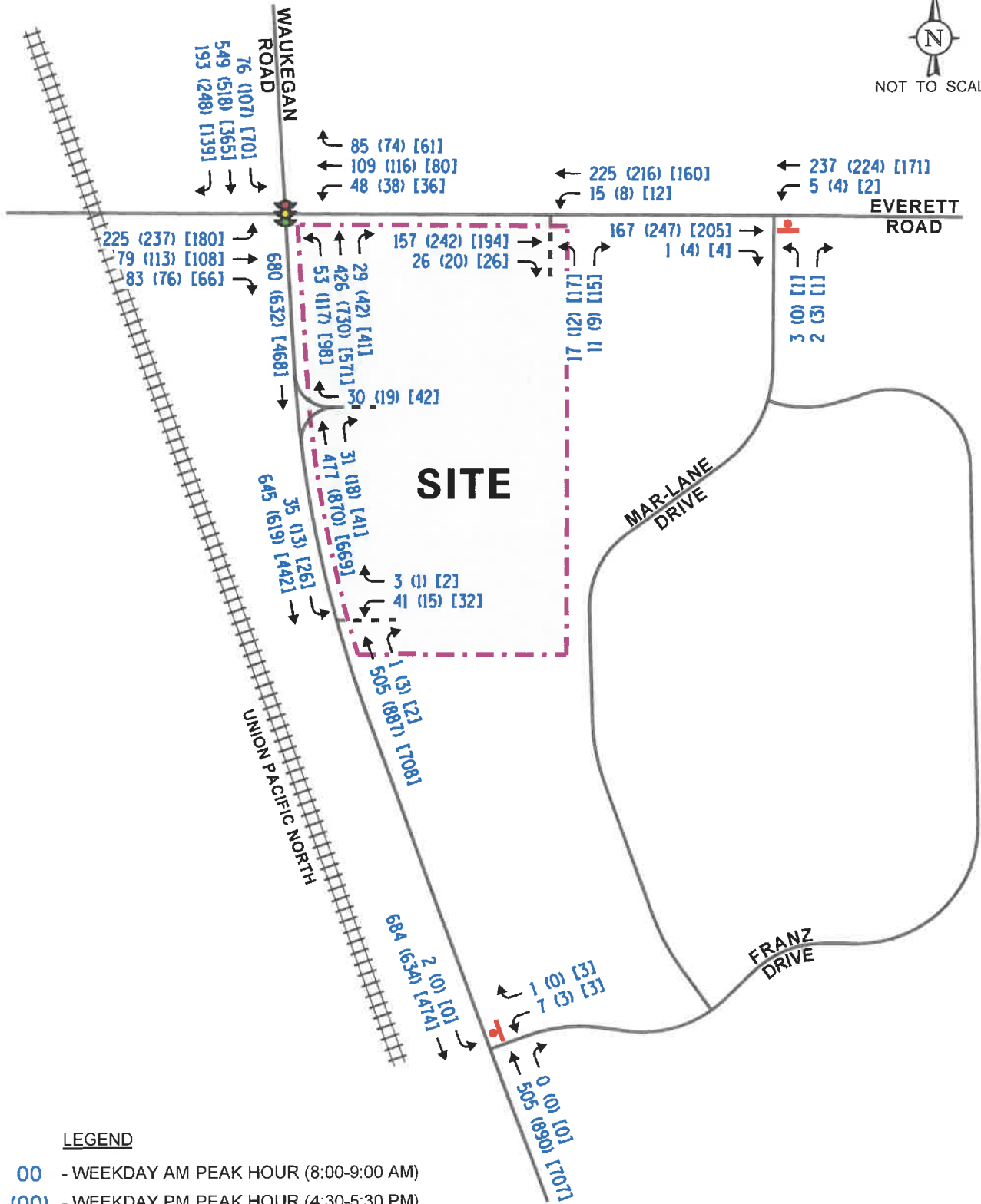
Mixed-Use  
Development  
Lake Forest, Illinois

**Year 2029 No-Build Traffic Volumes**

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 23-202 Figure: 8



NOT TO SCALE



**LEGEND**

- 00 - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Mixed-Use  
Development  
Lake Forest, Illinois

Year 2029 Total Traffic Volumes



Job No: 23-202

Figure: 9

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing, Year 2029 no-build, and Year 2029 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2029 no-build, and Year 2029 total projected conditions are presented in **Tables 3** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – WAUKEGAN ROAD WITH EVERETT ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound		Northbound		Southbound		Overall
		L	T	R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	D	D	C	C	E	B	C	B	C	C 29.7
		41.5	38.9	29.1	28.3	65.6	13.1	20.7	12.8	23.8	
	D – 38.5			E – 58.7		B – 20.0		C – 22.8		C 28.8	
	D	D	C	C	E	B	C	B	C		
	Weekday Evening	41.7	39.2	26.4	28.9	65.5	13.6	23.2	13.2	24.0	
		D – 38.5			E – 60.1		C – 21.9		C – 22.7		
Saturday Midday	C	D	C	C	D	A	B	A	B	C 23.0	
	34.0	37.4	24.8	26.3	54.2	9.7	17.0	9.6	17.5		
		C – 33.5			D – 48.9		B – 16.0		B – 16.6		
No-Build Conditions	Weekday Morning	D	D	C	C	E	B	C	B	C	C 30.2
		44.9	39.5	29.6	28.8	65.5	13.2	20.7	12.7	24.3	
	D – 40.6			E – 58.1		B – 19.9		C – 23.4		C 29.4	
	D	D	C	C	E	B	C	B	C		
	Weekday Evening	45.5	41.5	28.0	29.3	65.4	13.8	23.3	13.3	24.5	
		D – 41.4			E – 59.3		C – 22.1		C – 23.2		
Saturday Midday	D	D	C	C	D	A	B	A	B	C 23.0	
	36.4	38.9	25.9	27.2	54.2	9.4	17.0	9.3	17.5		
		D – 35.2			D – 48.5		B – 15.9		B – 16.6		
Projected Conditions	Weekday Morning	D	D	C	C	E	B	C	B	C	C 30.5
		44.8	39.3	29.3	28.4	65.3	13.5	21.8	13.2	24.8	
	D – 40.4			E – 58.0		C – 20.9		C – 23.7		C 29.5	
	D	D	C	C	E	B	C	B	C		
	Weekday Evening	45.6	41.5	27.9	29.3	65.7	14.0	23.6	13.6	24.7	
		D – 41.1			E – 59.5		C – 22.3		C – 23.3		
Saturday Midday	D	D	C	C	D	A	B	A	B	C 23.3	
	36.2	38.7	25.6	26.9	54.2	9.6	17.4	9.6	17.8		
		D – 35.0			D – 48.6		B – 16.4		B – 16.8		

Letter denotes Level of Service L – Left Turn R – Right Turn  
 Delay is measured in seconds. T – Through

Table 4

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	10.7	C	17.1	B	12.2
• Southbound Left Turn	A	8.3	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.4	A	9.0	A	9.8
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.5	B	10.5	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						

Table 5

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	11.0	C	18.9	B	13.0
• Southbound Left Turn	A	8.4	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.6	A	9.0	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.7
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.7	B	10.7	B	10.2
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						

Table 6

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	11.2	C	19.1	B	13.2
• Southbound Left Turn	A	8.4	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.6	A	9.0	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.7
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.2	B	10.6	B	10.3
• Westbound Left Turn	A	7.7	A	7.7	A	7.7
<b>Waukegan Road with Full Movement Access Drive</b>						
• Westbound Left Turn	B	12.7	C	17.5	C	15.4
• Westbound Right Turn	A	9.9	B	11.6	B	10.7
• Southbound Left Turn	A	8.6	A	10.0	A	9.3
<b>Waukegan Road with Right-In/Right-Out Access Drive</b>						
• Westbound Right Turn	B	10.1	B	11.8	B	11.2
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

### *Waukegan Road with Everett Road*

The results of the capacity analyses indicate that this intersection overall currently operates at level of service (LOS) C during the weekday morning, weekday evening, and Saturday midday peak hours. All of the approaches currently operate at LOS D or better during the peak hours except for the westbound approach which operates at LOS E during the weekday morning and weekday evening peak hours. Under Year 2029 no-build and total projected conditions, this intersection overall is projected to continue operating at LOS C during all three peak hours with increases in delay of less than one second over existing conditions. Furthermore, the eastbound approach is projected to operate at LOS D during all three peak hours while the westbound, northbound and southbound approaches are projected to continue operating at the existing levels of service during the peak hours with increases in delay of less than two seconds. Overall, the proposed development is only projected to increase the volume of traffic traversing this intersection by approximately two percent or less during the peak hours.

As previously indicated, the at grade railroad crossing is located approximately 175 feet west of Waukegan Road on Everett Road. During train events, the traffic signal reverts to a northbound/southbound green phase following an eastbound clearance phase. During this time, northbound left-turns and southbound right-turns are prohibited which results in queueing that blocks southbound through movements and can result in northbound left-turn queues extending beyond the available storage. However, following the train events, these queues clear in one to two signal cycles. In addition, as part of the proposed development, additional right-of-way is being dedicated along the Everett Road frontage to allow for the future widening of Everett Road to provide an exclusive westbound right-turn lane. While this turn lane will improve the operations of the westbound approach, it will also allow westbound right-turn movements to occur during train events and not be blocked by a through vehicle.

Overall, this traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and the proposed improvements to this intersection will further improve the capacity of the intersection and better accommodate queueing of vehicles during train events.

### *Waukegan Road with Franz Drive*

The results of the capacity analyses indicate that the Franz Drive approach currently operates at LOS B during the weekday morning and Saturday midday peak hours and at LOS C during the weekday evening peak hour. Under Year 2029 no-build and total projected conditions, the Franz Drive approach is projected to continue operating at existing levels of service with increases in delay of approximately two seconds. Furthermore, southbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection.

*Mixed-Use Development  
Lake Forest, Illinois*



### *Everett Road with Mar Lane Drive*

The results of the capacity analyses indicate that the Mar Lane Drive approach currently operates at LOS B during the weekday morning peak hour and at LOS A during the weekday evening and Saturday midday peak hours. Under Year 2029 no-build and total projected conditions, the Mar Lane Drive approach is projected to operate at LOS B during the weekday morning and Saturday midday peak hours and LOS A during the weekday evening peak hour with increases in delay of less than one second. Furthermore, westbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection.

### *Everett Road with Full Movement Access Drive*

The results of the capacity analyses indicate that outbound movements from the access drive onto Everett Road currently operate at LOS B during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2029 no-build and total projected conditions, outbound movements from the access drive onto Everett Road are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second over existing conditions. Observations conducted during the peak periods indicated that during train events (and during the westbound Everett Road red phase at Waukegan Road during the weekday evening peak hour) westbound queues on Everett Road would occasionally extend beyond the location of this access drive on Everett Road. However, these queues clear with each following westbound green phase at Waukegan Road. Furthermore, the future widening of Everett Road frontage to provide an exclusive westbound right-turn lane will reduce the westbound queue and allow queues to dissipate more quickly. It should be noted that when the right-turn lane volumes are compared to the turn lane warrant criteria published in Chapter 36 of the IDOT Bureau of Design and Environment (BDE) manual, an exclusive eastbound right-turn lane at this access drive is not warranted. As such, this access drive has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided to all three land-uses.

### *Waukegan Road with Proposed Access Drives*

The results of the capacity analyses indicate that outbound movements from the proposed access drives onto Waukegan Road are projected to operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours. Furthermore, southbound left-turn movements from Waukegan Road onto the access drive are projected to operate at LOS A during all three peak hours. It should be noted that there is enough space within the striped median along Waukegan Road that can accommodate a southbound vehicle waiting to make a left turn movement. As published in Chapter 36 of the IDOT BDE Manual, a right-turn lane is warranted at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria or for uniformity of intersection design along the highway if other intersections have right-turn lanes. Given that the results of the capacity analyses indicate that the two access drives operate at acceptable levels of service, and that no other intersections or access drives within the vicinity of the site provide right-turn lanes, a right-turn lane is not warranted at either access drive.

It should be noted that the right-turn lane warrant figures are not appropriate for this evaluation given that Waukegan Road at this location has a posted speed limit of 35 miles per hour. As previously indicated, during train events the traffic signal at the intersection of Waukegan Road with Everett Road reverts to a northbound/southbound green phase. However, northbound left-turn movements are not able to occur. During this time left-turn queues extend beyond the location of the right-in/right-out access drives. However, this is a limited occurrence during the peak periods, and these queues clear with the following northbound left-turn phase.

As such, the proposed access drives on Waukegan Road will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure that efficient and flexible access is provided.

## Parking Evaluation

As proposed, the site will provide a total of 102 parking spaces of which four spaces will be accessible spaces and ten will be garage spaces for the residential units. All of the parking spaces will be perpendicular and access to the parking spaces will be provided via two-way drive aisles. The majority of the parking spaces are to the east of the proposed residential building and to the south of the existing 1025 Everett Road office building.

All of the parking spaces are available for use by residents, patients, guests and patrons of the existing and proposed land-uses except for six parking spaces located within the vicinity of the proposed coffee shop which will be restricted to parking for the coffee shop employees only and the 10 garage spaces which will be for residents only.

As previously indicated, the 32 residential units consists of 11 one-bedroom units, 13 two-bedroom units, and 8 three-bedroom units.

The parking estimated to be generated by the proposed land-uses was based on the City of Lake Forest Code of Ordinances and information published in the *ITE Parking Generation Manual 5<sup>th</sup> Edition*. The estimated parking demand for each methodology is as follows:

### City of Lake Forest Code of Ordinances:

- Coffee-Shop with Drive-Through: 11 spaces at five parking spaces per 1,000 square feet.
- Multifamily Housing (1 or 2 Bedroom): 44 spaces or 1.83 spaces per unit.
- Multifamily House (3 or More Bedroom): 19 spaces at 2.33 space per unit.
- 1025 Everett Road Office Building: 49 spaces or four spaces per 1,000 square feet.
- Development Total: 123 Parking Spaces

It should be noted that the multifamily parking requirements take into consideration guest parking at 0.33 spaces per unit.

ITE Parking Generation Manual, 5<sup>th</sup> Edition

- Coffee Shop with Drive-Through: Land-Use Code 937
  - Weekday: 11 spaces or 5.22 spaces per 1,000 s.f.
  - Saturday: 19 spaces or 8.70 spaces per 1,000 s.f.
- Multifamily Housing: Land-Use Code 221
  - Weekday: 42 spaces or 1.31 spaces per unit
  - Saturday: 39 spaces or 1.22 spaces per unit
- 1025 Everett Road Office Building: Land-Use Code 720
  - Weekday: 41 spaces or 3.32 spaces per 1,000 s.f.
  - Saturday: 7 spaces or 0.56 spaces per 1,000 s.f.
- Development Total
  - Weekday: 94 spaces
  - Saturday: 65 spaces

Additionally, parking occupancy surveys were conducted at the existing 1025 Everett Road office building since it is an existing land-use that will remain on site. The parking occupancy surveys were conducted in half-hour intervals on Tuesday, July 18, 2023, between 9:00 A.M. and 6:00 P.M. and on Saturday, July 22, 2023 between 9:00 A.M. and 2:00 P.M. The results of the parking occupancy surveys indicated the following:

- The peak parking demand on the weekday was 30 spaces occurring at 10:30 A.M.
- The peak parking demand on Saturday was 15 spaces occurring at 10:00 A.M.

**Table 7** summarize the half-hour peak parking demand for the 1025 Everett Road office building. When the results of the parking occupancy surveys are combined with the parking estimated to be generated by the two proposed buildings based on the previously described methodologies, the following was determined:

- The estimated peak parking demand based on the City of Lake Forest Code of Ordinances and parking occupancy surveys is 104 parking spaces.
- The estimated peak parking demand based on the *ITE Parking Generation Manual*, and the parking occupancy surveys is 83 parking spaces on a weekday and 73 parking spaces on a Saturday.

As can be seen from the above, while the proposed parking supply of 102 parking spaces results in a deficit of 21 parking spaces compared to City Code, the proposed 102 parking spaces will be adequate in accommodating the parking estimated to be generated by the proposed development based on information provided in the *ITE Trip Generation Manual*, 5<sup>th</sup> Edition, based on available information for other similar type residential developments, and when taking into consideration the parking occupancy surveys conducted at the existing 1025 W. Everett Road office building.

Table 7  
 PARKING OCCUPANCY SURVEYS – 1025 EVERETT ROAD

Time	Tuesday, July 18, 2023	Saturday, July 22, 2023
9:00 A.M.	27	11
9:30 A.M.	29	12
10:00 A.M.	28	15
10:30 A.M.	30	12
11:00 A.M.	29	10
11:30 A.M.	29	11
12:00 P.M.	27	10
12:30 P.M.	25	14
1:00 P.M.	26	12
1:30 P.M.	26	11
2:00 P.M.	24	8
2:30 P.M.	24	--
3:00 P.M.	21	--
3:30 P.M.	20	--
4:00 P.M.	20	--
4:30 P.M.	20	--
5:00 P.M.	18	--
5:30 P.M.	19	--
6:00 P.M.	16	--
<b>Inventory</b>	<b>68</b>	<b>68</b>

Furthermore, the evaluation assumes all parking peaks at the same time, whereas the peak parking demand for the coffee shop and the 1025 W. Everett Road office building peaks during the day while the parking demand of residential uses peak in the evening/overnight. As such, the proposed land-uses provide good parking synergy with peak parking occurring at different times.

Lastly, it should be noted the parking lot serving St. Mary's currently accommodates 12 parking spaces for the employees of the existing 1025 Everett Road office building. Should any additional parking be required, additional arrangements should be made to accommodate additional parking for employees of the 1025 W. Everett Road office building.

As such, the proposed 102 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed development.

### Drive-Through Stacking Evaluation

As proposed, the drive-through serving the coffee shop will provide a total of 15 parking spaces, with additional space available within the north-south drive aisle to accommodate vehicle stacking without blocking customer parking spaces.

Based on surveys conducted at the Starbucks located in Lisle, Illinois, the Starbucks had an average queue of six vehicles and a maximum queue of 11 vehicles occurring two times during the weekday morning peak period. During the weekday midday peak period, the Starbucks had an average queue of three vehicles and a maximum queue of six vehicles occurring one time, and during the weekday evening peak period, the Starbucks had an average queue of one vehicle and a maximum queue of four vehicles occurring one time.

As such, the proposed stacking for fifteen vehicles will be adequate in accommodating the peak drive-through stacking for the coffee shop.