

PUBLIC NOTICE

In accordance with the Statutes of the State of Illinois and the Ordinances of the City of Highland Park, the next meeting of the Natural Resources Commission of the City of Highland Park is scheduled to be held at the hour of 6:30 p.m. on Wednesday, November 14, 2012 at the City of Highland Park City Hall, 1707 St. Johns Avenue, Highland Park, Illinois, during which it is anticipated there will be a discussion of the following:

CITY OF HIGHLAND PARK
NATURAL RESOURCES COMMISSION
WEDNESDAY, NOVEMBER 14, 2012
HIGHLAND PARK CITY HALL
1707 ST. JOHNS AVENUE
HIGHLAND PARK, ILLINOIS
6:30 P.M.

MEETING AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes: Special Meeting on October 1, 2012, Special Meeting on October 10, 2012 and Regular Meeting on October 10, 2012

IV. Business from the Public

V. New Business

- A. Consideration and Approval of Staff-Drafted Findings of Fact Recommending City Council Approval of a Beach Structure Permit Application for Regulated Activities in the Lake Michigan Protection Zone at Rosewood Beach, Located at 45 Roger Williams Avenue and 883 Sheridan Road
- B. Consideration and Approval of a Resolution Setting the 2013 Commission Meeting Dates
- C. Discussion of the Recycling Promotion Event at the Christmas Tree Lighting Ceremony on November 17, 2012

VI. Old Business

- A. Recap of GreenTown Event on October 19, 2012
- B. Status Report on Educational Movie Series Screening on March 3, 2013
- C. Status Report on the Green Team
- D. Status Report on the Residential Composting Pilot Program
- E. Status Report on the Polystyrene Recycling Pilot Program

VII. Other Business

- A. Commissioner Comments
- B. Administrative Items

VIII. Adjournment

Posted in City Hall on November 7, 2012

**MINUTES OF A REGULAR MEETING OF
DESIGN REVIEW COMMISSION & A SPECIAL MEETING OF
THE NATURAL RESOURCES COMMISSION
OF THE CITY OF HIGHLAND PARK, ILLINOIS**

MEETING DATE: Monday, October 1, 2012

MEETING LOCATION: Pre-Session Conference Room, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER

At 7:02 p.m., Chairman Stein called the meeting to order and asked Staff to call the roll.

ROLL CALL

Members Present: Chairman Stein, Commissioners Hannick, Lederer, Pinkwater, Siegel, Cable

Councilman Absent: Kaufman

Staff declared that a quorum was present.

Staff Present: Cross

Also Present: Cerabona

Staff member, Barbara Cates of the Natural Resources Commission, called the roll.

ROLL CALL

Members Present: Commissioners Himmelfarb (7:05), Hill, Compher, Matthews (7:10)

Members Absent: Chairman Bogot, Commissioners Dennison, Sultan

Councilman Absent: Naftzger

Staff declared that a quorum is not present at the time of roll call.

Staff Present: Cates

APPROVAL OF MINUTES

1. Commissioner Pinkwater moved approval of the September 5, 2012 regular meeting minutes as presented. Commissioner Lederer seconded the motion.

On a roll call vote

Voting Yea: Chairman Stein, Commissioners Hannick, Lederer, Pinkwater, Siegel, Cable

Voting Nay: None

Chairman Stein declared that the motion passed unanimously.

SCHEDULED BUSINESS

1. Christ Church Lake Forest – 1713 Green Bay Road – New Accessory Structure

Staff explained the plan and illustrated aerial photos. Exterior storage (shed) is being requested (in an alley on site and not in the right-of-way).

Some DRC comments are:

- Will shed only be seen from the alleyway? Staff displayed photo and responded -- yes

Commissioner Siegel moved to approve as submitted. Commissioner Cable seconded the motion.

On a roll call vote

Voting Yea: Chairman Stein, Commissioners Hannick, Lederer, Pinkwater, Siegel, Cable

Voting Nay: None

Chairman Stein declared that the motion passed unanimously.

2. Park District of Highland Park –Rosewood Beach – Pre-Application Discussion for Improvements

Chairman Stein advised the audience that the DRC is reviewing the appearance of the building.

Staff reminded this is a pre-application. Aerial photos were shown. Plan is comprised of:

- 4 buildings
- Boardwalk structure
- Lighting
- Landscaping
- Signage

The U.S. Army Corps of Engineers will be involved as well. Staff reminded this was brought to the DRC in 2010 however now the project is being revisited. The new concept is:

- 4 buildings
 - Interpretive Center – far north end
 - Open year-round
 - 1,000 sq. ft.
 - 2 restrooms
 - Lifeguard House
 - Concession Stand
 - Restrooms
- Boardwalk
- Materials
 - Horizontal linear stones
 - Texture
 - Wooden elements
- Lighting
 - 2 light poles in parking lot
 - Ribbon lighting
 - Ground (up) lighting
- Extruded Benches/Lounge Features
 - Permanent
- Signs
- Landscaping
 - To be determined
 - Beach restoration

Design standards were noted, and Staff will respond to any questions or clarifications.

Barbara Cates, NRC Staff Liaison, advised that the NRC meeting is scheduled October 10th at 6:30 a.m. at the police station on Deerfield. Discussion will pertain to the beach structure permit standards found in Article 7 of the Zoning Code.

Barbara is available for questions regarding the beach structure application process. DRC and NRC

recommendations will be forwarded jointly to the City Council.

Petitioner Scott Myers, President, Highland Park Board, introduced the team and presented the plan:

- 1 year in the making
- Includes input from architects on various commissions as well as the public

Rosewood Task Force Chairman, Dave Fairman, explained and in some cases displayed photos:

- Old building
- Last proposed structure
- David Woodhouse – new architect and new design
- Demographic
 - Varies
 - Passive and active users
- Beach, Park, Bluff
- Interpretive Center – crown jewel
 - General meeting space
 - Multi-purpose beach house/pavilion
 - High school students will teach grade school children

David Woodhouse presented the concept design and some photos were displayed:

- Focus is to have the environment be primary and the buildings underwhelm the experience
- Principals
 - Natural
 - Green
 - Not to interfere with the bluff
 - Outdoors
 - Evolve naturally
- Concept
 - Replace asphalt path with a boardwalk
 - Materials
 - Cedar siding
 - Stone

Andy Tinucci, Architect, presented the details:

- Existing bluff and shoreline drove the plan; leave the view alone and back away from the lake
- In harmony with U.S. Army Corps of Engineers
- Healthy runoff
- Permeable paving
- Scale
 - Keeping structures small
- Bluff and trees – 80 ft. in height
- Interpretive Center - 14 ft. in height; 1800 sq. ft.
 - Use is open air space; respite; shade
 - Meeting room
 - Ravine habitat
- Parking lot
- Lifeguard Station – 300 sq. ft.
- Signage
- Concession – 1300 sq. ft.
 - Pergola of shaded area/dining
- Restroom
 - 3 small pavilions
- Materials
 - Interpretive Center

- Back wall – cedar
 - Year-round
 - Vertical surfaces – slats (not solid); natural openness
- Boardwalk
 - IPE
 - Natural hardwood
 - Sustainably harvested
- Pavilions
 - Sides, roof
 - Western red cedar
 - Pergola elements
 - Under roof pavilion
 - Natural light gray stone
 - Horizontal pattern
 - Glass
 - Insulated (1 inch) panel
 - Subtle pattern
 - Natural elements – benches, lounges
 - IPE

Various proposed views were displayed (via renderings).

- Features
 - Seating – two styles
 - IPE extruded benches
 - IPE built-in chaises
 - Rinse shower
 - On IPE (atop pad with underlying concrete)
 - Trash Receptacles
 - IPE will clad the receptacle
 - Signage
 - Interpretive Center
 - Integral rail
 - Information plaques
 - Lighting
 - Ribbon
 - Reveal, LED, low level strip lighting
 - Building illumination
 - Few parking lot lights (reflecting down)
 - Playground Equipment
 - Bike Racks
 - Landscaping

Some DRC comments are:

- Beautiful improvement, long overdue
- Maintenance? Petitioner advised – it will weather and not turn gray; will be a muted brown color
- Can roof be accessed? Petitioner advised – yes, via a ladder
- Is there any splintering of IPE? Petitioner advised – typically they remain in exceptional shape (per investigations). The material is extremely dense, but there could be a little splintering as it weathers.
- What about nesting places for birds? Please anticipate this along with bird droppings.
- Consider expanding Interpretive Center to introduce a second floor lookout with cable railing (to view stars, eclipse, etc.) with exterior staircase. Sunbathe on roof. Could be a great opportunity.
- What is the one toilet in janitor's closet? Petitioner advised – we sacrificed the scale
- Any thought to view the bluff from Interpretive Center? Petitioner advised – there is a view
- Is the wood on roof strong enough to walk on? Petitioner advised – yes

- Is the beach growing as well? Petitioner advised – yes, the U.S. Army Corps is working on that
- Is there a connecting path going up to the top? Petitioner advised – yes, to the south, there is a limestone stair section. The metal rails would be replaced with slats.
- Regarding bikes getting down to the beach, could the path be widened (for safety purposes)? Petitioner will review.
- Will the concession stand be heated and cooled? Petitioner advised – yes, the usual ventilation. There will not be a grill (rather, packaged foods)
- Regarding skateboards, will that be safe? Petitioner advised – the slats and boards should accommodate that

Rick Stumpf, Director of Planning & Projects for the City of Highland Park, introduced himself.

Some DRC comments (continued):

- What about increased use? Petitioner advised – the framework could handle current use. Expansion could be reviewed.
- How will this be handled (re: increased use) 25 years from now? Other comments suggested developing another beach.
- Did you consider the water closets being toilets only and an open sink area outside? And how about changing rooms for infants? Petitioner advised – yes, everything is better protected when being able to lock up (in winter)
- How about BBQs? Petitioner advised – there are two locations/pads intended
- One of the nicest projects seen in the past 20 years
- What does IPE over concrete mean? Petitioner advised – we need to accommodate water off of the bluff as well as animals. There will be a mud slab under the boardwalk.

Dave Fairman advised that there is a sign stated “end of Park District property” and breakwater to the north. This could be a plan/area for expansion and growth.

Petitioner advised the site is marked if one wishes to visit.

NRC Commissioner Mark Nolin Hill indicated the following:

- Would like to thank DRC for the invitation
- Applaud the architects for what they’ve done

Audience comments are:

- Don Miller 281 Woodland Road
 - Commend the Park District with one strong exception, the Interpretive Center. The City Code, Article 18, was read. There are 1200 people who disagree with the design of this center. There are violations to:
 - Building design – not harmonious with environment
 - Materials are not conducive for maintenance
 - 1960 sq. ft. footprint
 - This may not occur as U.S. Army Corps hasn’t reviewed
 - There are pollution and safety issues
 - Less parking space
 - Duplicate bathrooms
 - Education opportunities are available elsewhere
 - Please reject the Interpretive Center

NRC Commissioner Nancy Himmelfarb left the meeting (8:20 pm)

- Paul Silverman 870 Broadview
 - Thanked the Park District and architects
 - In a group for Friends of Rosewood Park
 - This is a once in a generation opportunity
 - Thanked the DRC & NRC for listening

- Aaron Wolff 591 Broadview
 - Opposed to Interpretive Center
 - Approximately 2000 sq. ft.
 - Other buildings are smaller
 - Not opposed to anything else
 - Task Force was given the old plan to revise; this plan isn't initiated by the Task Force
 - Birds crash into glass buildings
 - Maintenance (to heat and cool)
 - The public had no input into the plan (before May of this year)
 - Less parking spaces

NRC Commissioners Compher and Matthews left the meeting (8:35 pm)

- David Greenberg 1607 Sandwood Court
 - In favor of everything
 - Not in favor of Interpretive Center
 - Causes deterioration of the lakefront which is pristine
 - Not consistent standards for the site plan; not oriented from street frontage
 - Will destroy bluff patterns
 - Roof line and windows are monotonous
 - Not in keeping with the neighborhood
 - Moving to a year-round use thus increasing traffic and use
 - Park District closes at sunset but this plan says 9 p.m. (so may need lighting)
 - Don't need a building to interpret nature

NRC Commissioner Mark Nolin Hill left the meeting (8:40 pm)

- Phyllis Bagan 852 Judson
 - Appreciative of beach area development
 - If this is a four-season dwelling, how will we allow usage in winter?
 - Who will keep the roads clear in winter?
 - Rather than Interpretive Center, why not have a three-walled center; this would eliminate heating and cooling (which are unnatural)
- Peggy Laemle 580 Green Bay Road
 - Concerns about Interpretive Center have not been addressed
 - Traffic and icy roads will be maintained by the Park District
 - There may be ADA restrictions regarding a second floor
 - Wonderful project; go for it
- Eva Tarm 654 Burton
 - DRC rejected initial large project
 - An environmentally-friendly plan
 - 2/3 of the plan doesn't have to do with swimming and beach
 - Other buildings are reasonably small
 - 75% of the public like the plan but not the Interpretive Center
 - Majority of residents don't want to take up space on the beach with an Interpretive Center
 - Does Interpretive Center really need to be on the swimming beach?
- Derrick Norman 999 Wake Robin Street
 - Project appears to be much bigger
 - The capacity issue is a great concern; there is a limit
 - This will artificialize a natural setting
 - Interpretive Center is a wonderful concept but maybe somewhere else
 - Content inside Interpretive Center isn't exactly interpretive (i.e. other aspects and topics)
 - There is no safe way to cross Sheridan Road from Cary Avenue
 - It is surprising that Roger Williams is not being taken into consideration

- Amy Lomander 645 St. John Avenue
 - U.S. Army Corps' literature states not to build on beaches
 - Interpretive Center is right at or near the high water mark
 - Teachers say – why take children inside a building to talk about nature?
 - The public does not need or want the Interpretive Center
 - Expanding programming yet reducing parking doesn't make sense

BUSINESS FROM THE PUBLIC

There is no other business from the public.

OTHER BUSINESS

1. Sprint

Staff reminded the Commission that the rooftop screening plans had already been approved, but with certain conditions. Staff presented two options for the screening wall that responded to the conditions of approval and asked the DRC to comment on which option they preferred. The varied suggestions/opinions were discussed. Consensus is to screen at 10 ft.

2. 2013 Work Program

Landscaping

- Staff suggested creating an informational landscaping brochure

Temporary Signs

- Perhaps give guidelines

Design Awards

- Staff believes DRC should continue these

3. Next meeting is scheduled for Monday, October 15, 2012.

ADJOURNMENT

Commissioner Lederer moved to adjourn at 9:44 p.m. Commissioner Siegel seconded the motion.

On a roll call vote

Voting Yea: Chairman Stein, Commissioners Hannick, Lederer, Pinkwater, Siegel, Cable

Voting Nay: None

Chairman Stein declared that the motion passed unanimously.

Respectfully Submitted,

Gale Cerabona
Minute Taker

NOTE: THESE MINUTES APPROVED BY THE DESIGN REVIEW COMMISSION ON OCTOBER 15, 2012

**MINUTES OF A SPECIAL MEETING OF
THE NATURAL RESOURCES COMMISSION OF THE CITY OF HIGHLAND
PARK, ILLINOIS**

MEETING DATE: October 10, 2012

MEETING LOCATION: Rosewood Park Beach, 45 Roger Williams Avenue/883 Sheridan Road, Highland Park, IL

CALL TO ORDER

At 5:20 p.m., Commissioner Dennison called the meeting to order and the Staff Liaison called the roll.

ROLL CALL

Members Present: Compher, Dennison, Hill, and Sultan

Members Absent: Bogot, Himmelfarb, Matthews, Naftzger, Meyer and Beck

The Staff Liaison declared that there was a quorum of the Commission present.

Staff Present: Staff Liaison Barbara Cates

NEW BUSINESS

A. Site Visit to Rosewood Park Beach to Observe the Location of Proposed Beach Improvements to be Considered by the Natural Resources During the Regular Commission Meeting on October 10, 2012 at 6:30 p.m.

The Commission walked within the Lake Michigan Protection Overlay Zone at Rosewood Park Beach to observe the site. Staff Liaison Cates pointed out the extent of the proposed improvements. The Commission noted the existing conditions in preparation for a discussion of the application at the regular meeting to follow.

ADJOURNMENT

Commissioner Dennison adjourned the meeting at 5:30 p.m.

Respectfully Submitted,

Barbara E. Cates, Secretary

MINUTES APPROVED BY THE NATURAL RESOURCES COMMISSION ON _____

- WITH NO CORRECTIONS _____

- WITH CORRECTIONS _____
(SEE MINUTES OF [_____] MEETING FOR CORRECTIONS)

**MINUTES OF A REGULAR MEETING OF
THE NATURAL RESOURCES COMMISSION OF THE CITY OF HIGHLAND
PARK, ILLINOIS**

MEETING DATE: October 10, 2012

MEETING LOCATION: Highland Park Police Station, 1677 Old Deerfield Road,
Highland Park, Illinois

CALL TO ORDER

At 6:40 p.m., Vice Chair Himmelfarb called the meeting to order and the Staff Liaison called the roll.

ROLL CALL

Members Present: Bogot (7:15 p.m.), Compher, Dennison, Hill, Himmelfarb, Matthews, Sultan, Naftzger (7:10 p.m.) and Meyer

Members Absent: Beck

The Staff Liaison declared that there was a quorum of the Commission present.

Staff Present: Staff Liaison Barbara Cates

Also Present: None

MINUTES

A. Special Meeting of the Natural Resources Commission—September 12, 2012

Commissioner Compher moved for approval of the minutes of the special meeting of the Natural Resources Commission held on September 12, 2012 as presented. Commissioner Hill seconded the motion.

On a voice vote, Vice Chair Himmelfarb declared that the motion passed 5-0-1, with Commissioner Dennison abstaining due to absence at the special meeting on September 12, 2012.

B. Regular Meeting of the Natural Resources Commission— September 12, 2012

Commissioner Hill moved for approval of the minutes of the regular meeting of the Natural Resources Commission held on Wednesday, September 12, 2012 as presented. Commissioner Sultan seconded the motion.

On a voice vote, Vice Chair Himmelfarb declared that the motion passed 5-0-1, with Vice Chair Himmelfarb abstaining due to absence at the regular meeting on September 12, 2012.

BUSINESS FROM THE PUBLIC

Frances Altman at 919 Sheridan Road noted that she lives several properties away from Rosewood Park Beach and discussed her concerns regarding the possibility of pedestrians trespassing on her property.

NEW BUSINESS

A and B. Consideration of Proposed Beach Structure Permit Applications for Regulated Activities in the Lake Michigan Protection Zone at 337 and 353 N. Deere Park Drive East

Staff Liaison Cates delivered a brief overview of the application for a Beach Structure Permit at 337 and 353 N. Deere Park Drive and noted that the Commission previously considered the matter during the September meeting and directed staff to return with draft Findings of Fact recommending approval of the item. The Commission welcomed questions regarding the matter. No member of the public was present to comment.

C and D. Consideration and Approval of Staff-Drafted Findings of Fact Recommending City Council Approval of a Beach Structure Permit Application for Regulated Activities in the Lake Michigan Protection Zone at 337 and 353 N. Deere Park Drive East

Staff Liaison Cates noted that draft Findings of Fact recommending City Council approval of the Beach Structure Permits for the proposed work in the Lake Michigan Protection Zone at 337 and 353 N. Deere Park Drive East were included in the meeting packet for the Commission's consideration.

Commissioner Hill moved to approve and forward the Findings of Fact recommending approval of the requested Beach Structure Permits for Regulated Activities in the Lake Michigan Protection Zone at 337 and 353 N. Deere Park Drive East to the City Council for final determination. Commission Sultan seconded the motion.

On a voice vote, Vice Chair Himmelfarb declared that the motion passed 6-0. Staff Liaison Cates noted that the recommendation would be placed on the next possible City Council agenda for consideration.

E. Consideration of a Proposed Beach Structure Permit Application for Regulated Activities in the Lake Michigan Protection Zone at Rosewood Beach, located at 45 Roger Williams Road and 883 Sheridan Road

Staff Liaison Cates delivered a brief overview of the application and discussed the Zoning Code standards that pertain to the Commission's consideration of the Park District's request for a Beach Structure Permit at Rosewood Park Beach. Scott Meyers, President of the Park District of Highland Park, introduced the application and noted that the intention of the proposal is to provide year-round opportunities for environmental education in a manner that is respectful of the bluff-lake habitat. David Woodhouse, the project architect from David Woodhouse Architects, discussed the conceptual plan for Rosewood Beach.

Councilman Naftzger entered the meeting at 7:10 p.m.

Andy Tinucci, another project architect with David Woodhouse Architects, discussed the proposed design, building elevations, materials and user experience.

Chairman Bogot entered the meeting at 7:15 p.m.

In response to Commission questions, Tinucci: 1) indicated where the proposed improvements would be installed relative to the existing structures at the site; 2) confirmed that no trees would be removed as part of the proposed project; 3) provided a conceptual view from the bluff above to demonstrate the visual impact that the proposed improvements would have at the site; 4) noted that the type of glass selected was designed to prevent bird strikes; 5) noted that the lighting was designed to be minimal; 6) stated that proposed landscaping and shore stabilization improvements at the site would be brought forth jointly by the Park District and the Army Corps of Engineers as a separate application for the Commission's consideration in the future.

Commissioner Hill asked if the proposal would impact parking, and Park District Representative Rick Stumpf noted that there is no proposed alteration to the existing parking, and the removal of an existing portable restroom would result in the addition of 5 parking spaces in the lower lot.

Commissioner Sultan asked if the proposed improvements would require a Steep Slope Variation and Rick Stumpf noted that relief from the Steep Slope regulations is not being sought for the project. Sultan inquired about the size of the proposed interpretative center and Stumpf responded that the size is reflective of a classroom designed to accommodate 35 people.

Commissioner Matthews noted that the Park District has achieved their goal of providing an underwhelming design. In response to a question from Commissioner Matthews regarding how potential future beach improvements relate to the current application, Stumpf reported that the projects are being funded independently, and it is anticipated that the second application will be submitted in 2013. Stumpf noted that, if approved, the Park District will likely construct both projects after the 2013 swimming season ends.

Commissioner Matthews asked for clarification regarding the proposed water conveyance system, particularly as it relates to the proposed boardwalk. Stumpf discussed the options being evaluated by the project team.

Commissioner Hill noted his support for a structure that could be used to further environmental education in a manner that enhances the lakefront.

Commissioner Matthews asked for an explanation of the wave action modeling and the projected impact on the proposed improvements. Dave Olson, the project's construction manager, stated that wave activity has been evaluated and there is no concern that wave action will cause harm in the short or long term.

Commissioner Matthews expressed support for clustered trash/recycling receptacles on-site and noted that bike access to the site is an issue. In response, Stumpf noted that the Park District is working with the City to address options that will enhance connectivity and pedestrian/bicycle access; Stumpf also stressed that the Park District is working within the

scope of the City's Steep Slope regulations to reconstruct the existing ravine path and strengthen connections between the upper and lower portions of the park.

Councilman Naftzger inquired about the proposed means and methods of construction for the boardwalk. Tinucci noted that piers and concrete paving are options under consideration. Sultan noted that piers sound more appropriate for drainage. Sultan expressed an interest in the interpretive center, and encouraged the Park District to provide a view of the bluff within the structure.

Park District Board President Meyers discussed programming possibilities for the proposed interpretive center, noting that the facility would be open year-round during specified hours. In response to a question from Councilman Naftzger, Meyers noted that restrooms are included within the proposed interpretive center.

Jon Shabica of Shabica and Associates noted that the Army Corps' involvement will be good for the site.

Don Miller of 281 Woodland Avenue voiced objections on behalf of the Ravinia Neighbors Association and stated that he is against the proposed interpretative center. Miller reviewed the standards in the Design Review Commission's purview and noted frustrations with inaccurate and misleading information presented by the Park District. Miller suggested that other nearby venues could satisfy the Park District's needs more appropriately than Rosewood Park Beach.

Nick Patera of 1184 Wade Street stressed the need for a comprehensive plan and showed an alternate plan that he created which is intended to "relax the shoreline" and complement the beach. Stumpf responded that Park District staff has made the Army Corps aware of the proposed plans, and although the applications are being brought forth separately, the plans will be harmonious. Stumpf noted that the intent of the Army Corps project will be habitat restoration. Meyer stated that the Park District Board is committed to crafting complementary designs, and that timing and logistics play a role in the decision to submit two separate applications.

Commissioner Hill noted that he attended the joint meeting held with the Design Review Commission on October 1st, and the Design Review Commissioners had a favorable reaction to the proposal.

Amy Lohmolder of 645 St. Johns Avenue expressed concern that the Park District would "pick up the check" for the entire project if the Army Corps does not come through with their separate plan. Lohmolder expressed concern over an approach to educate children about the outdoors in an indoor setting.

Annette Jacobson of 766 Judson Avenue noted that the proposed architecture is beautiful, but it is irresponsible to locate a building in the proposed location without the ability to foresee long-term maintenance costs and needs that the interpretive center would introduce. Jacobson noted that the proposed glass would reduce, not eliminate, bird deaths.

Ray Delong of 433 Burton Avenue noted that bathrooms are needed and the proposed architecture is beautiful; however, Delong does not support the proposed interpretive center

because it will cause more traffic and congestion and other locations in the City would be more suitable for the proposed use.

Derek Nordman of 999 Wade Avenue echoed the concerns shared by Mr. Patera and encouraged a holistic approach to the site that preserves the simplicity of the existing beach.

David Greenberg of 1107 Sandwick Court noted that the proposal does not enhance the vista or protect the beach environment. Greenberg expressed concern over fluctuating lake levels and increased vehicular traffic. Greenberg noted that the interpretive center could be located elsewhere in Highland Park, and voiced his belief that the proposed structures do not meet the Design Review Commission's standards.

Margaret McPhee of 1350 Ferndale Avenue voiced her objection to the proposed interpretive center, noting that it is impractical and will cause pollution and require an incredible amount of maintenance.

Peg Laemle of 580 Green Bay Road noted that she is in favor of the entire project and discussed the purpose of the proposed interpretive center.

Scott Meyers noted that the HVAC system will only be used in extreme situations, and the structures have been designed to benefit from open-air circulation.

Chairman Bogot discussed the Park District's Sandtracker Program, noting that the program features 6 hour-long days and, in times of extreme heat or severe weather, children need a suitable shelter.

Vice Chair Himmelfarb led a discussion of the project in light of the Beach Structure standards in Article 7 of the Zoning Code. Staff Liaison Cates circulated copies of the standards to those in attendance.

Shabica encouraged the Park District to work with the Army Corps to place future shoreline protection structures in Lake Michigan at an elevation that will protect the proposed structures on the beach. Tinucci discussed the proposed elevations and compared them to those of the existing beach improvements in Lake Forest.

In response to a question from Councilman Mandel, Shabica discussed his experience working with the Army Corps on other beach stabilization projects.

Vice Chair Himmelfarb left the meeting at 8:50 p.m.

Meyers noted that the elevations of the proposed beach structures could be modified to complement the Army Corps project if needed; Meyers stated that such a worry is premature because the Army Corps has expressed an ongoing willingness to work with the Park District to craft a suitable plan.

Frances Altman sought clarification regarding the placement of the existing structures on the site.

The Commission discussed the wording and intent of the Code and concluded that the proposed project met the standards. The Commission expressed an interest in conditioning the recommendation on the submittal of a drainage and grading plan to ensure that the proposed means and methods of drainage are suitable.

Councilman Mandel noted that the proposal is reasonable and reflects the Park District's planning efforts to use the site for recreation, not as a preserve.

Councilman Naftzger reiterated the process for consideration of the application, noting that the City Council will review the proposal comprehensively and make a final determination.

Commissioner Compher noted that the Commission's discussion reflects a larger question of public access and how it is defined. Councilman Naftzger observed that the application is different in the sense that it concerns public, not private, land.

Chairman Bogot noted that the Commission's mission statement is one meant to encourage the public's use, knowledge, enjoyment, and appreciation of the City's natural environment.

Commissioner Sultan moved to direct staff to draft Findings of Fact recommending City Council's approval of the requested Beach Structure Permit on the condition that the Park District is required to submit a drainage and grading plan which shall be considered and approved by the City prior to the issuance of said Permit. Commissioner Matthews seconded the motion.

On a voice vote, Chairman Bogot declared that the motion passed 6-0.

Staff Liaison Cates noted that the draft Findings of Fact would be placed on the November Commission agenda for consideration, and once approved, would be forwarded to the City Council for final determination.

OLD BUSINESS

A. Status Report on the Adopt-A-Beach Event on September 15, 2012

Chairman Bogot declared the event a success.

B. Status Report on the GreenTown Event on October 19, 2012

The Commission was reminded to register for the GreenTown event.

C. Status Report on Educational Movie Series Screening on October 22, 2012

Commissioner Dennison encouraged Commissioners to attend the October 22nd movie screening of *Just Do It* at the Highland Park Library.

D. Status Report on the Green Team

Chairman Bogot noted that Vice Chair Himmelfarb would report on the item at a future Commission meeting.

E. Status Report on the Residential Composting Pilot Program

Chairman Bogot tabled the item to the November meeting.

F. Status Report on the Polystyrene Recycling Pilot Program

Chairman Bogot tabled the item to the November meeting.

OTHER BUSINESS

Staff Liaison Cates announced that the Commission has been invited to participate in a recycling promotional event at the City's tree lighting ceremony on November 17th, and additional details will be provided to Commission members via email.

ADJOURNMENT

Chairman Bogot adjourned the meeting at 9:45 p.m.

Respectfully Submitted,

Barbara E. Cates, Secretary

MINUTES APPROVED BY THE NATURAL RESOURCES COMMISSION ON _____

- WITH NO CORRECTIONS _____
- WITH CORRECTIONS _____
(SEE MINUTES OF [_____] MEETING FOR CORRECTIONS)



Memorandum

To: Members of the Natural Resources Commission

From: Barbara E. Cates, Planner II

Date: November 7, 2012

Re: Agenda Items for the November 14th Meeting of the Natural Resources Commission

NEW BUSINESS:

A. Consideration and Approval of Staff-Drafted Findings of Fact Recommending City Council Approval of a Beach Structure Permit Application for Regulated Activities in the Lake Michigan Protection Zone at Rosewood Beach, Located at 45 Roger Williams Avenue and 883 Sheridan Road

At the October meeting, the Commission voted (6-0) to direct staff to draft Findings of Fact recommending City Council approval of a Beach Structure Permit for Regulated Activities in the Lake Michigan Protection Zone at Rosewood Park Beach, located at 45 Roger Williams Avenue and 883 Sheridan Road. The draft Findings of Fact are attached for the Commission's consideration and approval at the upcoming meeting.

Please note that the Park District has submitted the attached letter to address some of the comments made at the October Commission meeting, and this information will be forwarded along with the Park District's application and the Commission's recommendation to the City Council for final determination. Please also note that on November 5th, the Design Review Commission voted (4-1) to approve the Park District's proposal without any changes to the submitted plan.

Beach Structure Ordinance Policy Recap

The Beach Structure Ordinance regulates and requires permits for all activity in the City's "Lake Michigan Protection Zone," an area comprised of all land between Lake Michigan and the toe of the bluff. Prior to the City's issuance of a permit for any activity in the Lake Michigan Protection Zone, the Natural Resources Commission must consider the matter under the specified standards and *forward Findings of Fact to the City Council for final approval.*

Per the Commission’s direction, staff-drafted Findings of Fact recommending approval of the Permit Application on the condition that the Park District submits a drainage and grading plan to be reviewed and approved by the City prior to the issuance of the Permit are attached for Commission review and approval. Once approved, the Findings will be forwarded to the City Council for final determination.

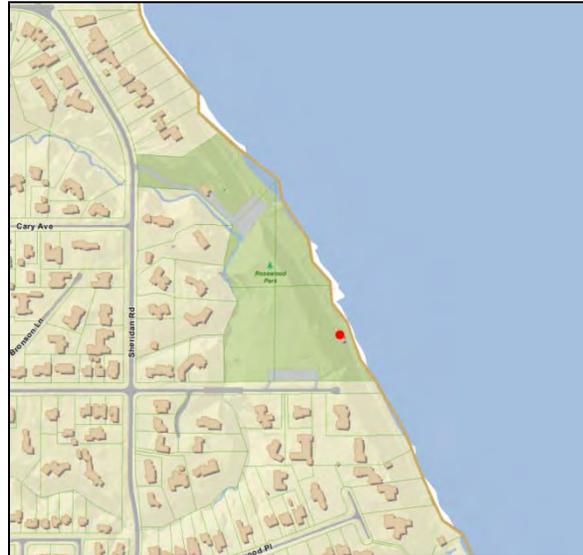
Background & Summary

Property Address: 45 Roger Williams Avenue/883 Sheridan Road

Property Owner: Park District of Highland Park

Zoning District: R4; Lakefront Density and Character Overlay Zone (LFOZ)

Review Processes: Beach Structure Permit Application; Design Review



In 2006, the Park District of Highland Park demolished an aging 1,900 sq. ft. bath and restroom facility at Rosewood Park Beach after a structural engineering study determined that the facility was beyond repair. Since that time, the area has been served by a portable restroom trailer situated in the existing adjacent parking lot.

The Park District is now proposing to construct the following in the Lake Michigan Protection Overlay Zone at Rosewood Park Beach: four permanent structures (a guard house, concession stand, restrooms, and an interpretative shelter), a boardwalk and lookout, a replacement beach playground, a seasonal handicapped-accessible beach roll-out mat, picnic areas, interpretative signage, lighting, benches, and trash receptacles. In addition, the Park District intends to reconstruct the existing ravine path to improve the connectivity between the beach and the upper park area; this element of the proposal is the only component of the project located within the Steep Slope Zone, and it does not need relief because the Park District intends to comply with the stipulations in Article 19 of the Zoning Code.

Geotechnical Analysis

Soil Material Consultants, Inc. prepared the attached geotechnical investigation of the site for consideration. The report recommends the evaluation of suitability prior to the placement of structural fill, and the testing of soils and aggregates placed as structural fill as work progresses to verify that minimum compaction requirements are met. Furthermore, the study

recommends the testing of soil conditions at foundation elevations prior to concrete placement to verify the presence of design soil strength.

Anticipated Structural Success

The improvements are proposed at the base of the bluff at the site. Within the attached submittal, the Park District has included a memorandum from David Woodhouse Architects which notes that the proposed structures are proposed at an elevation of 589.00, which is above the Ordinary High Water Mark (581.50), the Historic High Water Mark (582.35), and the 100 year Floodplain Elevation (585.01). The memorandum references a wave run-up analysis performed for the site by JJR Architects in 2010, the results of which have factored into the proposed design of the project.

Means and Methods of Construction

Within the attached submittal, it is noted that the proposed structures have been designed to feature natural materials known for their durability. The proposed improvements will not be located within the Steep Slope Zone; therefore, no special construction means and methods are proposed. Appropriate fencing will be installed along the toe of the slope to protect the nearby bluff and existing trees from construction. The existing four steel groins on site will not be impacted by the proposed project.

Agency Review

The Park District submitted the proposal to the Illinois Department of Natural Resources (IDNR) for review via the Cultural Resources, Endangered Species and Wetlands Review Report (CERP) process; the CERP process was required because the proposal would be partially funded through the Open Space Land Acquisition and Development Grant and the Illinois Public Museum Grant from the Illinois Department of Natural Resources. The City has received notification that the proposal has been approved by the IDNR. The Park District also submitted the proposal to the Lake County Stormwater Management Commission (SMC), and SMC has indicated that they will not need to issue a permit for the project.

Traffic Impacts

The Park District has submitted a traffic study for the City's review. The information is currently being reviewed by a third party consultant and, when the findings are finalized, they will be presented for the City Council's consideration along with the recommendations of the Natural Resources Commission. The Design Review Commission was charged with reviewing the proposed site plan and design elements and, on November 5, 2012, voted (4-1) to approve the plan without changes.

Anticipated Future Beach Improvements

Within the attached application, the Park District notes an intention to pursue a future project in partnership with the Army Corps of Engineers to stabilize the beach and restore the

foredunes, lake bluff and ravines within Rosewood Beach Park. This application will be filed separately, and will appear before the Commission as required by City Code, based on the scope of the proposed work.

Departmental Review Comments

The proposal has been reviewed by the Departments of Community Development, Public Works, Police and Fire. It has been noted that there are no objections to the proposed development.

B. Consideration and Approval of a Resolution Setting the 2013 Commission Meeting Dates

The Commission is required to vote to approve a Resolution setting the 2013 meeting dates, and a draft Resolution is attached for the Commission's consideration and approval. These dates are in keeping with the Commission's regular calendar featuring meetings held on the second Wednesday of each month at 6:30 p.m.

C. Discussion of the Recycling Promotion Event at the Christmas Tree Lighting Ceremony on November 17, 2012

Alyssa Knobel, Chair of the Business and Economic Development Commission, will be visiting the Commission to discuss an upcoming opportunity to help raise awareness of recycling at the tree lighting ceremony at Port Clinton Square on Saturday, November 17th from 3:00 to 6:00 p.m.

OLD BUSINESS:

A. Recap of GreenTown Event on October 19, 2012

Councilman Mandel will provide a status report on this agenda item at the upcoming meeting.

B. Status Report on Educational Movie Series Screening on March 3, 2013

Commissioner Dennison will provide a status report on this agenda item at the upcoming meeting.

C. Status Report on the Green Team

Chairman Bogot will provide a status report on this agenda item at the upcoming meeting.

D. Status Report on the Residential Composting Pilot Program

Councilman Mandel will provide a status report on this agenda item at the upcoming meeting.

E. Status Report on the Polystyrene Recycling Pilot Program

Councilman Mandel will provide a status report on this agenda item at the upcoming meeting.

ATTACHMENTS:

- Draft Findings of Fact Recommending City Council Approval of the Requested Beach Structure Permit Application at Rosewood Park Beach, Located at 45 Roger Williams Avenue and 883 Sheridan Road
- Additional Comments from the Park District of Highland Park Regarding the Beach Structure Permit Application at Rosewood Park Beach, Located at 45 Roger Williams Avenue and 883 Sheridan Road
- Beach Structure Permit Application for Rosewood Park Beach, Located at 45 Roger Williams Avenue and 883 Sheridan Road
- Draft Resolution Setting the 2013 Commission Meeting Dates

FINDINGS OF FACT

For the Natural Resources Commission on November 14, 2012

Findings of Fact in Support of City Council Approval of a Beach Structure Permit for Regulated Activities in the Lake Michigan Protection Zone at Rosewood Park Beach, Located at 45 Roger Williams and 883 Sheridan Road on the Condition that the Applicant Submits a Drainage and Grading Plan to be Reviewed and Approved by the City of Highland Park Prior to the Issuance of a Beach Structure Permit

Sec. 150.703.1(E)(3) Standards.

No permit for a Regulated Activity in the Lake Michigan Protection Zone shall be approved unless all of the following standards have been met or satisfied:

(a) The proposed Regulated Activity and/or Structure shall not unreasonably impede access to or pedestrian movement along the beach or to Lake Michigan;

The Natural Resources Commission finds that the proposed Regulated Activities and Structures will not unreasonably impede access to or pedestrian movement along the beach or to Lake Michigan because the improvements will not extend into Lake Michigan; the proposed improvements will include a new boardwalk and a seasonal handicapped-accessible beach roll-out mat intended to improve pedestrian movement along the beach and to Lake Michigan.

(b) The proposed Regulated Activity and/or Structure shall not unnecessarily impede navigability within Lake Michigan;

The Natural Resources Commission finds that the proposed Regulated Activities and Structures will not unnecessarily impede navigability within Lake Michigan because the proposed improvements will not extend into Lake Michigan.

(c) The proposed Regulated Activity and/or Structure shall not unreasonably impact the Subject Property or the Adjacent Properties;

The Natural Resources Commission finds that the proposed Regulated Activities and Structures will not unnecessarily impact the subject property or adjacent properties because the applicant has submitted documentation which illustrates that the proposed improvements are minimal in size, feature natural, durable construction materials and have been designed to have a low, unobtrusive profile.

(d) The Applicant has proposed appropriate long-term maintenance requirements and plans, as necessary, for the proposed Regulated Activity and/or Structure;

The Natural Resources Commission finds that the appropriate long-term maintenance requirements and plans have been proposed for the Regulated Activities and Structures, and that the applicant has submitted the proposal for review to the Lake County Stormwater Management Commission and the Illinois Department of Natural Resources (IDNR) via the Cultural

Resources, Endangered Species and Wetlands Review Report (CERP) process. The Commission conditions its favorable recommendation on the submittal of a drainage and grading plan to be reviewed and approved by the City prior to the issuance of the Beach Structure Permit.

(e) The proposed means and methods of undertaking the Regulated Activity and/or Structure are consistent with appropriate design and aesthetics principles;

The Natural Resources Commission finds that the proposed means and methods of undertaking the Regulated Activities and Structures are consistent with appropriate design and aesthetic principles because durable, natural materials will be used and the improvements will not be located within the Steep Slope Zone. The Commission finds that the Design Review Commission is charged with reviewing and approving the exterior design features of the proposed improvements.

(f) The proposed Regulated Activity and/or Structure shall not create new nor amplify existing erosion problems on the Subject Property and on Adjacent Properties;

The Natural Resources Commission finds that the proposed Regulated Activities and Structures will not create or amplify existing erosion problems on the subject property or adjacent properties because all necessary construction equipment will be brought to the site via an existing paved road and the appropriate tree protection measures have been proposed. Furthermore, the Commission notes that the proposed improvements will not be located within the Steep Slope Zone.

(g) The proposed Regulated Activity and/or Structure shall be for the purposes of erosion control, water gathering, and/or public access only;

The Natural Resources Commission finds that the proposed Regulated Activities and Structures are intended to improve public access to Lake Michigan and increase the public's enjoyment of the City's lake-bluff environment. The Commission conditions its favorable recommendation on the submittal of a drainage and grading plan to be reviewed and approved by the City prior to the issuance of the Beach Structure Permit.

(h) There will not be an unnecessary adverse environmental or ecological impact on the Subject Property or on any of the Adjacent Properties as a result of the proposed Structure and/or the Regulated Activity;

The Natural Resources Commission finds that there will not be an unnecessary adverse environmental or ecological impact on the subject property or adjacent properties as a result of the proposed Structures and Regulated Activities because the improvements will not extend into the Steep Slope Zone or Lake Michigan and they will not exacerbate erosion or negatively impact the ravine-bluff ecosystem.

(i) The proposed Structure and/or the Regulated Activity is the least environmentally and ecologically intrusive means of achieving the stated purpose of the Structure; and

The Natural Resources Commission finds that the proposed Structures and Regulated Activities are the least environmentally and ecologically intrusive means of achieving the Park District's intended purposes because the improvements have been intentionally located outside of the Steep Slope Zone and are designed to reflect the existing environment. The Commission finds that the Park District has noted an intention to submit a separate application for review to detail plans related to future habitat and dune restoration on the site.

(j) The Applicant has properly obtained any and all permits required by the federal, state, and county governments for the Regulated Activity and/or the Structure.

The Natural Resources Commission finds that the applicant has submitted the proposed plans to the Lake County Stormwater Management Commission and the Illinois Department of Natural Resources (IDNR) via the Cultural Resources, Endangered Species and Wetlands Review Report (CERP) process and that approval documentation has been submitted for the City's records.

CONCLUSION

Based on the foregoing, the Natural Resources Commission concludes that the Beach Structure Permit Application submitted for proposed improvements in the Lake Michigan Protection Zone at Rosewood Park Beach, located at 45 Roger Williams and 883 Sheridan Road, is consistent with the Beach Structure Ordinance standards and recommends City Council approval of the Permit Application on the condition that the applicant submits a drainage and grading plan to be considered and approved by the City prior to the issuance of said Permit.

Park District of Highland Park
Rosewood Beach Improvements

Additional Comments to Natural Resources Commission regarding
Beach Structure Success

1. Concerns Regarding Interpretive Center Building Location

We agree that constructing a building in close proximity to Lake Michigan's shoreline is a valid concern. Working with our coastal and civil engineers and our architect and construction manager, our planning and design process takes into account all design conditions and coastal analysis that impact site selection and finished floor elevation (FFE) elevation.

The Park District improvements, including the Interpretive Center, are to be constructed within the same timeframe as the USACE designed GLFER shoreline improvement project. We have every confidence that the interpretive shelter and all other buildings will be protected by the shore protection structures and beach design. We will continue working with the USACE to carefully and creatively assure this outcome. Through continued meetings between our team and the USACE we have developed an outstanding collaborative relationship and a commitment from the Corps staff to compliment the Park Districts project needs.

The USACE is fully aware of our need to ensure an engineering design that identifies and further secures the Park District improvements as well as the Corps obligations to the Great Lakes Restoration Initiatives GLFER project. This will be obtained through continued participation by District personnel and the Districts coastal engineer and architectural design team. The Park Board is wholly committed to the enduring success of these structures.

2. Coastal Engineering Firm Involvement on Design Team

The Park District is abundantly aware that the location, elevation, materials and ultimate protection of the proposed structures is paramount to long-term success of the project.

The Park District's coastal engineer, Baird, brings thorough familiarity with coastal conditions along the Illinois Lake Michigan coastline and a uniquely qualified staff and effective approach for the Rosewood project. Baird has over 30 years of coastal science and design experience on waterfront, marine and shoreline projects resulting in cost effective and innovative solutions for challenging coastal shoreline projects throughout the world. David Werren of Baird was the lead coastal engineer on the Lake Forest project and brings many years of study and knowledge to this project.

Baird will provide comprehensive peer review and design support to the USACE project on behalf of the Park District. The Baird team is involved in every relevant aspect of the coastal project, including supply of vital and timely Lake Michigan hydraulic and coastal data, selection of the most appropriate and insuring coastal modeling and direct meetings with the USACE to determine best design engineering strategies.

3. Wave Run-up Concern

We concur that wave run-up is to be taken into full account. The precise building location and finished floor elevation will be affirmed and built on extensive calculations for wave run-up in the coastal analyses which will take into account variables for historical lake levels and beach protection formations. Please see our discussion in the first comment as well.

4. Elevations for other buildings along the Illinois Lake Michigan shore.

Coastal conditions are somewhat different at other Illinois shoreline sites including public facilities at Glencoe, Lake Bluff and Lake Forest. Even still, our investigation has identified the old Rosewood beach house, the Park Avenue Yacht Club, the old water treatment facility at Ravine Drive between the Glencoe beach house and two private shoreline structures all with FFE (finished floor elevation) between and 587' and 591'. The currently proposed FFE of our structures is 589'. For other reference, the finished floor elevation of the water plant at Park Avenue is 589.5' with the top of the sea wall at 584' (2010 survey).

The Park District will not proceed with construction of any buildings at Rosewood without fully vetted planning and assurance that the structures are protected, through design of the buildings and that of the shoreline, from potential damage by Lake Michigan regardless of lake levels.

PARK DISTRICT OF HIGHLAND PARK

Rosewood Beach Improvements Project

Submittal for City of Highland Park Review – Natural Resources Commission

Park District of Highland Park
Rosewood Improvements Project

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Statement of Purpose: Proposed Improvements



Rosewood Beach Improvements Project

Rosewood Beach has been the community's favorite Lake Michigan swimming beach for over 50 years and is now Highland Park's only guarded swimming beach. Due to a number of factors including changing environmental conditions, user preferences, and outdated infrastructure, Rosewood has not adequately met public needs for many years. The project will bring long-needed attention to the site by vastly improving the functional, risk management, and recreational components of Rosewood Beach.

In 2006, the Park District of Highland Park demolished the existing beach house at Rosewood after a structural engineering study determined that the facility was beyond repair. Since that time, beach goers have been served by a portable restroom trailer situated in the existing adjacent parking lot. At that time the Park District embarked on a lakefront planning process which included major public meetings, direct mailings and an interactive website. Over 300 public comments were received via mail or the web. A Highland Park Lakefront Plan was created.

Two statistically valid community surveys were conducted. In the 2008 survey, 57% of respondents were more likely to support the lakefront plan if it included the construction of a lakefront educational/interpretive center, concession and bathhouse at Rosewood Park. 80% of respondents in the Park District's 2009 Community Attitude and Interest Survey were supportive of improving the lakefront, Rosewood Beach specifically, topping the list of desired community improvements. Rosewood Park and Beach is the most used of Highland Park lakefront parks but almost half of the respondents rated the park's condition fair or lower.

In 2011, the Park District of Highland Park formed the Rosewood Beach Task Force. This volunteer Task Force included members of the Lakefront Advisory Committee, community members at large representing different geographical areas of the District, a past member of the Design Review Commission, and a member of the Ravinia Neighbors Association. The Task Force spent a year selecting an architect and worked with the architect to design a community inspired plan for Rosewood Beach.

Four modest structures gently spread across the toe of the bluff above the beach will address public needs long-term while allowing the lake to be the focus of attention. These facilities will provide restrooms, showers and changing areas, a light food concession, a lifeguard house and a multi use educational structure which will provide

ecological and restoration information while offering beach guests immediate shelter from severe storms and lightning. The facility will be open to the public year round.

Also proposed are several additional improvements including: a boardwalk and lookout, a replacement beach playground, a seasonal handicapped accessible beach route, defined picnic areas, a reconstructed ravine path to improve connectivity between the beach and the upper park area, entrance and ecological interpretive signage, and basic amenities such as lighting, benches and trash receptacles.

Foremost to this project is a foundation of environmental and aesthetic respect. The soft footprint and diminutive stature of the physical structures and the natural materials selection all work in harmony to create a sense of belonging within the environment. The interpretive shelter will provide a unique, year-round opportunity for casual environmental interpretation while significantly enhancing the Park District's successful environmental education programs for both children and adults. Highland Park's fragile bluffs, ravines and lake shore should be understood, appreciated and protected by this generation and those to come.

The budgeted cost for currently planned improvements is \$4.6 million of which \$400,000 will be paid by an Open Space Land Acquisition and Development (OSLAD) grant and a \$200,000 Museum Capital grant both from the Illinois Department of Natural Resources. An additional \$250,000 will be paid by the Illinois Department of Commerce and Economic Opportunity. The remaining funding will come from Park District capital reserves.

Further enhancing these improvements, the Park District is partnering with the US Army Corps of Engineers (USACE) to stabilize the beach and carry out a complete and comprehensive environmental restoration of the beach, foredunes, lake bluff and ravines within the Rosewood Park property, with work tentatively planned to begin concurrently with the Recreation Development project we bring to you within this packet. This USACE Great Lakes Fisheries and Ecosystem Restoration project, which meshes so well with our improvements project, will be brought to the Natural Resources Commission as soon as plans are finalized.

David Woodhouse Architects, designers of the plan, also designed the Rainbow Beach Park Beach Houses and DuSable Harbor Building for the Chicago Park District as well as the Lake County Forest Preserves' Independence Grove and Morton Arboretum's Visitors Center.

Rosewood Beach Improvements

LFOZ Overlay Zone Standards



Rosewood Beach Improvement Project Application Discussion Regarding Lake Michigan Protection Zone Standards

(3) Standards

No permit for a Regulated Activity in the Lake Michigan Protection Zone shall be approved unless all of the following standards have been met or satisfied:

- (a) The proposed Regulated Activity and/or Structure shall not unreasonably impede access to or pedestrian movement along the beach or to Lake Michigan; **Residents will be permitted movement along the beach similar to existing conditions as no work is proposed along the waters edge.**
- (b) The proposed Regulated Activity and/or Structure shall not necessarily impede navigability within Lake Michigan; **This project will have no impact**
- (c) The proposed Regulated Activity and/or Structure shall not unreasonably impact the Subject Property or the Adjacent Properties; **All development will occur along or nearer the bluff and above the normal high water mark. Improvements will be visible from limited points on the beaches of adjacent properties. This project will have no physical impact on adjacent properties.**
- (d) The Applicant has proposed appropriate long-term maintenance requirements and plans, as necessary, for the proposed Regulated Activity and/or Structure; **Attached**
- (e) The proposed means and methods of undertaking the Regulated Activity and/or Structure are consistent with appropriate design and aesthetics principles; **Attached**
- (f) The proposed Regulated Activity and/or Structure shall not create new nor amplify existing erosion problems on the Subject Property and on Adjacent Properties; **No structures will be constructed within the Steep Slope Zone where bluff erosion may occur. All completed development will take place above the 100 year flood demarcation and will not compound wave erosion.**
- (g) The proposed Regulated Activity and/or Structure shall be for the purposes of erosion control, water gathering, and/or public access only; **Public access only**
- (h) There will not be an unnecessary adverse environmental or ecological impact on the Subject Property or on any of the Adjacent Properties as a

result of the proposed Structure and/or the Regulated Activity; **See attached statement.**

- (i) The proposed Structure and/or the Regulated Activity is the least environmentally and ecologically intrusive means of achieving the stated purpose of the Structure; **See attached statement** and
- (j) The Applicant has properly obtained any and all permits required by the federal, state, and county governments for the Regulated Activity and/or the Structure. **See attached memorandum**

Rosewood Beach Improvements

Plat of Topography

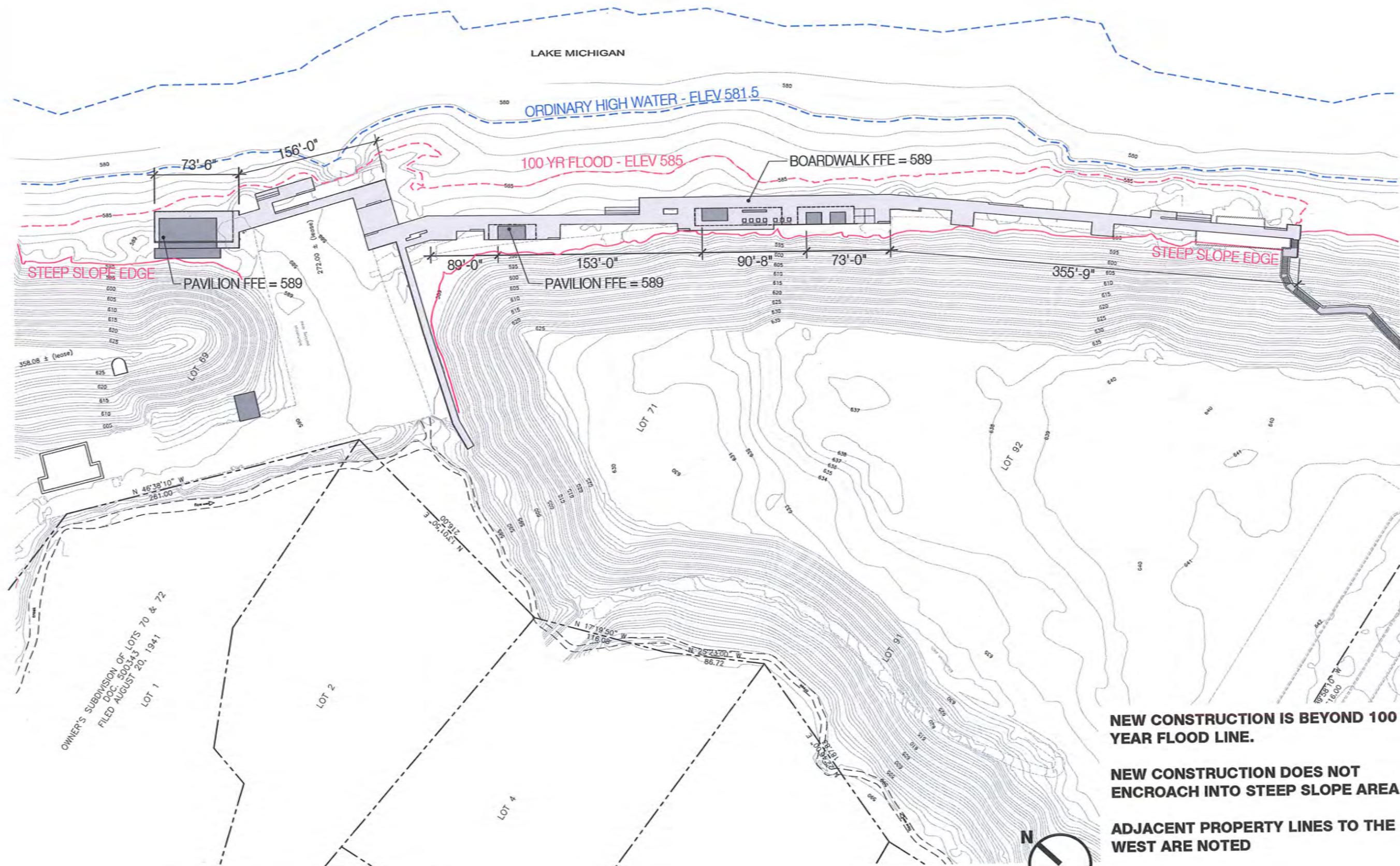
Plat of Survey

Legal Description

Rosewood Beach Improvements

Development / Site Plan





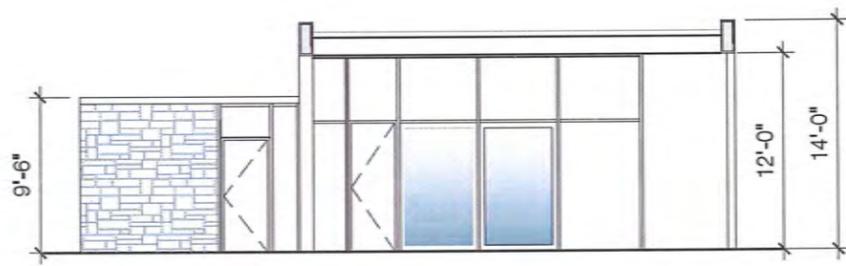
PROPOSED CONSTRUCTION OVER EXISTING SURVEY INFORMATION

- NEW CONSTRUCTION IS BEYOND 100 YEAR FLOOD LINE.**
- NEW CONSTRUCTION DOES NOT ENCROACH INTO STEEP SLOPE AREA**
- ADJACENT PROPERTY LINES TO THE WEST ARE NOTED**

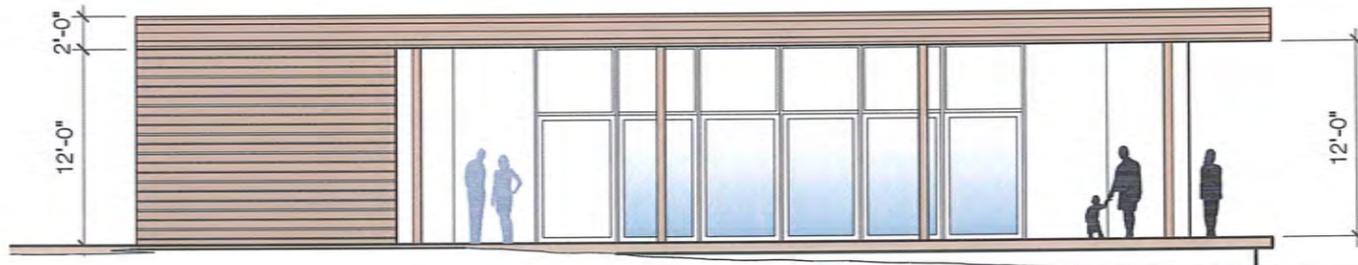
Rosewood Beach Improvements

Elevation Plan

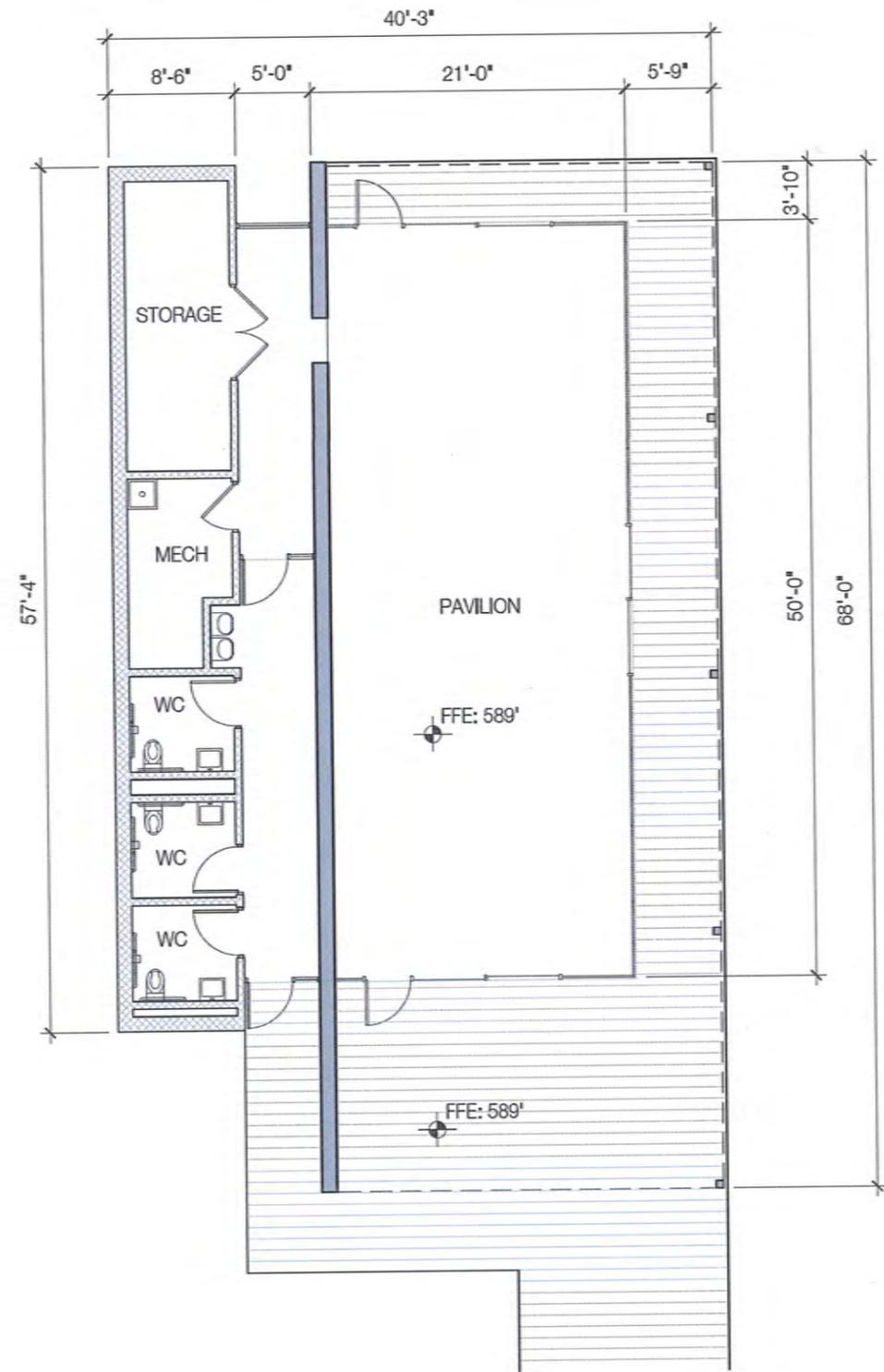
Engineering Details



BEACH SHELTER SOUTH ELEVATION

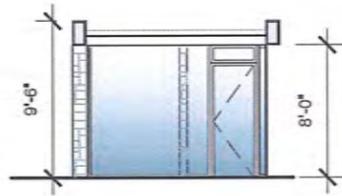


BEACH SHELTER EAST ELEVATION

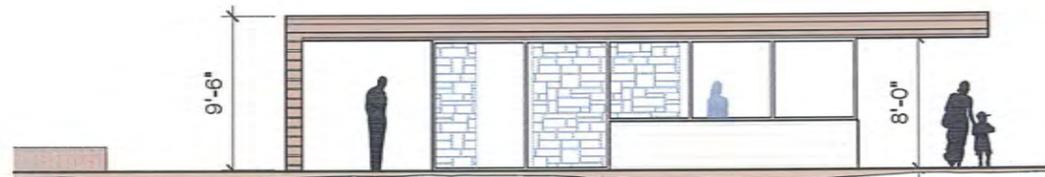


BEACH SHELTER PLAN

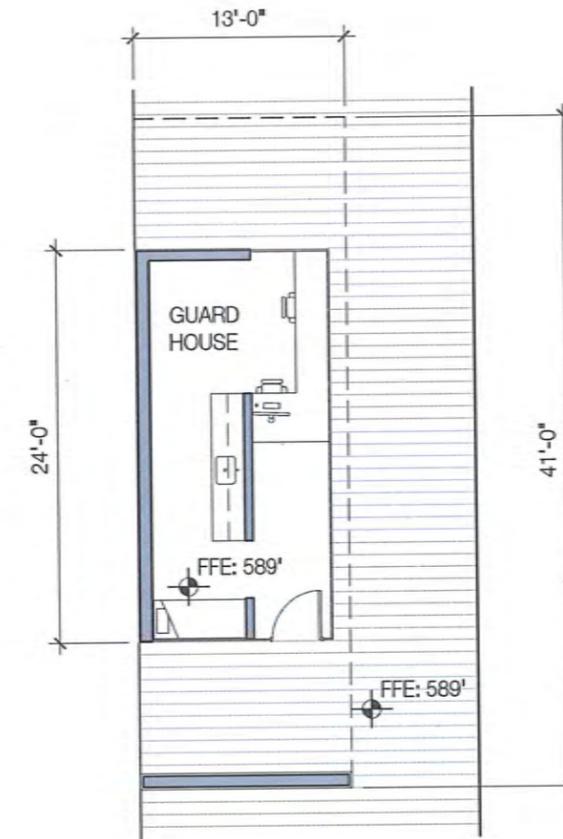




GUARD HOUSE SOUTH ELEVATION

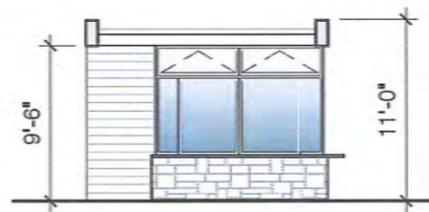


GUARD HOUSE EAST ELEVATION

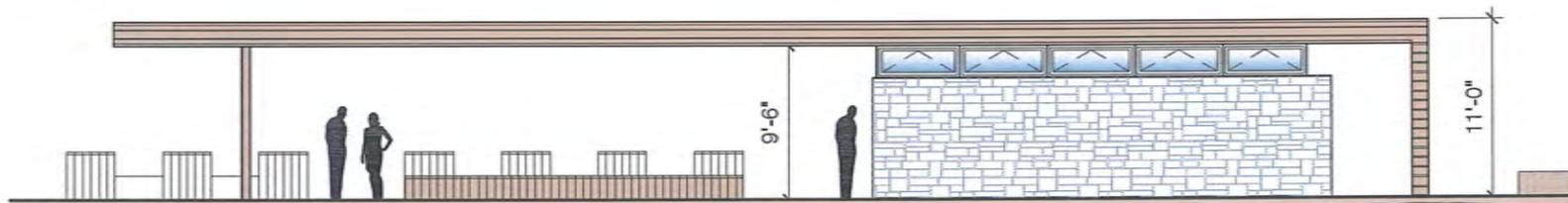


GUARD HOUSE PLAN

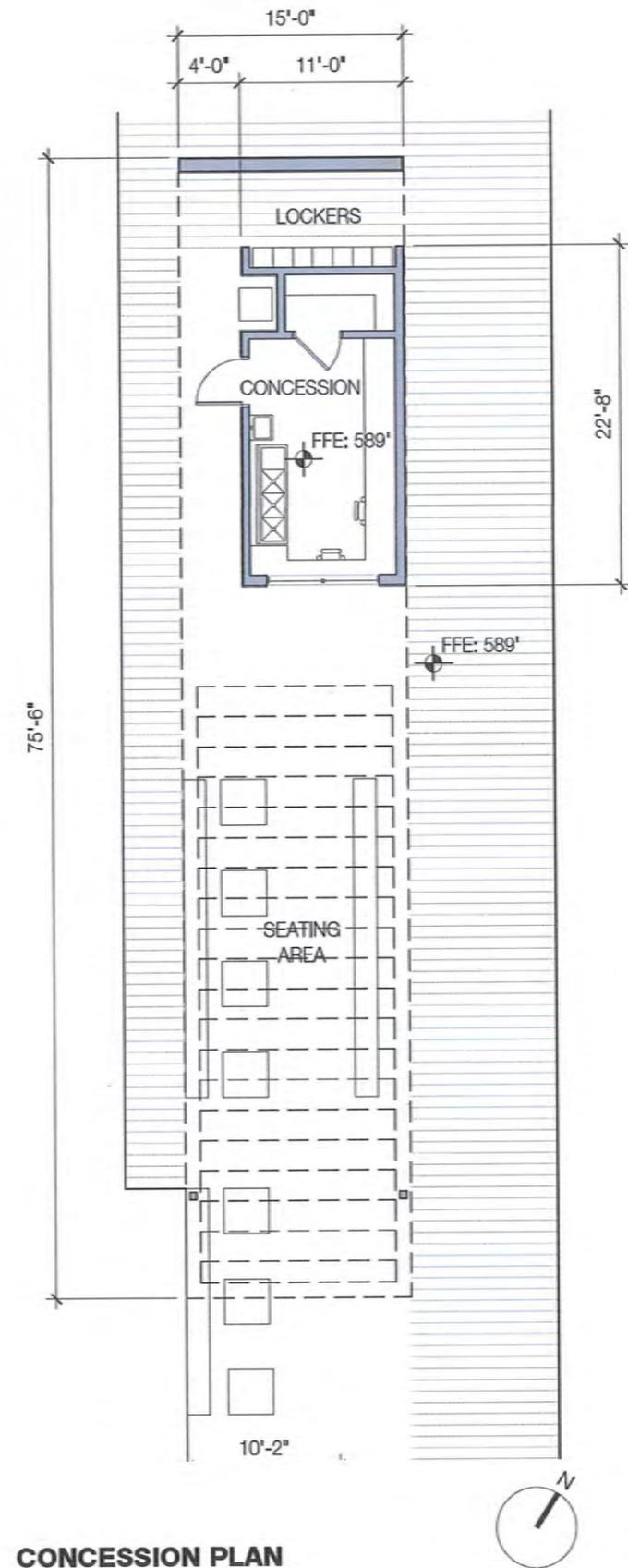




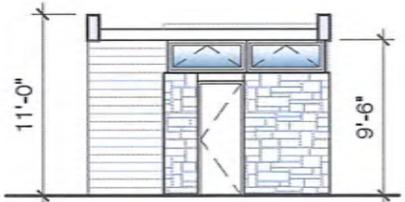
CONCESSION SOUTH ELEVATION



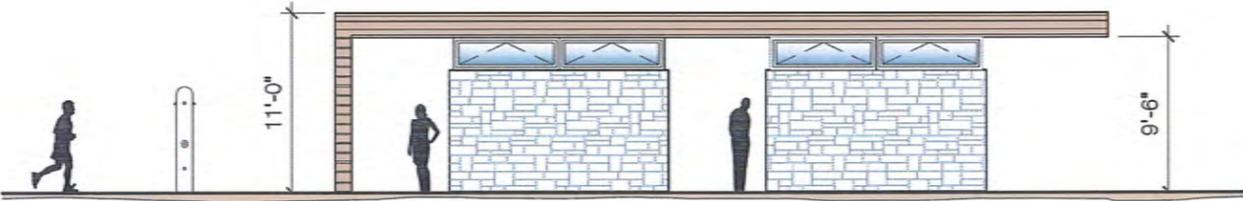
CONCESSION EAST ELEVATION



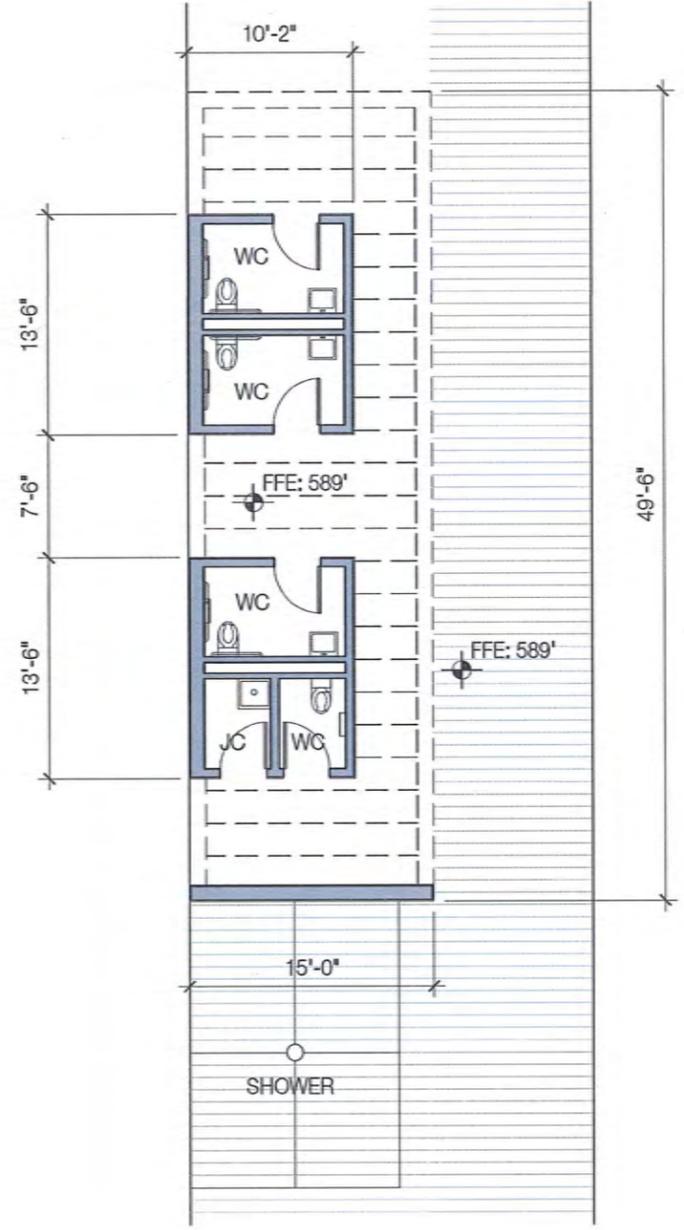
CONCESSION PLAN



RESTROOMS SOUTH ELEVATION



RESTROOMS EAST ELEVATION

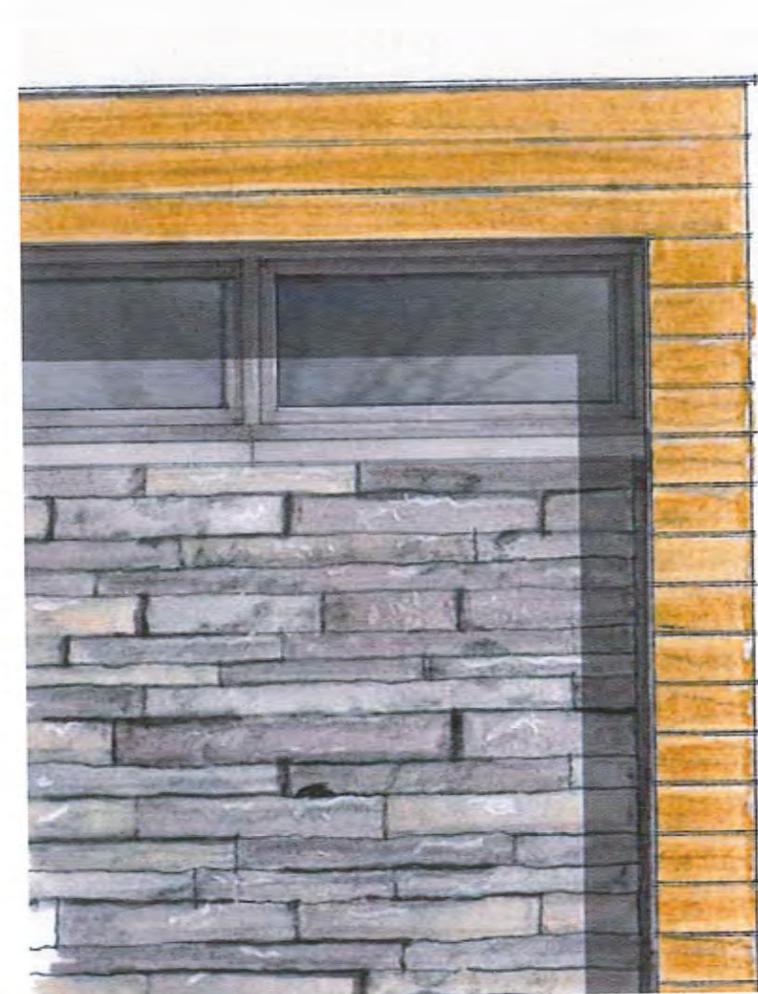


RESTROOMS PLAN





TYPICAL BUILDING AND BOARDWALK



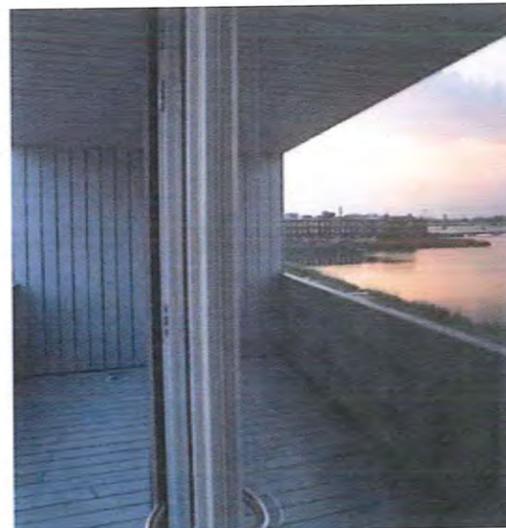
TYPICAL BUILDING MATERIAL PALETTE



1. IPE WOOD DECKING AT SITE FEATURES



2. RECTILINEAR SPLIT-FACED STACKED STONE WALL CLADDING



3. BIRD SAFE CLEAR GLASS IN PAINTED ALUMINUM FRAMES



4. HORIZONTAL WOOD SIDING AND CEILING/ROOF CLADDING



5. IPE WOOD BOARDWALK ON CONCRETE FOUNDATION

LAKE MICHIGAN



ADJACENT PROPERTIES AND STRUCTURES SURVEY INFORMATION



David Woodhouse Architects
 230 W Superior 6th Floor Chicago IL 60654
 Telephone 312 943 3120 Fax 312 943 3432

Project:

Rosewood Beach Improvements
 Highland Park, Illinois

Issue:

NATURAL RESOURCE
 COMMISSION

Drawing:

SITE SURVEY
 OVERLAY

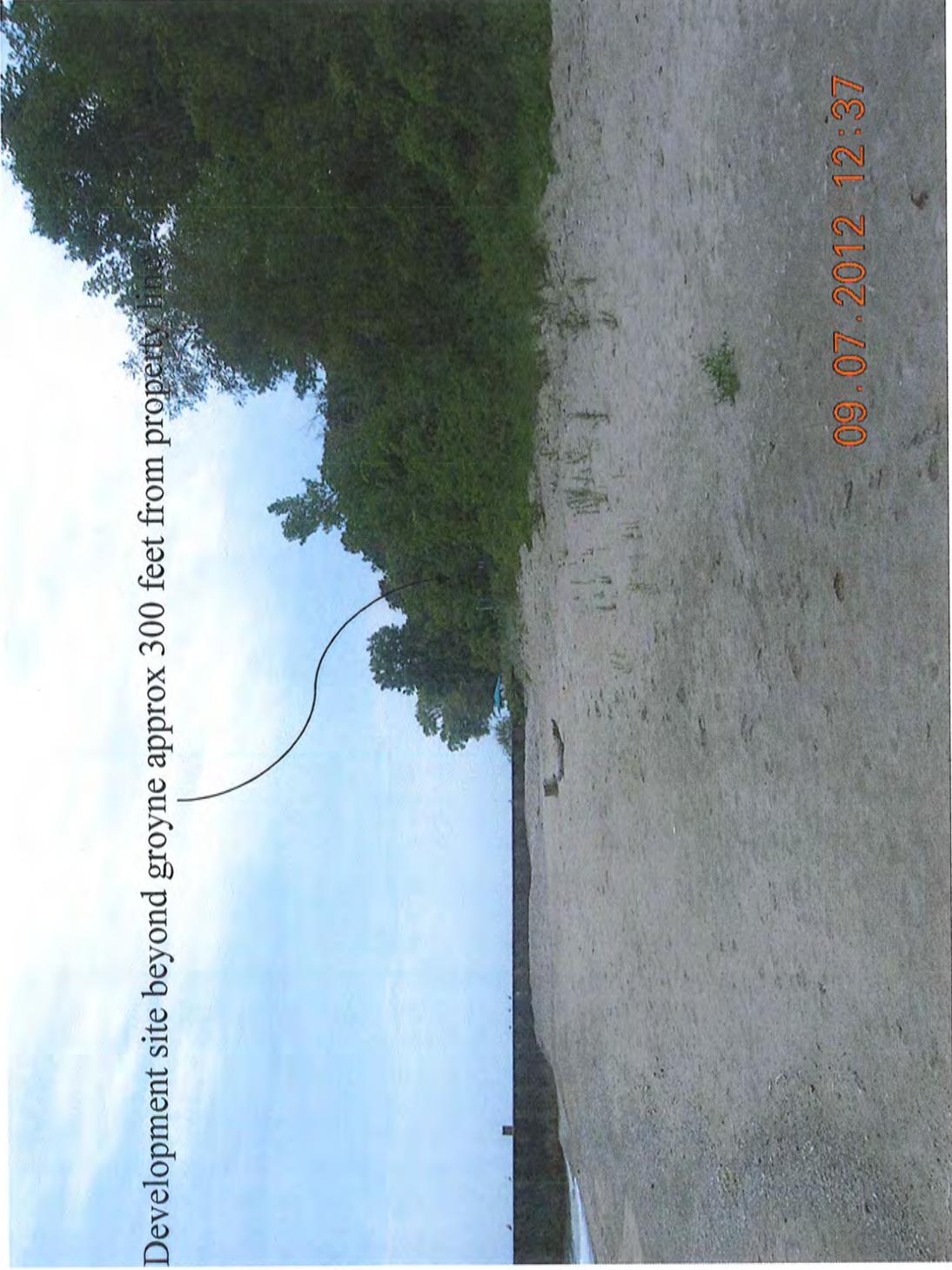
Date:

October 10, 2012
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Rosewood Beach Improvements

Subject and Adjacent Properties

Rosewood Beach Site from North Abutting Property Line



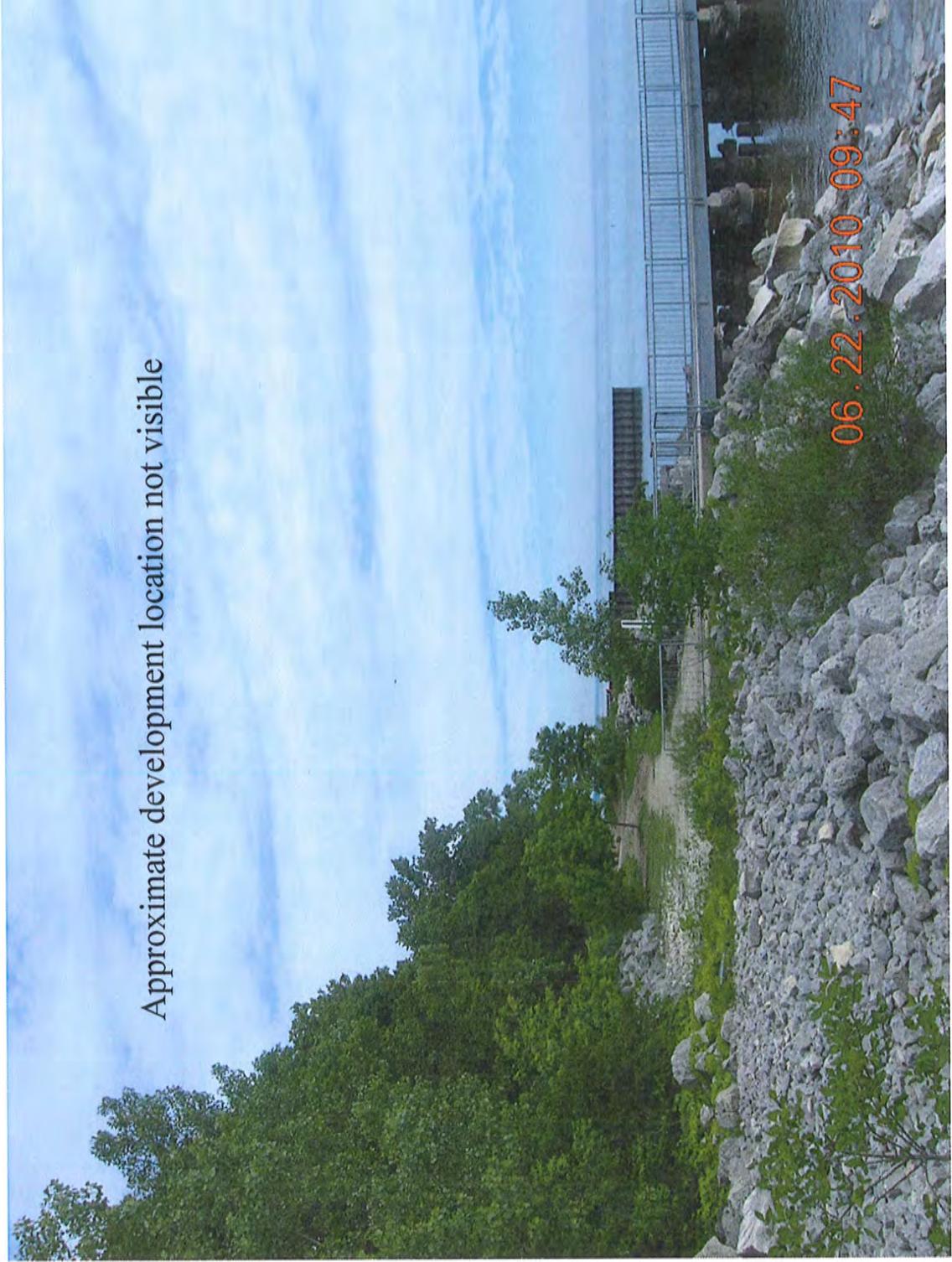
Development site beyond groyne approx 300 feet from property line

09.07.2012 12:37



Rosewood Beach Site from South Abutting Property Line

Approximate development location not visible



Rosewood Beach Improvement Project



Adjacent Properties

September 13, 2012



500 Feet



1625402031

1625402011

1625402012

1625402013

1625402014

1625402015

1625402016

1625405001

1625405017

1625405004

1625405005

1625405006

1625405007

1625405008

1625405009

1625405010

1625405011

1625405016

1730300001

1636204003

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1731102058

1731102069

1731102043

1731102044

1731102045

1731102046

1731102047

1731302171

1731302172

1731302175

1731302176

Rosewood Beach Improvements

Agency Permit Requirements



MEMORANDUM

To: City of Highland Park

From: Richard Stumpf, Director of Planning and Projects

Date: September 12, 2012

Re: **FEDERAL AND STATE REGULATORY AGENCY REVIEW – ROSEWOOD DEVELOPMENT PROJECT**

C:

The Park District of Highland Park has received an Open Space Land Acquisition and Development Grant and Illinois Public Museum Grant from the Illinois Department of Natural Resources for this project. Part of the formal agreement between the District and IDNR requires completion of a Comprehensive Environmental Review Process (CERP) which includes review and sign off from the Illinois Department of Natural Resources, Illinois Historic Preservation Commission, Corps of Engineers and Environmental Protection Agency.

Our Rosewood Development Plan was submitted to IDNR in July. IDNR has indicated to us that no permits are required by either agency and we have now received full sign-off on the project. No further action is required.

A Watershed Development Ordinance permit is expected to be required according to the Lake County Stormwater Management Commission and will be applied for through the City of Highland Park which is a certified community by the Stormwater Management Commission.

Rosewood Beach Improvements

Subsoil / Geotechnical Investigation Report



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May 6, 2010
File No 19918

Mr. Rick Stumpf
Park District of Highland Park
636 Ridge Road
Highland Park, IL 60035

Re: Geotechnical Investigation
Rosewood Beach
Highland Park, Illinois

Dear Mr. Stumpf:

The following is our report of findings for the geotechnical investigation completed along portions of the existing paths, the top of the bluff near the new beach house and north parking lot at Rosewood Beach located in the City of Highland Park, Illinois

The investigation was requested to determine current subsurface soil and water conditions at select boring locations. The findings of the field investigation and the results of laboratory testing are intended to assist in the planning, design and construction of proposed site improvements.

PROPOSED IMPROVEMENTS

We understand that it is proposed to construct a 1-story beach house supported on a shallow depth foundation. The interior is expected to have the floor slabs supported on prepared subgrade soils. Additional improvements are expected to include new bike paths, pavement areas, sidewalks and related underground improvements.

SCOPE OF THE INVESTIGATION

The field investigation included obtaining 10 borings at the approximate locations requested and as indicated on the enclosed sketch. The boring locations were established using field taping methods. The surface elevations were determined using data presented on the topographic survey.

We auger drilled 8 borings to depths of 5.0 feet to 50.0 feet below existing surface elevations. Soil samples were obtained using a split barrel sampler advanced utilizing an automatic SPT hammer. Borings 8 and 9 were completed by hand auger methods due to limited equipment access. Soil profiles were determined in the field and soil samples returned to our laboratory for additional testing including determination of moisture content. Cohesive soils obtained by split barrel sampling were tested further to determine dry unit weight and unconfined compressive strength. The results of all field determinations and laboratory testing are included in summary with this report.

8 WEST COLLEGE DRIVE * ARLINGTON HEIGHTS, IL 60004

SOIL BORINGS * SITE INVESTIGATIONS * PAVEMENT INVESTIGATIONS * GEOTECHNICAL ENGINEERING
TESTING OF * SOIL * ASPHALT * CONCRETE * MORTAR * STEEL

RESULTS OF THE INVESTIGATION

Enclosed are boring logs indicating the soil conditions encountered at each location. The site surface conditions include bituminous concrete pavement, crushed gravel, vegetation, topsoil and fill soil conditions. The topsoil is classified as a dark brown silt/sand/clay mixture with traces of roots present.

The fill soil conditions were encountered at borings 3, 4, 6, 7, 8 and 10. The composition of the fill includes the presence of silt/clay, clay/silt, silt/sand/limestone/asphalt, sand/gravel/cinders and sand/gravel mixtures extending to depths of 1.5 feet to 3.5 feet at these boring locations. The limits of fill placement were not determined within the scope of this investigation.

The underlying soil conditions include the presence of non-cohesive soils. These include very loose to medium dense silt/clay, sand and sand/gravel mixtures. The non-cohesive granular soils are often in a damp to very damp. Cobbles and boulders may be present within the site soils at any elevation, although none were encountered while drilling.

Cohesive soils were also encountered as indicated on the logs. These are classified as stiff to very hard clay/silt mixtures with lesser portions of sand and gravel. The upper portions of these soils are sometimes high in moisture content with values in excess of 20.0 % determined.

Low-strength soil conditions were indicated at borings 1 and 3. These conditions are likely present in other areas of the site but were not discovered within the scope of this investigation.

The following table summarizes depth ranges below existing grade, the magnitude of soil strength within these ranges and other information:

<u>Boring</u>	<u>Surface Elevation (feet)</u>	<u>Depth Range Below Existing Surface (feet)</u>	<u>Soil Strength (lbs./sq.ft.)</u>	<u>Recorded Water Levels, W.D./A.D. (feet)</u>
1	588.0	0.0 to 4.5	*500	10.0/10.0
		4.5 to 10.5	3,000	
		10.5 to 12.0	4,000	
2	631.5	1.0 to 3.5	2,000	22.0/28.0
		3.5 to 5.5	4,000	
		5.5 to 16.0	6,000	
		16.0 to 29.0	4,000	
		29.0 to 32.5	3,000	
		32.5 to 47.0	4,000	

* Not recommended for support of foundations. Deeper foundation depths will be needed to reduce the magnitude of long-term total and differential settlement.

SUBSURFACE WATER

The boring logs and the above table indicate the depth at which subsurface water was encountered in the bore holes at the time of the drilling operations and during the period of these readings. It is expected that fluctuations from the water levels recorded will occur over a period of time due to variations in rainfall, temperature, subsurface soil conditions, soil permeability and other factors not evident at the time of the water level measurements.

FOUNDATIONS – BEACH HOUSE

Based on the results of this investigation it is our opinion that continuous and isolated footing foundations may be considered for support of building loads. Weak soil conditions should be anticipated at design foundation elevations requiring extending the foundation to a deeper elevation (approximate elevation 583.5 feet). These foundations can be supported on undisturbed natural soils located below all topsoil, low strength soils and other unsuitable conditions which may be encountered. Soil strength values and the depths at which they are expected to be encountered at these boring locations are indicated in the above table. An allowable bearing value of 2,000 lbs./sq. ft. is available for foundation design. Increased bearing values may be available at some locations and elevations.

All exterior building foundations should extend at least 42.0 inches below exposed surface elevations to provide adequate protection against uplift due to freezing of the supporting soils. Foundations for unprotected improvements should extend at least 48.0 inches below exposed surface elevations. We recommend providing adequate reinforcing steel in foundation walls and piers to minimize the effects of long-term differential settlement.

The proposed floor slab for the new beach house planned for support on the existing soil conditions should be expected to undergo some degree of long-term settlement as the soils consolidate under loading and as they shrink due to desiccation. We would recommend that the subgrade preparation for the floor slab include the removal of any unsuitable surface conditions including vegetation, topsoil, unsuitable fill soils, significant debris, weak or unstable soils, and other deleterious conditions which may be encountered. The above grade areas should then be cut to the design subgrade elevation for the floor slab subbase. The exposed subgrade soils should then be leveled and compacted to a minimum of 95% compaction based on the modified Proctor test, ASTM D-1557. We would recommend that there be a minimum of 5.0 inches of a crushed granular subbase placed for the floor slab.

NEW BIKE PATHS & PAVEMENT AREAS

Normal subgrade preparation is anticipated for the new paths and pavement areas. The procedure should include the removal of any unsuitable surface conditions including vegetation, topsoil, unsuitable fill soils, significant debris, weak or unstable soils, and other deleterious conditions which may be encountered. Above grade areas should be cut to design subgrade elevations. Exposed subgrade soils should be leveled, compacted and proof-rolled in the presence of the Soil Engineer.

Proof-rolling may reveal areas of unstable soil conditions. Discing and aeration of high moisture content soils can be effective to depths of up to 1.0 foot, depending upon the equipment utilized. Removal of unstable soils may be necessary if high moisture content conditions extend to depths greater than the effective depth of discing.

Soft or unstable soil conditions in pavement areas can often be bridged by use of an effective depth of crushed granular material. The placement of the crushed granular bridging material, possibly in conjunction with the use of an appropriate geotextile fabric, should only proceed after review of the proof-roll conditions by the Soil Engineer. Long-term settlement of pavement surfaces may occur locally as the bridged soils desiccate.

Structural fill can be placed on soils prepared to the satisfaction of the Soil Engineer. The fill should be placed in lifts not to exceed 8.0 inches when uncompacted. Each lift should exceed minimum compaction requirements prior to placement of the next lift. We recommend a minimum of 90% compaction should be achieved beneath exterior improvements such as pavements and sidewalks. Compaction requirements also apply to backfill placement within trench excavations located below subgrade supported improvements.

The following pavement sections can be considered by the design firm when the subgrade soils have been prepared in accordance with our subgrade soil preparation procedures:

<u>Pavement Type</u>	<u>Bituminous Concrete Surface N/50 Mix C</u>	<u>Bituminous Concrete Binder N/50</u>	<u>Aggregate Base</u>
Parking Lot & Drives	2.0 in.	2.25 in.	10.0 in.
Bike Paths	1.5 in.		6.0 in.

Final pavement design should address traffic load requirements and meet or exceed minimum pavement material thicknesses required by the local building code.

DEWATERING

Excavations may require dewatering due to subsurface water seepage and/or surface precipitation. This water can be removed by standard sump and pump operations. Soils exposed at foundation, slab or undercut elevations should not be permitted to become saturated. Loss of bearing strength and stability may occur thus requiring additional soil excavation.

Aggressive dewatering efforts may be necessary for deep excavations extending to sand and sand/gravel soils. Well-points or deep sumps can be utilized to collect the water for pumping in an effort to lower the water level below the bottom elevation of proposed excavations. The dewatering should be accomplished prior to soil excavation when possible.

Organic soils, non-cohesive soils and others can be unstable when saturated. These soils tend to cave or run when submerged or disturbed. The stability of exposed embankments is minimal to non-existent as confining soil pressures are removed. Proper drainage within excavations is necessary at all times, particularly when excavations extend below anticipated water levels and below saturated soils.

FILL SOURCES

The onsite non-organic soils are generally suitable for reuse as fill. Offsite sources may also be used provided they are approved in advance by the Soil Engineer. Aeration may be necessary to reduce soil moisture content prior to compaction. Soil borrowed from near the surface where seasonal fluctuations in soil moisture content occur may require particular attention. The moisture content of fill soils should be within approximately 3.0% of optimum moisture content as determined by the modified Proctor test for the soils to meet or exceed minimum compaction requirements.

DESIGN

Where applicable, the following values can be utilized for design of the proposed improvements in the area of borings 1 and 2:

Boring	Surface Elevation (feet)	Depth Below Existing Surface (feet)	Cohesion (psf)	Φ (deg)	Soil Unit Weight (Wet) (pcf)	Earth Pressure Coefficients	
						K _a	K _p
1	588.0	0.0 – 4.5	0	32	90	.39	2.56
		4.5 – 6.5	1,000	28	132	.36	2.76
		6.5 – 10.5	0	34	130	.28	3.53
		10.5 – 15.0	2,000	28	146	.36	2.76
2	631.5	0.5 – 3.5	500	26	120	.39	2.56
		3.5 – 5.5	2,000	28	133	.36	2.76
		5.5 – 18.0	3,000	28	137	.36	2.76
		18.0 – 29.5	0	34	130	.28	3.53
		29.5 – 33.0	1,000	28	143	.36	2.76
		33.0 – 50.0	2,000	28	140	.36	2.76

Note: The coefficient of friction for concrete against the soils would be 0.33. The Phi values given for the cohesive soils are for the long term conditions, they should be assumed to be zero for the short term, undrained condition.

Passive pressure values are not available for the design within 4.0 feet of the exposed surfaces due to the seasonal considerations.

CONCLUSION

The information within this report is intended to provide initial information concerning subsurface soil and water conditions on the site. Variations in subsurface conditions are expected to be present between boring locations due to naturally changing and filled soil conditions.

Our understanding of the proposed improvements is based on limited information available to us at the writing of this report. The findings of the investigation and the recommendations presented are not considered applicable to significant changes in the scope of the improvements or applicable to alternate site uses. We recommend that proposed foundation, pavement and grading plans be reviewed by our office to determine if additional considerations are necessary to address anticipated subsurface conditions.

The soils exposed in soil undercut areas should be evaluated for suitability prior to placement of structural fill, as previously indicated in this report. Soils and aggregates placed as structural fill should be tested as the work progresses to verify that minimum compaction requirements have been met. We recommend that soil conditions encountered at foundation elevations be tested to verify the presence of design soil strength prior to concrete placement.

If you have any questions concerning the findings or recommendations presented in this report, please let me know.

Very truly yours,

SOIL AND MATERIAL CONSULTANTS, INC



Joseph A. Klawitter, P.E.
Project Engineer

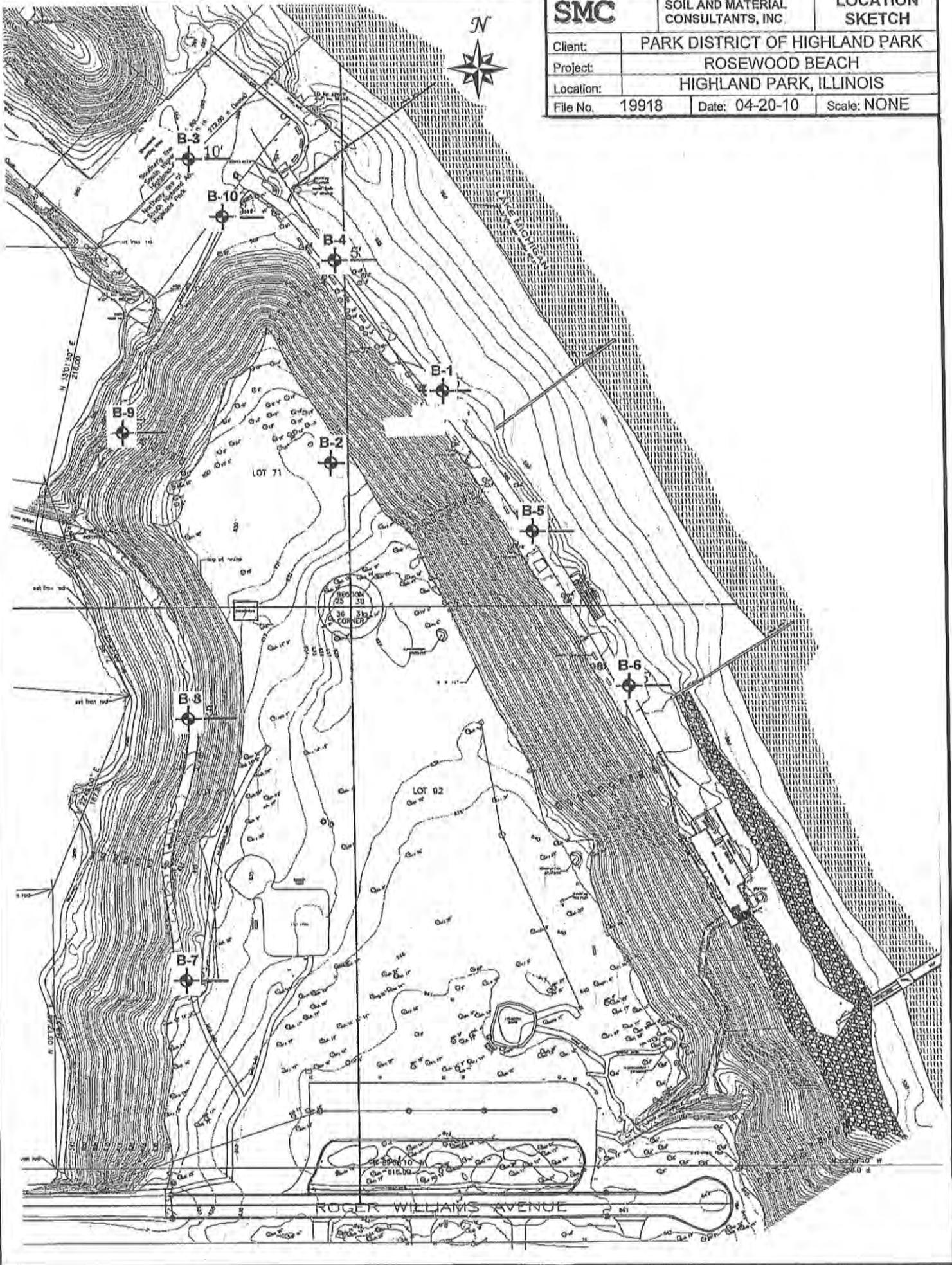
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SOIL AND MATERIAL
CONSULTANTS, INC

LOCATION
SKETCH

Client:	PARK DISTRICT OF HIGHLAND PARK	
Project:	ROSEWOOD BEACH	
Location:	HIGHLAND PARK, ILLINOIS	
File No.	19918	Date: 04-20-10
		Scale: NONE



Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 588.0' Existing Surface

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	unconfined compressive strength, tons/sq ft			
					1.0	2.0	3.0	4.0
	X	Δ	⌘	○				
	1	3.6						
5	7	8.2 15.9						
	16	14.9	115.6	3.6				
	15	6.5						
10	15	14.4						
	12	14.7	128.4	4.5				1.5
15	13	16.1	124.8	1.9				
20								
25								
30								
35								
40								

Water encountered at 10.0 feet during drilling operations (WD).
Water recorded at 10.0 feet on completion of drilling operations (AD)
Water recorded at _____ feet _____ hours after completion of drilling operations (AD)

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/19/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 631.5' Existing Surface

(a) see page 2 of 2

(b) see page 2 of 2

Brown clay & silt, trace sand & gravel, damp-very damp, tough

Brown-gray clay, some silt, trace sand & gravel, damp, very tough

Brown clay, some silt, trace sand & gravel, damp, hard

Brown-gray clay, some silt, trace sand & gravel, damp, very tough

Gray clay, some silt, trace sand & gravel, damp

Gray fine sand, trace medium-coarse sand & silt, damp, medium dense

Gray fine sand, trace medium-coarse sand & gravel, very damp-saturated, medium dense

Gray fine-medium sand, some coarse sand & gravel, very damp-saturated, medium dense

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

Gray clay, some silt, trace sand & gravel, damp, tough to very tough

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	
	X	Δ	γ	○	
					○ unconfined compressive strength, tons/sq ft. ● penetrometer reading, tons/sq ft. 1.0 2.0 3.0 4.0
					X standard penetration "N", blows/ft. Δ moisture content, % 10 20 30 40
5	5	42.7 17.7 20.2	103.9	1.0	X ○ ● Δ
5	9	19.3	111.1	2.2	X Δ ○ ●
10	15	15.4	118.6	4.4	Δ ○
10	14	16.4	119.1	4.0	X Δ ○
10	16	15.9	119.9	6.7	X Δ ○
15	14	16.2	119.4	2.9	X Δ ○ ●
15		17.3			Δ
20	21	10.1			Δ X
25	15	12.8			X Δ
30	11	14.4 17.5	121.3	1.4	X ○ ●
35	14	17.6	120.6	2.5	X Δ ○ ●
40	13	16.7	119.4	2.5	X Δ ○ ●

Water encountered at 22.0 feet during drilling operations (WD).
Water recorded at 28.0 feet on completion of drilling operations (AD).
Water recorded at _____ feet _____ hours after completion of drilling operations (AD)



SOIL AND MATERIAL CONSULTANTS, INC.

Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG 2

Logged By: DA

Page: 2 of 2

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/19/10

Reference: Rosewood Beach Highland Park, IL

Comments:

Equipment: [x] CME 45B [] CME 55 [] Hand Auger [] Other

CLASSIFICATION

Elevation

Table with depth (ft.) on the y-axis (45 to 80) and soil descriptions. At 45 ft: Gray clay, some silt, trace sand & gravel, damp, very tough to hard. At 50 ft: End of Boring. At 55 ft: (a) Dark brown silt, some fine sand, trace clay & roots, damp (topsoil) - 6.0"; (b) Brown silt, some clay, trace sand, damp-very damp, loose.

Main data table with columns: standard penetration (X), moisture content (Δ), dry unit weight (γ), unconfined comp. strength (O). Includes a legend for symbols: O for unconfined compressive strength, ● for penetrometer reading, X for standard penetration 'N', and Δ for moisture content. Values are recorded at 45 ft and 50 ft.

Water encountered at 22.0 feet during drilling operations (WD).
Water recorded at 28.0 feet on completion of drilling operations (AD)
Water recorded at _____ feet _____ hours after completion of drilling operations (AD)

Client: Park District of Highland Park

File No. 19918 Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

depth, ft.	Equipment: <input checked="" type="checkbox"/> CME 45B <input type="checkbox"/> CME 55 <input type="checkbox"/> Hand Auger <input type="checkbox"/> Other	
	CLASSIFICATION	
	Elevation 589.8'	Existing Surface
	Bituminous concrete - 5.0"	
	Limestone - 7.0"	
1	Black-dark gray silt, some clay, trace sand & gravel, damp, medium dense - Fill	
2	Gray fine sand, trace gravel, damp, medium dense	
3		
4	Gray silt, some fine sand, damp-very damp, very loose	
5	Gray fine sand, trace medium-coarse sand & silt, damp	
6	Gray silt, some clay, trace sand, damp-very damp, very loose	
7	Gray clay & silt, trace sand, very damp, stiff	
8		
9	Gray silt, some clay, trace fine sand & organic matter, very damp, very loose	
10	End of Boring	

standard penetration	moisture content	dry unit weight lbs./cu. ft.	unconfined compressive strength	<input type="radio"/> unconfined compressive strength, tons/sq ft <input type="radio"/> penetrometer reading, tons/sq ft 1.0 2.0 3.0 4.0 <input checked="" type="radio"/> standard penetration "N", blows/ft <input type="radio"/> moisture content, % 10 20 30 40			
X	Δ	⊗	○				
	12.8						
13	5.6						
	6.1						
3	19.9						
	9.5						
	24.3						
2	23.5	107.3	0.7				
1	40.9						

Water encountered at 8.5 feet during drilling operations (WD)
 Water recorded at 7.5 feet on completion of drilling operations (AD)
 Water recorded at _____ feet _____ hours after completion of drilling operations (AD).



Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG

4

Logged By: DA

Page: 1 of 1

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 588.4' Existing Surface

Bituminous concrete - 7.0"
Dark brown-black sand & gravel, damp - 2.5"

1- Brown-dark brown clay & silt, some sand, trace gravel, damp, medium dense - Fill

2- Brown clay, some silt, trace sand & gravel, damp, very hard

3- Brown fine sand, damp, medium dense

5- End of Boring

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	Strength & Penetration Data			
					○ unconfined compressive strength, tons/sq ft	● penetrometer reading, tons/sq ft	× standard penetration "N", blows/ft	△ moisture content, %
					10	20	30	40
1-2	14	12.2	124.6	8.3				8.3
5	10	4.7						

Water encountered at dry feet during drilling operations (W.D.)
 Water recorded at dry feet on completion of drilling operations (A D)
 Water recorded at feet hours after completion of drilling operations (A D)



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SOIL BORING LOG 6

Logged By: DA

Page: 1 of 1

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 589.2' Existing Surface

Bituminous concrete - 4.5"
Limestone, damp - 7.5"

Brown-dark brown-black clay & silt, some sand & gravel, damp, medium dense - Fill

Brown fine sand, damp, medium dense

End of Boring

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	unconfined compressive strength, tons/sq ft			
					1.0	2.0	3.0	4.0
	X	Δ	⊗	○				
1								
2	11	19.4				X	Δ	
3								
4								
5	13	4.3				Δ	X	
6								
7								
8								
9								
10								

Water encountered at dry feet during drilling operations (W.D.)
 Water recorded at dry feet on completion of drilling operations (A.D.)
 Water recorded at feet hours after completion of drilling operations (A.D.)

Client: Park District of Highland Park

File No. 19918 Date Drilled: 4/19/10

Reference: Rosewood Beach
 Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 630.7' Existing Surface
 (a) see below

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	Strength & Penetration Data				
					○ unconfined compressive strength, tons/sq ft	● penetrometer reading, tons/sq ft	× standard penetration "N", blows/ft	△ moisture content, %	
1									
2		10.3							
3	8	17.5	109.7	2.4			×	△	●
4									
5	17	15.6	111.0	7.2				△	○
6									
7									
8									
9									
10									

Dark brown sand, some gravel, cinders & large limestone, damp - Fill

Brown clay, some silt, trace sand & gravel, damp, very tough to hard

End of Boring
 (a) Bituminous concrete - 1.0"

Water encountered at dry feet during drilling operations (WD).
 Water recorded at dry feet on completion of drilling operations (AD)
 Water recorded at feet hours after completion of drilling operations (AD)

Client: Park District of Highland Park

File No. 19918 Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 610.1' Existing Surface

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	unconfined compressive strength, tons/sq.ft.			
					10	20	30	40
	X	Δ	γ	○				
1-		13.0						
2-								
3-		20.8						
4-								
5-		23.3						
6-								
7-								
8-								
9-								
10-								

○ unconfined compressive strength, tons/sq.ft.
● penetrometer reading, tons/sq ft
10 20 30 40
X standard penetration "N", blows/ft
Δ moisture content, %
10 20 30 40

Dark brown silt, some sand, gravel, large limestone & asphalt, damp - Fill

Brown clay, some silt, trace sand & gravel, damp, very tough

End of Boring

Water encountered at dry feet during drilling operations (W.D.)
Water recorded at dry feet on completion of drilling operations (A.D.)
Water recorded at feet hours after completion of drilling operations (A.D.)



Arlington Heights, Illinois (847) 870-0544

SOIL BORING LOG

Logged By: DA

Page: 1 of 1

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 598.5' Existing Surface

Crushed gravel, damp - 4.0"

Brown clay, some silt, trace sand & gravel, damp, very tough

depth, ft.	standard penetration	moisture content	dry unit weight lbs./cu.ft.	unconfined compressive strength	unconfined compressive strength, tons/sq ft			
					1.0	2.0	3.0	4.0
	X	Δ	γ	○				
1		19.0				Δ		
3		17.4				Δ		
5		15.8				Δ		
6								
7								
8								
9								
10								

Water encountered at dry feet during drilling operations (WD)
 Water recorded at dry feet on completion of drilling operations (AD)
 Water recorded at feet hours after completion of drilling operations (AD)

Client: Park District of Highland Park

File No. 19918

Date Drilled: 4/20/10

Reference: Rosewood Beach
Highland Park, IL

Comments:

Equipment: CME 45B CME 55 Hand Auger Other

CLASSIFICATION

Elevation 589.3' Existing Surface

depth, ft.	soil description	standard penetration	moisture content	dry unit weight	unconfined compressive strength
		X	Δ	⊗	○
0-1	Brown fine-medium sand, some coarse sand & gravel, damp - Fill		5.9		Δ
1-2	Brown-dark brown-black silt, some clay, trace sand & gravel, damp, loose - Fill	5	17.1		X Δ
2-4	Brown clay, some silt, trace sand & gravel, damp, hard				
4-5	End of Boring	11	16.4	116.4	4.4 X Δ ○
5-6					
6-7					
7-8					
8-9					
9-10					

○ unconfined compressive strength, tons/sq ft.
● penetrometer reading, tons/sq ft.
10 2.0 3.0 4.0
X standard penetration "N", blows/ft.
Δ moisture content, %
10 20 30 40

Water encountered at dry feet during drilling operations (W.D)
Water recorded at dry feet on completion of drilling operations (A.D).
Water recorded at feet hours after completion of drilling operations (A.D.)



General Notes

SAMPLE CLASSIFICATION

Soil sample classification is based on the Unified Soil Classification System, the Standard Practice for Description and Identification of Soils (Visual-Manual Procedure), ASTM D-2488, the Standard Test Method for Classification of Soils for Engineering Purposes, ASTM D-2487 (when applicable), and the modifiers noted below.

CONSISTENCY OF COHESIVE SOILS

Term	Qu -tons/sq. ft.	N (unreliable)
Very Soft	0.00 - 0.25	0 - 2
Soft	0.26 - 0.49	3 - 4
Stiff	0.50 - 0.99	5 - 8
Tough	1.00 - 1.99	9 - 15
Very Tough	2.00 - 3.99	16 - 30
Hard	4.00 - 7.99	30 +
Very Hard	8.00 +	

RELATIVE DENSITY OF GRANULAR SOILS

Term	N - blows/foot
Very Loose	0 - 4
Loose	5 - 9
Medium Dense	10 - 29
Dense	30 - 49
Very Dense	50 +

IDENTIFICATION AND TERMINOLOGY

Term	Size Range
Boulder	over 8 in.
Cobble	3 in. to 8 in.
Gravel	-coarse 1 in. to 3 in.
	-medium 3/8 in. to 1 in.
	-fine #4 sieve to 3/8 in.
Sand	-coarse #10 sieve to #4 sieve
	-medium #40 sieve to #10 sieve
	-fine #200 sieve to #40 sieve
Silt	0.002 mm to #200 sieve
Clay	smaller than 0.002 mm

Modifying Term Percent by Weight

Trace	1 - 10
Little	11 - 20
Some	21 - 35
And	36 - 50

Moisture Condition

Dry
Damp
Very Damp
Saturated

DRILLING, SAMPLING & SOIL PROPERTY SYMBOLS

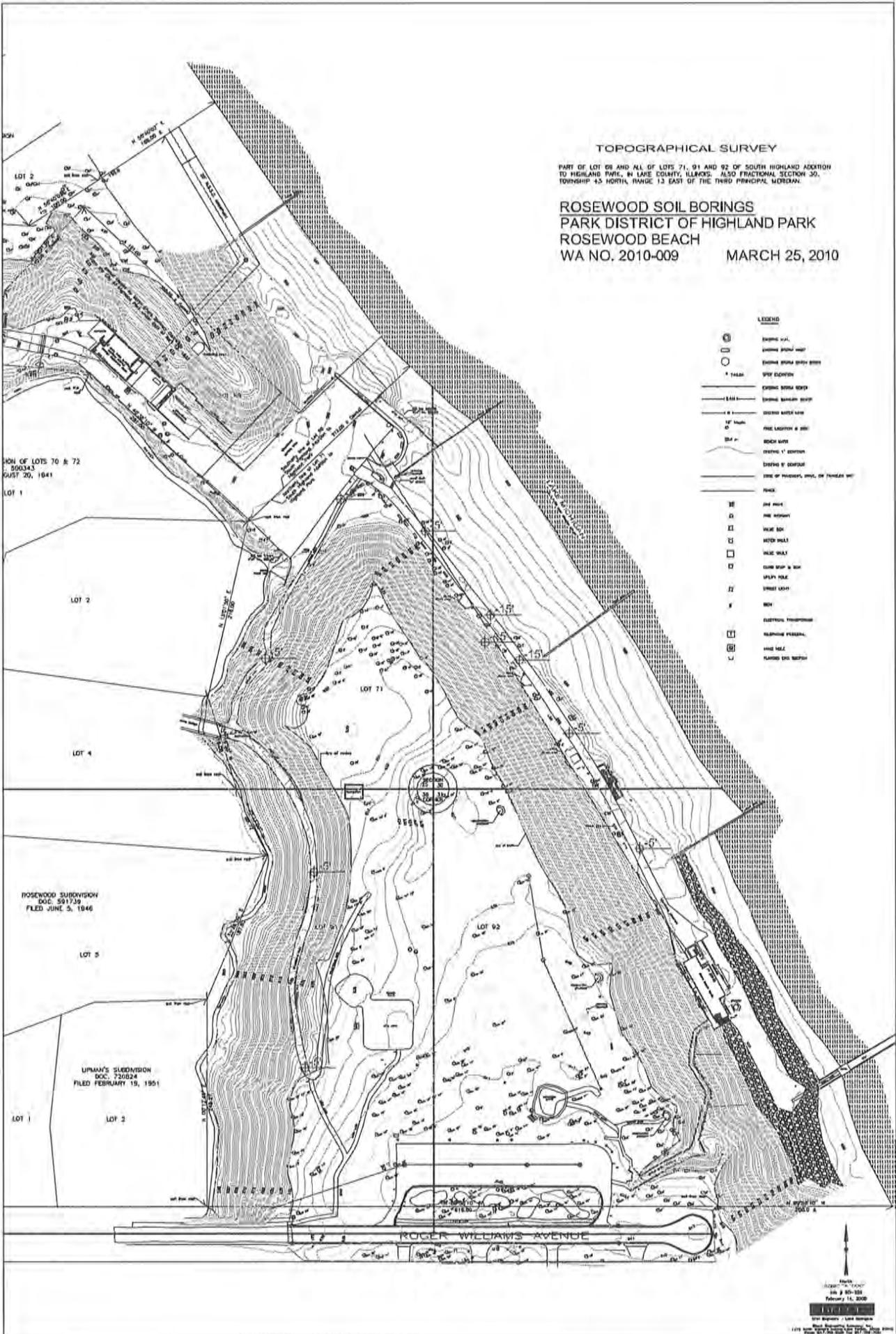
CF	- Continuous Flight Auger
HS	- Hollow Stem Auger
HA	- Hand Auger
RD	- Rotary Drilling
AX	- Rock Core, 1-3/16 in. diameter
BX	- Rock Core, 1-5/8 in. diameter
NX	- Rock Core, 2-1/8 in. diameter
S	- Sample Number
T	- Type of Sample
J	- Jar
AS	- Auger Sample
SS	- Split-spoon (2 in. O.D. with 1-3/8 in. I.D.)
ST	- Shelby Tube (2 in. O.D. with 1-7/8 in. I.D.)
R	- Recovery Length, in.
B	- Blows/ 6 in. interval, Standard Penetration Test (SPT)
N	- Blows/ foot to drive 2 in. O.D. split-spoon sampler with 140 lb. hammer falling 30 in., (STP)
Pen.	- Pocket Penetrometer reading, tons/ sq ft.
W	- Water Content, % of dry weight
Uw	- Dry Unit Weight of soil, lbs./ cu. ft.
Qu	- Unconfined Compressive Strength, tons/ sq. ft.
Str	- % Strain at Qu.
WL	- Water Level
WD	- While Drilling
AD	- After Drilling
DCI	- Dry Cave-in
WCI	- Wet Cave-in
LL	- Liquid Limit, %
PL	- Plastic limit, %
PI	- Plasticity Index (LL-PL)
LI	- Liquidity Index [(W-PL)/PI]

TOPOGRAPHICAL SURVEY

PART OF LOT 68 AND ALL OF LOTS 71, 91 AND 92 OF SOUTH HIGHLAND ADDITION TO HIGHLAND PARK, IN LAKE COUNTY, ILLINOIS. ALSO FRACTIONAL SECTION 30, TOWNSHIP 43 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN.

ROSEWOOD SOIL BORINGS
 PARK DISTRICT OF HIGHLAND PARK
 ROSEWOOD BEACH
 WA NO. 2010-009

MARCH 25, 2010



LEGEND

- Boring U/L
- Boring Borehole U/L
- Boring Borehole U/L
- 1' Contour
- 5' Contour
- 10' Contour
- 20' Contour
- 40' Contour
- 80' Contour
- 160' Contour
- 320' Contour
- 640' Contour
- 1280' Contour
- 2560' Contour
- 5120' Contour
- 10240' Contour
- 20480' Contour
- 40960' Contour
- 81920' Contour
- 163840' Contour
- 327680' Contour
- 655360' Contour
- 1310720' Contour
- 2621440' Contour
- 5242880' Contour
- 10485760' Contour
- 20971520' Contour
- 41943040' Contour
- 83886080' Contour
- 167772160' Contour
- 335544320' Contour
- 671088640' Contour
- 1342177280' Contour
- 2684354560' Contour
- 5368709120' Contour
- 10737418240' Contour
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Rosewood Beach Improvements

Structure Success

David Woodhouse Architects LLC
230 W Superior 6th Floor Chicago IL 60654
Telephone 312 943 3120 Fax 312 943 3432
www.davidwoodhouse.com

TO

Rick Stumpf
Park District of Highland Park
Director of Planning and Projects
636 Ridge Road
Highland Park, IL 60035

MEMORANDUM

DATE

10.10.2012

PROJECT

Rosewood Beach Improvements

SUBJECT

**Highland Park Natural Resources Commission Application
Rosewood Beach Improvement
Structure Success in Various Water Levels**

The Rosewood Beach Improvement structures, including the Interpretive Shelter, Lifeguard Station, Concessions and Restrooms, are being proposed with a floor elevation of 589.00 IGLD.

Historic water level elevations for Lake Michigan have been recorded as:

Historic Low Water Elevation (Monthly Average) = 576.05 (1965)
Ordinary High Water Mark – 581.50
Historic High Water Mark (Monthly Average) = 582.35 (1986)
100 Year Floodplain Elevation = 585.01

With the structures floor elevation proposed at an elevation of 589.00, the structures are well above the OHW elevation, the Historic High Water Mark Elevation, and the 100 Year Floodplain Elevation. Therefore, the structures will not be exposed to normal water level fluctuations of Lake Michigan.

Additionally, in 2010 JJR performed a wave run-up analysis in order to approximate the wave run-up elevations that could be experienced during various storm events. The wave run-up analysis ins a conservative estimate using waves approaching normal to the shoreline vs. Slightly to the northeast which would be expected.

Results of the analysis indicated that the previous structure, situated at 590, would not be subject to wave run-up during storm events at low water, average water, and OHW lake elevations. At times of Design High Water Elevation, the structure could experience wave run-up during some storm events, and the same will be expected of these structures at 589.00. Design precautions are in place to further prevent this occurrence.

End of Memo.

PREPARED BY

Andy Tinucci

Long-Term Maintenance Requirements

Proposed Means and Methods

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TO

Rick Stumpf
Park District of Highland Park
Director of Planning and Projects
636 Ridge Road
Highland Park, IL 60035

MEMORANDUM

DATE

10.10.2012

PROJECT

Rosewood Beach Improvements

SUBJECT

**Highland Park Natural Resources Commission Application
Rosewood Beach Improvement
Long Term Maintenance Requirements for Structures**

EXTERIOR

The Rosewood Beach Improvement structures, including the Interpretive Shelter, Lifeguard Station, Concessions and Restrooms, are being proposed to require minimal maintenance. Primary building materials include natural stone, natural wood, windows of glass and aluminium. These materials are naturally durable, and other than periodic cleaning and sealing, they will require minimal up keep.

The wood elements of the project will be made from naturally weathering Cedar and Ipe. Both wood species are known for their natural ability to resist decay in exterior environments due to their composition and density. The wood materials used on the beach structures are intended to be oiled on a biannual basis, but otherwise left to naturally weather.

The boardwalk will be made primarily from Ipe, an extremely dense sustainably forested hardwood, known for its natural resistance to decay, weathering, pests, etc. The Ipe decking used will require no routine maintenance beyond the replacement of boards damaged by unforeseen instances.

INTERIOR

The interiors of the beach structures will be of similarly durable materials. The floors are proposed to be polished and sealed concrete, and the where the interior walls and ceilings are continuations of exterior horizontal and vertical planes, at the west wall and ceiling of the Interpretive Structure, for instance, those finishes will the same wood as is found on the exterior. The aluminium and glass window systems will also be exposed to the interior and again, naturally durable. In the most demanding spaces, the public restrooms and concession areas, for example, polished and sealed ground face block will be the primary interior surface. This material, epoxy sealed for resistance to water penetration and vandalism, will provide a naturally durable and easy to maintain interior. Other interior finishes will include stainless steel hardware and stainless steel or porcelain fixtures.

End of Memo.

PREPARED BY

Andy Tinucci

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TO

Rick Stumpf
Park District of Highland Park
Director of Planning and Projects
636 Ridge Road
Highland Park, IL 60035

MEMORANDUM

DATE

10.10.2012

PROJECT

Rosewood Beach Improvements

SUBJECT

**Highland Park Natural Resources Commission Application
Rosewood Beach Improvement
Sitework Methodology/Means and Methods**

The Rosewood Beach Improvement structures, including the Interpretive Shelter, Lifeguard Station, Concessions and Restrooms, are being proposed and will be constructed in locations outside of the protected Steep Slope zone, and as such, no special construction means and methods will be required to retain the bluff during construction.

Construction and erosion control fencing will be installed along the bottom of the slope to protect the existing bluff from construction activities that will occur nearby. Tree protection fencing will also be installed as necessary.

All foundation excavation along the steep slope zone at the west side of the buildings will be limited in size to minimize any impact to the bluff and habitat beyond. All necessary protection measures, such as the installation of steel or wood sheeting, will be employed so that the excavation and construction work does not encroach onto the steep slope area. Once foundations are complete, the excavated area will be backfilled and new plantings to match the bluff – native grasses, wildflowers, trees, shrubs – and extend from the base of the steep slope to the west edge of the building.

All materials and equipment will be delivered via the Rosewood Beach access road and will not impact the steep slope or natural habitat within.

End of Memo.

PREPARED BY

Andy Tinucci

Rosewood Beach Improvements

Ecological Impacts and Erosion Discussion Items



Rosewood Beach Improvement Project Application Information Addressing Lake Michigan Protection Regulations Section (4)(a)(xiii)

(A) Any and all erosion problems on the Subject Property for which the Structure and/or Regulated Activity is designed to correct or remedy;

The project consists of 4 small buildings, a boardwalk, and retaining walls where appropriate. Although not specifically intended to remedy any conceivable erosion problems the structures walls will help to protect the toe of the bluff once completed. All development will occur along or nearer the bluff and above the normal high water mark. Improvements will be visible from limited points on the beaches of adjacent properties. This project will have no physical impact on adjacent properties.

(B) The environmental and ecological impact on the Property and the Adjacent Properties that are expected to result from the Structure and/or Regulated Activity;

Environmental impacts will be negligible. An earlier design of the project was reviewed by the Illinois Department of Natural Resources through the Environmental Assessment Statement – Cultural Resources, Endangered Species & Wetlands Review (E.A.S.-CERP) Report. It was approved July 22, 2010. A revised E.A.S.-CERP form was submitted to the IDNR July 31, 2012 reflecting changes to the project.

The Park District also commissioned an independent environmental review by Conservation Land Stewardship (Appendix A) which confirms very limited and manageable project impact.

The project footprint avoids the steep slope zone where shoring of the bluff and erosion control measures may otherwise be required.

(C) How the proposed Structure and/or Regulated Activity is the least environmentally and ecologically intrusive means of achieving the stated purpose;

The purpose of the improvements is to facilitate public access and use for recreation and education. Each of the buildings will meet a specific need. The buildings are a bathhouse with toilets, showers and changing area for swimmers, a concession serving simple food to beachgoers, a lifeguard station for beach control and first aid, and an interpretive shelter to facilitate study, house educational material and equipment and provide refuge in inclement or dangerous weather. A boardwalk will replace the current paved path at the base of the bluff. This configuration was chosen as the least intrusive from a number of concepts explored by David Woodhouse Architects. It replaces an earlier concept that consolidated the functions into a single, larger building.

(D) The nature and composition of existing protections, including existing Structures, of the shoreline in that portion of the Lake Michigan Protection Zone abutting either the Subject Property or the Adjacent Properties, and the impact and effectiveness of those protections on the shoreline, the lakebed, and on erosion of the Subject Property and Adjacent Properties;

Existing protections consist of four steel groynes projecting into Lake Michigan. The function of these structures is to withstand and dissipate the incoming wave energy rather than allow shoreline or inland damage. They will be unaffected by the current project which will be located above the mean high water mark of the lake.

Rosewood Beach Improvements

Traffic & Parking Study

MEMORANDUM TO: Richard Stumpf
Director of Planning and Projects
Park District of Highland Park

FROM: Eric D. Russell, P.E., PTOE, PTP, LEED AP ND

DATE: August 22, 2012

SUBJECT: Traffic and Parking Study
Rosewood Park Enhancements
Highland Park, Illinois

This memorandum presents the methodologies, findings, and recommendations of a Traffic and Parking Study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the planned enhancements to Rosewood Park in Highland Park, Illinois. The Park District of Highland Park (PDHP), which operates the park, proposes to develop an enclosed beach shelter with programming/meeting space and restroom areas, an outdoor concession stand, a guard house/first aid station, an indoor restroom facility with family changing rooms, and a boardwalk connecting the south beach to the north beach. The plan also includes picnic areas, a sand volleyball court, outdoor showers, a beach playground, and improvements to the bluff stairs to upper Rosewood Park. The number of parking spaces at the park will be reduced from 107 spaces to 98 spaces and the existing bath house will be removed.

Figure 1 shows the site location and Figure 2 shows an aerial view of the site area.

The purpose of this study was to (1) examine the existing street system serving the park, (2) quantify the traffic generation from the proposed park enhancements, (3) identify potential street improvements necessary to mitigate any traffic impacts from the project, (4) evaluate parking supply and demand, (5) determine the most appropriate traffic routing to and from the park, (6) describe transportation demand management (TDM) measures that the PDHP can implement to manage traffic and parking demand, and (7) evaluate pedestrian and bicycle access to the park.

Existing Conditions

Transportation conditions in the vicinity of Rosewood Park were inventoried to obtain a database for projecting future conditions. Three general components of existing conditions were considered: (1) the geographical location of the park; (2) the characteristics of the area street system, including lane usage, traffic control devices and parking restrictions; and (3) existing traffic volumes.

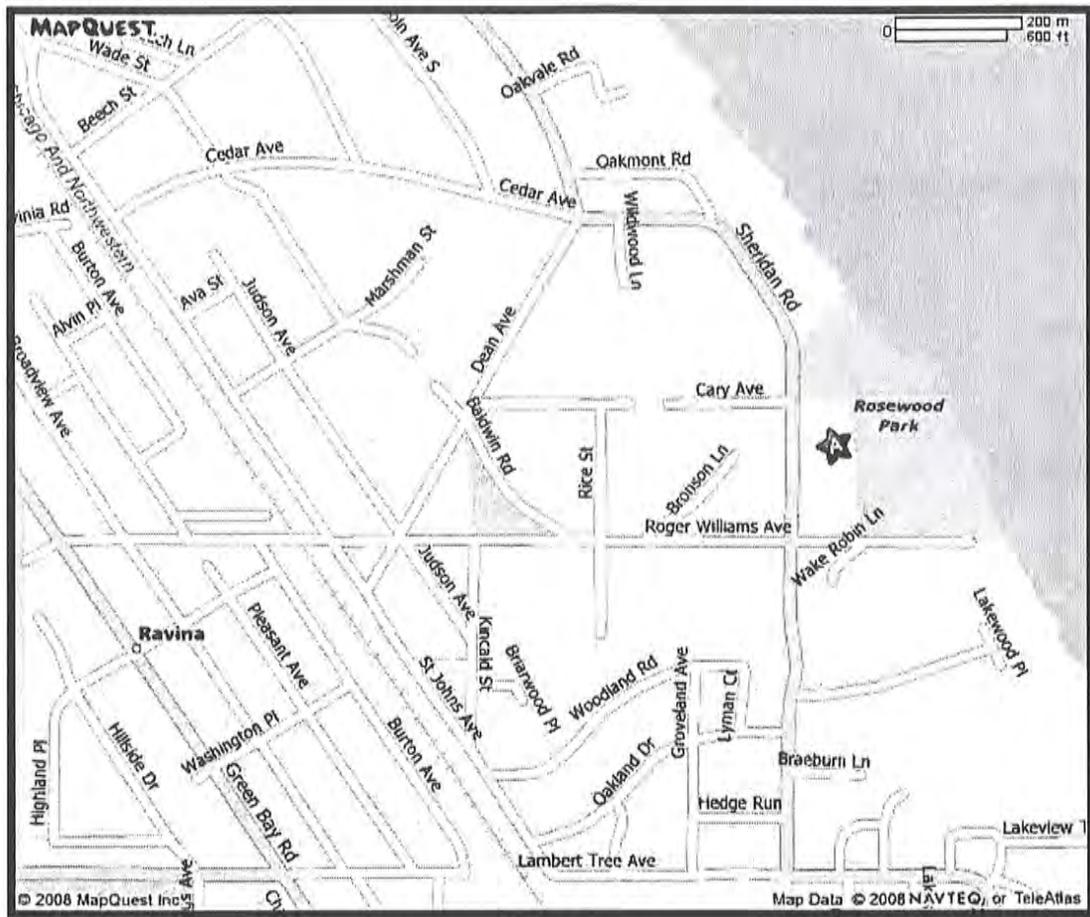


Figure 1
Site Location

Existing Street System Characteristics

Roger Williams Avenue is a two-lane arterial street that extends from Green Bay Road to Lake Michigan and is under the jurisdiction of the City of Highland Park. The posted speed limit on Roger Williams Avenue is 25 miles per hour (mph) in the vicinity of Rosewood Park and parking is prohibited on both sides of the street from May-September. There is a sidewalk along the north side of the street from Kincaid Street east to Rosewood Park.

Sheridan Road is a two-lane arterial state highway that is maintained by the City of Highland Park. Its intersection with Roger Williams Avenue is under stop sign control on Roger Williams Avenue and there are crosswalks on the north leg of Sheridan and east leg of Roger Williams. The posted speed limit on Sheridan Road is 30 mph and parking is prohibited on the street. There are no sidewalks along Sheridan Road in the vicinity of Rosewood Park.

The existing street system characteristics are shown in Figure 3.

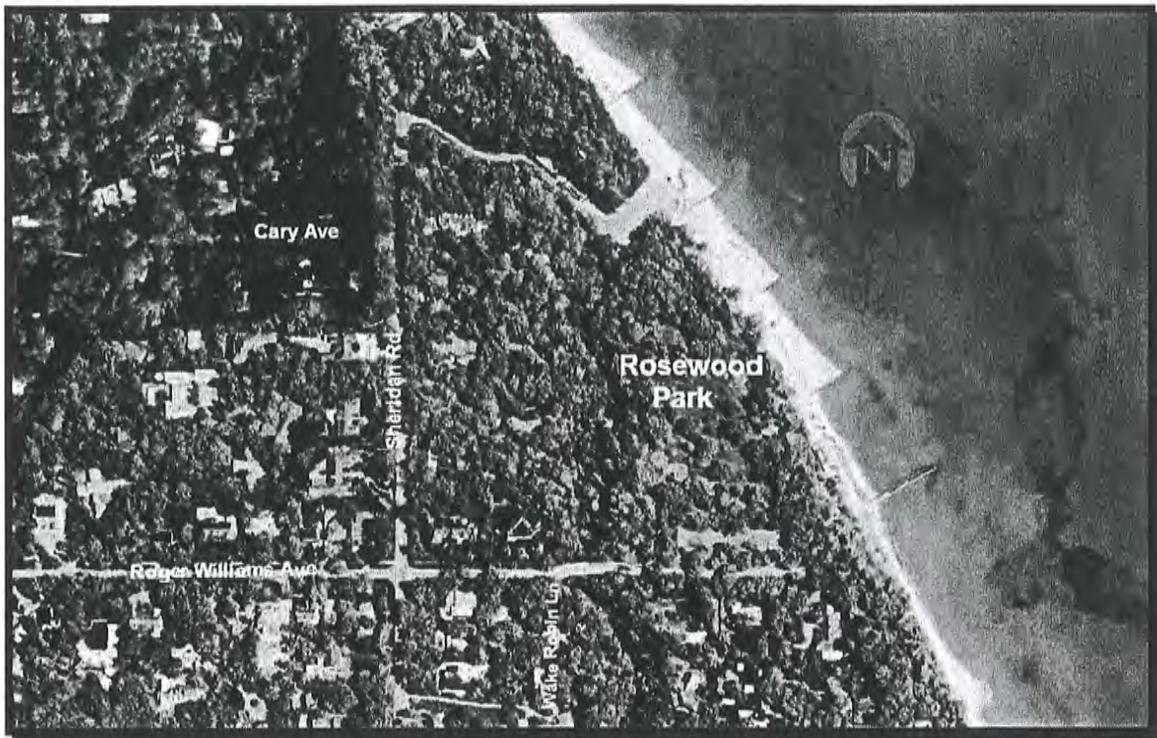


Figure 2
Aerial Photo of Site Area

Existing Traffic Volumes

Traffic counts were conducted at the following intersections on Saturday, July 21, 2012 during the midday hours (Noon.-4:00 P.M):

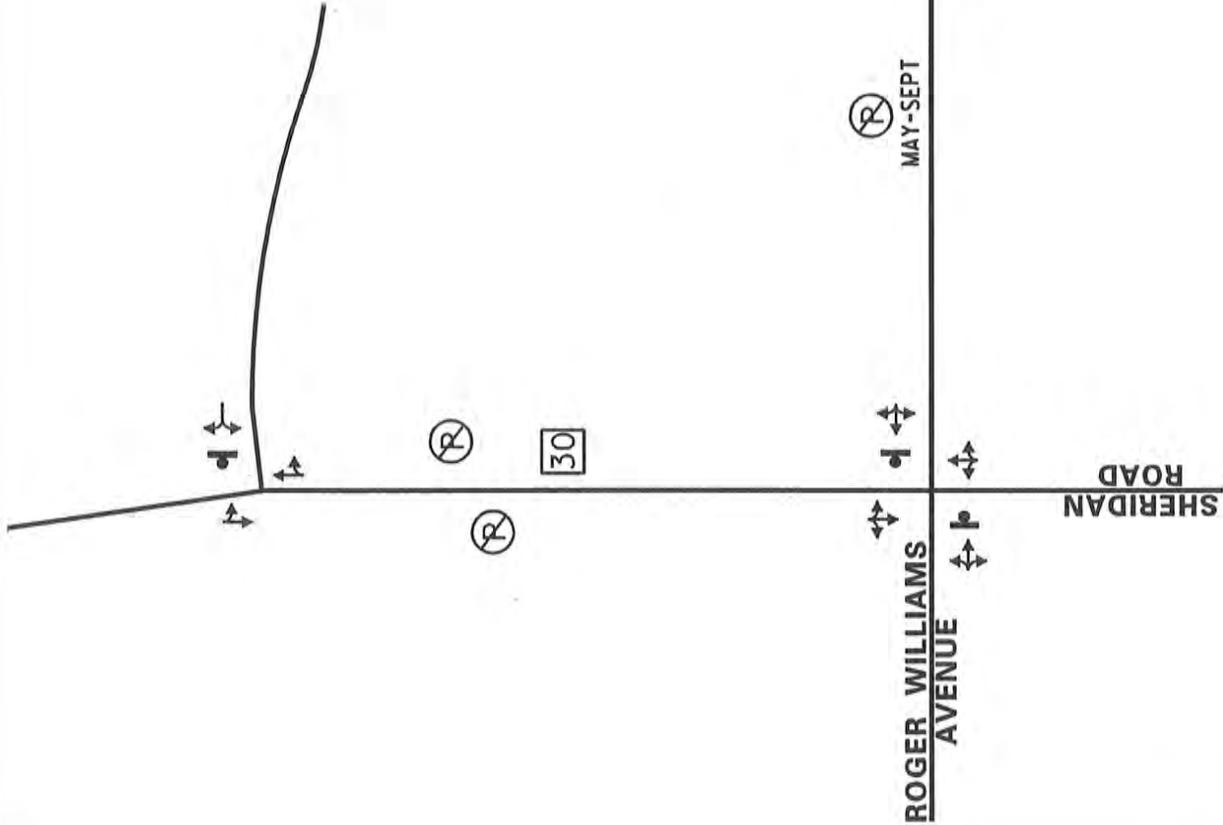
- Sheridan Road / Roger Williams Avenue
- Sheridan Road / Rosewood Park Drive to lower parking lot
- Roger Williams Avenue / Rosewood Park Drive to upper parking lot

The day and time period of the traffic count was selected as representative of the peak period of park usage, which typically occurs during the Saturday midday hours in the summer. Weather conditions on this day were sunny and very warm, ideal conditions for recreational activities in the park and on the beach. There were no scheduled Park District programs at the park on the day of the traffic count. The traffic count data indicates that the single peak hour of traffic activity occurred from 1:15-2:15 P.M. The existing Saturday midday peak hour traffic volumes are shown in Figure 4. Approximately one-half of the vehicles entering the park dropped-off or picked-up beach users and did not park. Summaries of the traffic count data are contained in the Appendix.



NOT TO SCALE

ROSEWOOD PARK



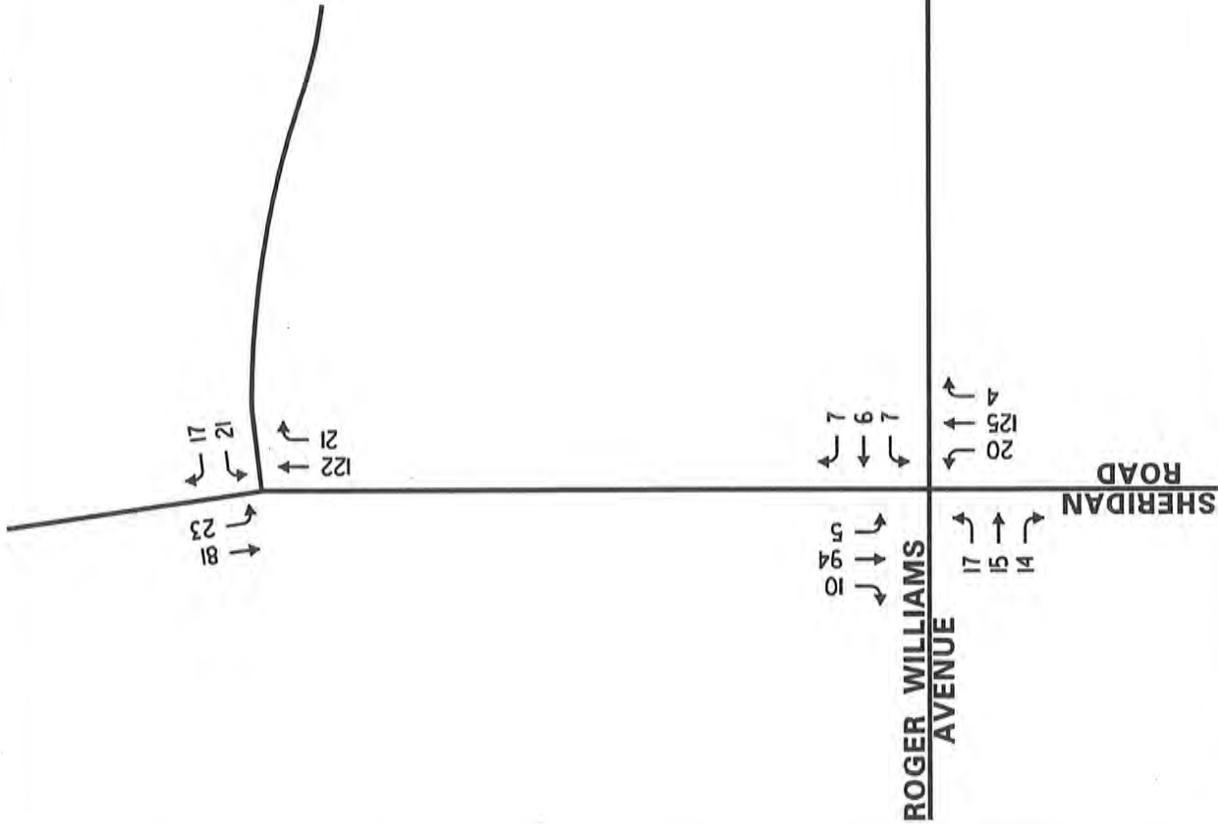
LEGEND

- STOP SIGN
- ONE TRAVEL LANE
- SPEED LIMIT
- NO PARKING

PROJECT NO: 12-109	EXISTING ROADWAY SYSTEM	PROJECT: ROSEWOOD PARK ENHANCEMENTS HIGHLAND PARK, ILLINOIS
FIGURE NO: 3		



ROSEWOOD PARK



PROJECT:	TITLE:	PROJECT NO:	12-109
ROSEWOOD PARK ENHANCEMENTS HIGHLAND PARK, ILLINOIS		EXISTING TRAFFIC VOLUMES	
		FIGURE NO:	4

Rosewood Park Enhancement Plan and Traffic Generation

Park Accessibility, Parking and Circulation

Ingress and egress to and from the lower park area where the beach is located will continue to occur from Sheridan Road. Ingress and egress to the upper park area will continue to occur on Roger Williams Avenue. Parking will remain in the same surface lot locations as exists today but two spaces will be removed from the eastern end of the lower lot to accommodate the boardwalk and entry to the beach shelter. Rosewood Park currently offers 107 parking spaces for automobiles, although four of the spaces in the lower lot are presently blocked by a restroom trailer that will ultimately be removed. The proposed enhancements to the park, in combination with the U.S. Army Corps of Engineers' Great Lakes Ecosystem and Fishery Restoration Project, will decrease the parking supply to 98 spaces, as shown in Table 1 below, for a net reduction of nine spaces.

Table 1
ROSEWOOD PARK PARKING SUPPLY

Parking Location/Type	Existing	Proposed
Upper Lot – Auto spaces off Roger Williams Ave.	44	44
Lower Lot – Auto spaces off Sheridan Rd.	<u>63</u>	<u>54</u>
TOTAL	107	98

Parking occupancy surveys were conducted at Rosewood Park from 10:00 A.M.-8:00 P.M. on the day that the traffic counts were performed (Saturday, July 21, 2012). The survey data, which is included in the Appendix of this report, indicates that the peak parking demand was 36 spaces (32 in lower lot and 4 in upper lot), which represents 33.6 percent utilization of the available parking capacity. The peak parking demand occurred at 2:00 P.M.

Vehicular circulation in the lower parking lot will remain relatively the same. Vehicles will travel in a one-way counter-clockwise loop around the parking lot and past the beach shelter. Circulation through the upper parking lot also will not change and will continue to operate in a one-way counter-clockwise direction with ingress to the lot from the east driveway and egress from the lot from the west driveway. Angled parking will be maintained in both lots.

Rosewood Park Facilities, Programming and Employment

The enhancement plan for Rosewood Park includes the following facilities:

- Beach shelter next to north beach providing 1,950 square feet of indoor space for Park District programs (such as Beach Combers, Sand Trackers, Natural Areas, Heller Nature Center, fitness classes, etc.), community meetings (50-person capacity), rentals and other programs. Shelter will also provide interpretive exhibits, restrooms and storage space.

- Outdoor beach concession stand (400 square feet)
- Guard house/first aid station (150 square feet)
- Bathhouse next to south beach area providing restrooms and changing rooms
- Outdoor showers
- Beach playground
- Sand volleyball court
- Beach boardwalk connecting north beach to south beach
- Picnic areas
- Improved ravine walk and bluff stairs

Peak staffing at the park will occur on weekends in the summer when up to nine people will be on-site, including a manager, four lifeguards, a maintenance crew member, and three concession stand workers. Presently there are four employees that work at the park during the summer, including a manager and three lifeguards. The park will be open to the public seven days a week, 365 days a year, from sunrise to 9:00 P.M. The hours of operation for the specific facilities or activities at the park are shown in Table 2. Access gates to the upper and lower parking lots will be closed nightly by the Highland Park Police Department. Visitation to Rosewood Park is expected to be highest on Saturday afternoons during the summer months.

Table 2
ROSEWOOD PARK PROPOSED HOURS OF OPERATION

Facility / Activity	Hours of Operation		
	Pre-Season (Memorial Day-2 nd Mon Jun)	In-Season (2 nd Mon Jun-3 rd Mon Aug)	Post-Season (3 rd Mon Aug-Labor Day)
Beach Shelter/ Restrooms ¹	7:00 AM-9:00 PM, M-Sun	7:00 AM-9:00 PM, M-Sun	7:00 AM-9:00 PM, M-Sun
Concession Stand	Closed 11:00 AM-7:00 PM, S/S/H	Noon-6:00 PM, M-F 11:00 AM-7:00 PM, S/S/H	Closed 11:00 AM-7:00 PM, S/S/H
South Bathhouse/ Restrooms ¹	7:00 AM-9:00 PM, M-Sun	7:00 AM-9:00 PM, M-Sun	7:00 AM-9:00 PM, M-Sun
Guarded Swimming	Not Guarded, M-F 10:00 AM-7:00 PM, S/S/H	10:00 AM-7:00 PM, M-F 10:00 AM-7:00 PM, S/S/H	Not Guarded, M-F 10:00 AM-7:00 PM, S/S/H

¹ Restrooms will be open 8:00 AM-4:00 PM from Labor Day-October 31. Closed November 1-Memorial Day.
M-F Monday through Friday S/S/H Saturdays, Sundays and Holidays

Directional Distribution of Park Traffic

The direction from which traffic approaches and departs Rosewood Park is a function of several variables, including the distribution of households in the City, the location of the access driveways serving the park, and the accessible needs of the park users. Based on these variables, as well as current traffic patterns in the area, the estimated directional distribution of beach-generated traffic is shown in Table 3.

Table 3
DIRECTIONAL DISTRIBUTION OF PARK-GENERATED TRAFFIC

Approach/Departure Route	Percent of Traffic
North on Sheridan Road	40%
South on Sheridan Road	30%
West on Roger Williams Avenue	<u>30%</u>
Total	100%

Park Traffic Generation

Traffic generation estimates for the enhancements to Rosewood Park were developed for the Saturday midday peak hour during the summer peak season, which is the highest regular daily hour of traffic activity at the park. The park-generated volumes were estimated from anticipated facility programming and employment schedules provided by the Park District, and from existing traffic patterns at the park. Table 4 shows the additional volume of traffic projected to be generated by Rosewood Park during the Saturday midday peak hour upon completion of the park enhancement program. It reflects a conservative estimate that assumes the number of beach users will double during the season.

During the peak summer months there will be no scheduled Park District programs at Rosewood Park on the weekends. Any meetings or rentals of the beach shelter will occur during off-peak hours (i.e., mornings, evenings) or in the off-season. Traffic generated by the additional five employees at the beach will also occur during off-peak hours in the morning before the beach shelter and concession stand opens and in the evening after they close. Any seasonal Park District staff training sessions at the beach will be scheduled so as not to contribute traffic during the Saturday peak hour.

There will be other activities at Rosewood Park that generate additional traffic on a less regular basis, such as picnic area rentals and recreation/sports events (triathlon, beach volleyball, non-motorized regatta, etc.). Information provided by PDHP staff indicates that most picnic area rentals occur on weekday evenings after 5:30 P.M. Traffic generated by any larger periodic events that do occur during the peak hours will be guided to park in off-site locations and make use of the planned courtesy shuttle, as described further on page 16.

Table 4
 ADDITIONAL TRAFFIC GENERATED BY ROSEWOOD PARK

Land Use	Saturday Peak Hour		
	Enter	Exit	Total
Park / Beach	60	50	110

Site Traffic Assignment

The additional Saturday midday peak-hour traffic projected to be generated by the enhancements to Rosewood Park was assigned to the street system based on the directional distribution shown in Table 3 and is shown in Figure 5.

Total Projected Traffic Volumes

The additional park-generated Saturday midday peak-hour traffic volumes (Figure 5) were combined with the existing Saturday midday peak hour traffic volumes to obtain the total projected peak-hour traffic volumes upon completion of the Rosewood Park enhancements. The total projected Saturday midday peak hour traffic volumes are shown in Figure 6.

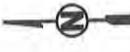
Traffic Analysis

Intersection capacity analyses were performed for the intersections of the Sheridan Road/Roger Williams Avenue, Sheridan Road/Rosewood Park drive, and Roger Williams Avenue/Rosewood Park drive to determine the operation of the existing street system during the Saturday midday peak hour, evaluate the incremental traffic impact of the park enhancement program during this time, and determine the ability of existing street system to accommodate future traffic demands. Analyses were performed for the following Saturday midday peak hour traffic conditions:

1. Existing traffic volumes
2. Total projected traffic volumes (includes enhancements to Rosewood Park)

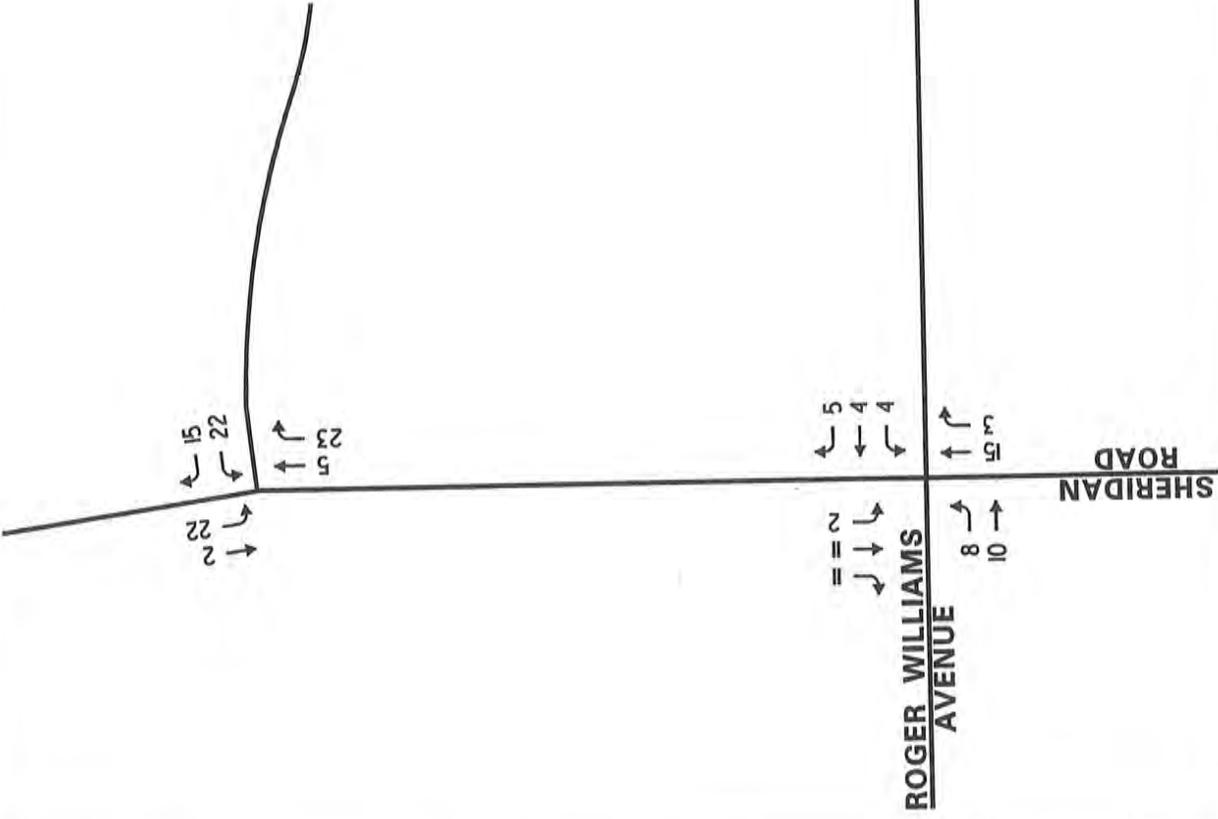
The capacity analyses were performed using HCS+ computer software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2000* for two-way stop-controlled (TWSC) intersections. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane geometrics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to a traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic



NOT TO SCALE

ROSEWOOD PARK



LEGEND

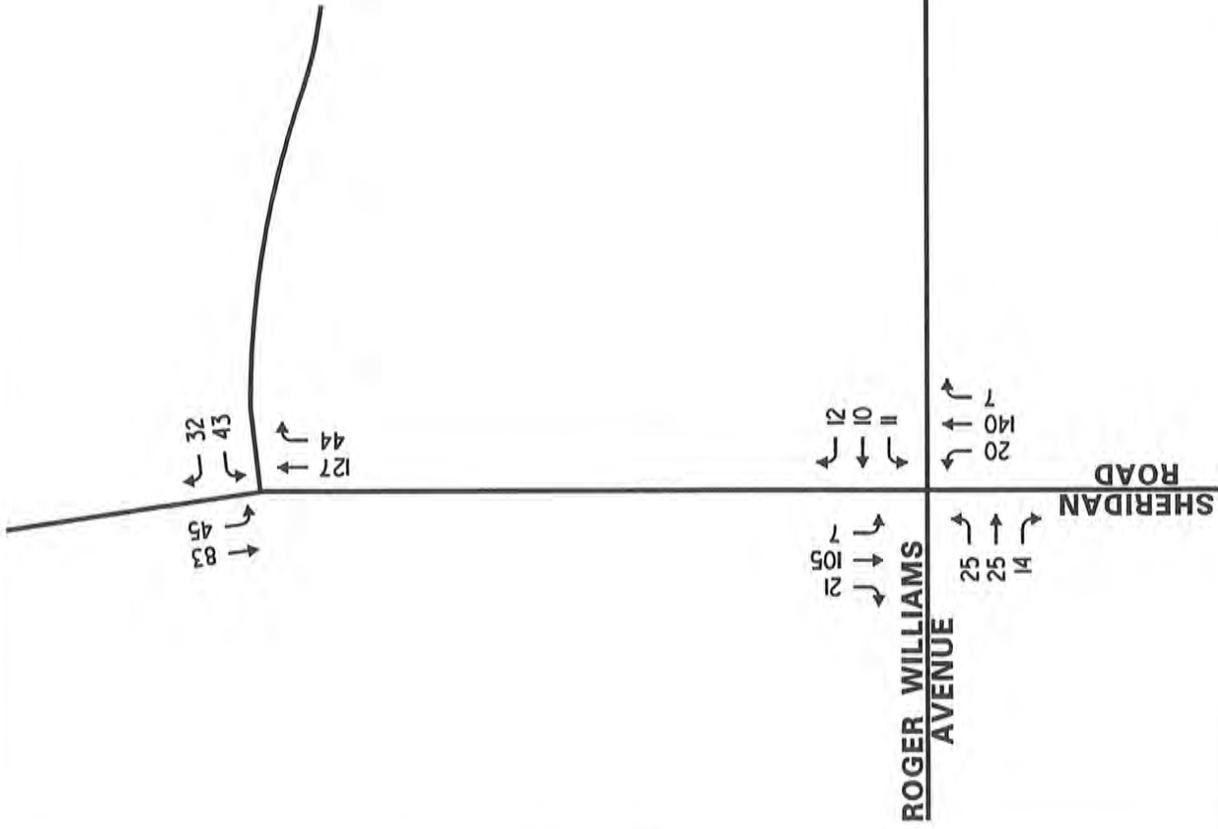
00 - SATURDAY MIDDAY
PEAK HOUR
(1:15 - 2:15 PM)

PROJECT:	ROSEWOOD PARK ENHANCEMENTS HIGHLAND PARK, ILLINOIS	TITLE:	ADDITIONAL PARK GENERATED TRAFFIC VOLUMES	PROJECT NO:	12-109
				FIGURE NO:	5



NOT TO SCALE

ROSEWOOD PARK



LEGEND
 00 - SATURDAY MIDDAY
 PEAK HOUR
 (1:15-2:15 PM)

PROJECT:
 ROSEWOOD PARK
 ENHANCEMENTS
 HIGHLAND PARK, ILLINOIS

TITLE:
 TOTAL PROJECTED TRAFFIC VOLUMES

PROJECT NO.: 12-109
FIGURE NO.: 6



flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays). Typically, Level of Service D is the lowest acceptable grade for peak-hour conditions in a suburban environment such as Highland Park.

For TWSC intersections, levels of service are calculated for the approaches controlled by a stop sign. Level of Service F at TWSC intersections occurs when there are not enough suitable gaps in the flow of traffic on the major (uncontrolled) street to allow minor-street traffic to safely enter the major street flow or cross the major street.

The *Highway Capacity Manual* levels of service and the corresponding control delay for unsignalized intersections are shown in Table 5. Summaries of the capacity analysis results are presented in Table 6 for existing and total projected traffic conditions, respectively. All output worksheets from the capacity analyses are contained in the Appendix to this report.

Table 5
LEVEL OF SERVICE CRITERIA – UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (seconds per vehicle)
A	0 – 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Source: *Highway Capacity Manual*, 2000.

Table 6
CAPACITY ANALYSIS – SATURDAY MIDDAY PEAK HOUR TRAFFIC

Intersection	Exiting Traffic Conditions		Projected Traffic Conditions	
	LOS	Delay	LOS	Delay
Sheridan Rd / Roger Williams Ave	B ¹	10.5 ¹	B ¹	11.3 ¹
	B ²	10.3 ²	B ²	10.8 ²
Sheridan Rd / Rosewood Park Access Dr ³	A	9.9	B	10.6
Roger Williams Ave / Rosewood Park Access Dr ³	A	8.4	A	8.4

Note: LOS=Level of Service; Delay is measured in seconds.

¹ Represents operation of eastbound Roger Williams Avenue approach under stop control.

² Represents operation of westbound Roger Williams Avenue approach under stop control.

³ Represents operation of Rosewood Park access drive under stop control.

Traffic Evaluation

The capacity analysis results in Table 6 indicate that all of the study intersections and park access driveways presently operate at very good levels of service during the Saturday midday peak hour under the current stop sign controls and will continue to operate at very good levels of service with the proposed park enhancements. As such, there are no changes in traffic control necessary at these intersections and there is no need to widen the street to increase capacity to accommodate the additional traffic generated by the park enhancements.

Parking Analysis

PDHP staff developed parking demand estimates for the Rosewood Park enhancements based on park programming, events, and facility offerings during the peak and off-peak seasons. The estimates include the parking needs of employees and beach/park users, by time of day and day of week, with consideration given to the fact that many of the beach/park users are dropped-off and picked-up and do not require parking. These parking demand estimates were compared with the proposed parking supply to determine if parking surpluses or shortages will result. The parking analysis for Rosewood Park for peak and off-peak season is shown in Tables 7 and 8, respectively.

During the peak season at Rosewood Park, it is anticipated that the future on-site parking supply (98 spaces) will be adequate to accommodate the peak weekday and weekend parking demand of 75 and 90 spaces, respectively, as shown in Table 7. During the off-peak season, the anticipated peak parking demand is 30, which can also be adequately accommodated on-site by the future 98-space parking supply, as shown in Table 8.

Table 7
Parking Supply/Demand Analysis **Peak Season (Memorial Day–Labor Day)**

Day/Time	7-8 AM	8-9 AM	9 AM-Noon	Noon-1 PM	1-4 PM	4-6 PM	6-9 PM
Mon.-Fri.	10	25	40	45	75	60	40
Sat.-Sun.	5	15	60	70	90	60	40

Parking Capacity = 98 auto spaces

Table 8
Parking Supply/Demand Analysis **Off-Peak Season (Labor Day–Memorial Day)**

Day/Time	7-9 AM	9 AM-Noon	Noon-3 PM	3-6 PM	6-9 PM
Mon.-Thu.	25	25	30	25	20
Fri.-Sun.	15	20	15	15	15

Parking Capacity = 98 auto spaces

To maximize parking available for the public during peak season, staff parking will be kept to a minimum. Beach staff presently park in the upper lot and seven parking spaces will be dedicated for staff at the far west end of this lot upon completion of the beach enhancement program.

Existing parking regulations are currently posted on Roger Williams Avenue to discourage parking near Rosewood Park from May through September. Nearby residential streets such as Cary Avenue have permanent No Parking regulations posted. Observations made during the parking surveys indicated that these parking regulations were effective and vehicles were not parked on these streets.

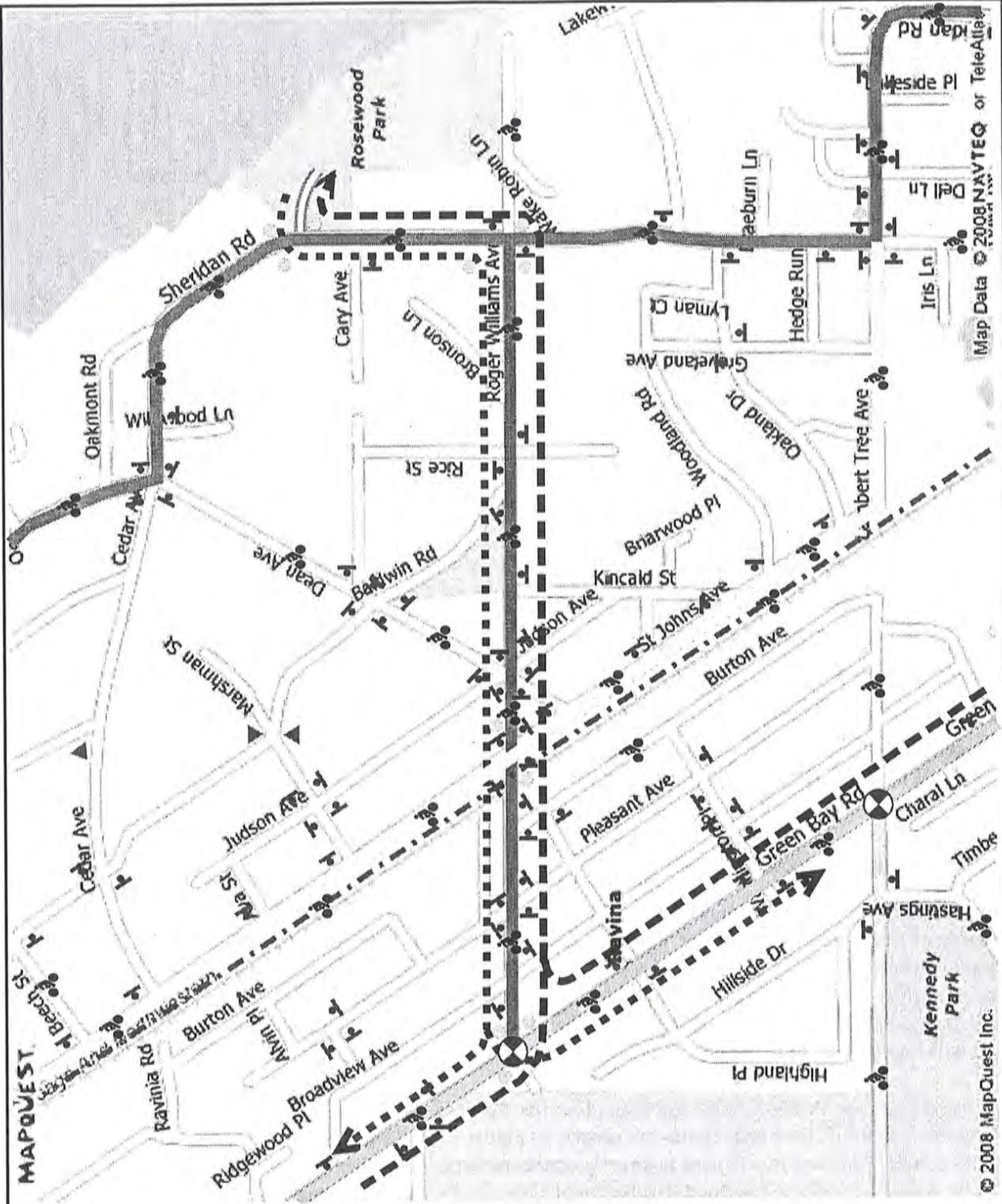
Wayfinding

Because Rosewood Park is located along the lakeshore and is surrounded by residential neighborhoods, it would be desirable to establish a wayfinding system that guides traffic to the park on streets that can best accommodate the traffic with the least adverse impact to the residents. The wayfinding system would consist of a series of small signs that identify Rosewood Park by name with a directional arrow that guides traffic along the established park ingress and egress routes. The signs would be designed and fabricated by a sign specialty firm and then attached to existing or newly installed sign posts at selected locations that lead to and from the nearest regional arterial street, which is Green Bay Road.

The recommended travel route to and from Green Bay Road and Rosewood Park, as well as a sample wayfinding sign concept, is shown in Figure 7. This travel route was based on the consideration of several factors, including:

- Functional classification of streets
- Street width
- Location of railroad crossings (grade-separated and at-grade)
- Street speed limit
- On-street parking regulations
- Intersection radii and angle of turning movements
- Setback of homes
- Directional orientation of streets (i.e., one-way streets)
- Traffic controls

The City of Highland Park's adopted Central District Plan notes that "streets are categorized on the basis of their major traffic carrying function. Typically streets fall into one of four categories: Regional Arterials, Arterials, Collectors and Local Streets. Regional arterial streets are defined as the major traffic carrying streets which carry through traffic over relatively long distances. Arterial streets interconnect and augment the regional system and provide service to trips of moderate length at a somewhat lower level of travel mobility. Collector streets are streets that penetrate neighborhoods and collect traffic from local streets in the neighborhoods and channel it to the arterial street system. Local streets primarily provide direct access to abutting land uses and carry travelers to the higher classification streets." The functional classification of streets in the vicinity of Rosewood Park is shown in Figure 7. The recommended travel route to and from Rosewood Park uses arterial streets only, including Green Bay Road, Roger Williams Avenue, and Sheridan Road.



- LEGEND**
- - - REGIONAL ARTERIAL STREET
 - - - ARTERIAL STREET
 - - - COLLECTOR STREETS
 - - - LOCAL STREET
 - ⊙ - TRAFFIC SIGNAL
 - ⊕ - STOP SIGN
 - ▼ - YIELD SIGN
 - - - GREEN BAY BICYCLE TRAIL
 - - DESIGNATED ON-STREET BIKE ROUTE
 - - WAYFINDING SIGN LOCATION
 - - RECOMMENDED INBOUND TRAVEL ROUTE
 - ← - RECOMMENDED OUTBOUND TRAVEL ROUTE



PROJECT NO: 12-109
 KLOAN
 FIGURE NO: 7

TITLE:
 FUNCTIONAL CLASSIFICATION OF STREETS
 AND RECOMMENDED TRAVEL ROUTE
 TO ROSEWOOD PARK

PROJECT:
 ROSEWOOD PARK
 ENHANCEMENTS
 HIGHLAND PARK, ILLINOIS

Travel Demand Management

The PDHP has developed a draft operational plan to manage traffic and parking conditions at Rosewood Park and accommodate group events. The plan addresses the on-site parking supply, suggested parking fees and permits, parking revenue collection procedures, parking enforcement, staff parking, event traffic control, truck loading/unloading, remote parking, and off-site parking shuttle operations. The intent of the operational plan is to accommodate the access needs of all park users and encouraging alternative modes of transportation while mitigating traffic and parking impacts in the adjoining neighborhood.

To accommodate potential parking shortages at Rosewood Park at peak times during the peak season, the PDHP is exploring the establishment of a courtesy shuttle to transfer park users to and from a remote parking lot(s), as needed based on temperature, lake conditions, and beach shelter/picnic area rentals. The PDHP will work with School District 112 to use the Ravinia School parking lot as one of these remote locations. The Ravinia School lot is located off of Baldwin Road and has a capacity for 26 cars. The shuttle would be operated on weekends only, from 9:00 AM to 7:00 PM, between Memorial Day weekend and Labor Day weekend. In addition, the PDHP will provide a people-mover between the upper parking lot and the lower lot.

To intercept motorists destined to Rosewood Park and guide them to the remote parking lot when the on-site parking lots are full and/or when the shuttle bus is operating, portable signs should be used. These signs should be located at key approach points, including the following locations:

1. Roger Williams Avenue at Sheridan Road
2. Roger Williams Avenue at Kincaid Street
3. Sheridan Road at Rosewood Park drive

Pedestrian and Bicycle Access

Pedestrian access to the upper park area of Rosewood Park is available from sidewalks along the north side of Roger Williams Avenue. However, the brick-paved path between Sheridan Road and the park has become overgrown with vegetation (see Figure 8) making it slippery and potentially dangerous when wet. There are no sidewalks along Sheridan Road for access to the lower park area. The Rosewood Park enhancement plan includes improvements to the ravine walk and bluff stairs, which will improve the pedestrian connections between the upper park area and lower park area.

The City of Highland Park's Greenways Plan identifies the designated on-street bicycle routes and off-street bicycle trails. The bike routes are shown on Figure 7 for the area surrounding Rosewood Park. As can be seen, Rosewood Park is directly connected to the bicycle route system from Roger Williams Avenue and Sheridan Road. Grid-style bicycle racks are currently located at the entrance drive to the upper lot on Roger Williams Avenue (see Figure 9) and at the west end of the lower lot. These older model bicycle racks do not support the bicycle frame, just the wheel, which can lead to bent wheels that damage the bicycle.



Figure 8
Existing Pedestrian Path
North Side of Roger Williams Avenue, East of Sheridan Road



Figure 9
Existing Bicycle Rack
Upper Parking Lot

Conclusions and Recommendations

Based on the proposed Rosewood Park enhancement plan and the preceding traffic and parking study, the following conclusions and recommendations are made:

- Ingress and egress to and from the lower park area will continue to occur from Sheridan Road. Ingress and egress to the upper park area will continue to occur on Roger Williams Avenue.
- With the proposed enhancements to Rosewood Park, the volume of traffic generated by the park during the Saturday midday peak hour during the summer is projected to approximately double over the volume of traffic currently generated by the park.
- Nevertheless, the additional traffic volume can be adequately accommodated on the adjacent street system with minimal impacts to the adjoining neighborhoods as park traffic will continue to utilize the arterial street system (i.e., Sheridan Road and Roger Williams Avenue) to access the park.
- All of the study intersections and park access driveways presently operate at very good levels of service (A or B) during the Saturday midday peak hour under the current stop sign controls and will continue to do so with the proposed park enhancements.
- There are no changes in traffic control or street capacity necessary at these intersections to accommodate the additional traffic generated by the enhanced park.
- To reduce traffic levels at the park, the PDHP should encourage carpooling for Park District programs held at the park.
- Vehicles in the lower park area will continue to circulate in a one-way counter-clockwise loop around the parking lot. Circulation through the parking lot serving the upper park area will also continue to operate in a one-way counter-clockwise direction.
- Emergency vehicles will have direct access to the beach shelter, beach boardwalk, and upper park area.
- A wayfinding system has been recommended to guide Rosewood Park traffic along streets that can best accommodate the traffic with the least adverse impact to the local residents.
- The recommended travel route to and from the park uses arterial streets only, including Green Bay Road, Roger Williams Avenue, and Sheridan Road.
- Small Rosewood Park signs with directional arrows should be installed along the recommended ingress and egress routes to guide traffic to and from the park.
- Daily staff levels at Rosewood Park are projected to increase from 4 people to 9 people during the season upon completion of the beach enhancements.
- Parking will remain in the same surface lot locations as exists today but the number of spaces will be reduced from 107 spaces to 98 spaces, for a net reduction of nine spaces.

- The parking analysis indicates that during peak season, the weekday and weekend parking demand will range from 75-90 vehicles, respectively, which can be adequately accommodated on-site by the future 98-space parking supply.
- To accommodate potential parking shortages at Rosewood Park at peak times during the peak season, the PDHP is exploring the establishment of a courtesy shuttle to transfer park users to and from a remote parking lot(s), as needed.
- The shuttle would be operated on weekends only from 9:00 AM to 7:00 PM, as needed, between Memorial Day weekend and Labor Day weekend.
- The Ravinia School lot is the preferred remote parking location and has a capacity for 26 cars.
- To insure use of the courtesy shuttle when it is needed, it should be operated on headways of 15 minutes or less.
- In the event that the Rosewood Park parking lots are full and/or when the courtesy shuttle is operating, portable signs should be used to intercept motorists destined to Rosewood Park and guide them to the remote parking lot.
- Beach shelter rentals will be scheduled at off-peak times to insure on-site parking is available.
- Beach staff presently park in the upper parking lot and 7 parking spaces will be dedicated for staff at the far west end of this lot upon completion of the beach enhancement program.
- Parking regulations are currently posted on Roger Williams Avenue to discourage parking near Rosewood Park from May through September. Nearby residential streets such as Cary Avenue have permanent No Parking regulations posted. The PDHP should work closely with the Highland Park Police Department and local resident groups to insure that these regulations are enforced well. If necessary, these parking regulations can be extended further into the neighborhood to reduce the potential for park users to park on these streets.
- Pedestrian paths should be shown on the site plan renderings to depict the connectivity of the enhanced park with the adjoining neighborhood.
- Rosewood Park is presently connected to the City of Highland Park's bicycle route system and will continue to be connected with the proposed enhancements to the park.
- To encourage travel by alternate modes, the PDHP should work with the City to improve the overgrown sidewalk along the north side of Roger Williams Avenue between Sheridan Road and the upper parking lot.
- The PDHP should also consider relocating the Rosewood Park bicycle racks so they are accessed from a paved pathway near the beach access in the lower lot and bluff staircase in the upper lot. Furthermore, consideration should be given to upgrading the bicycle racks with Inverted "U", "A", Post and Loop, or Wave-style racks. These racks provide good support to the bicycle and users are able to lock both the wheels and frame of the bicycle to the rack.

APPENDIX

Peak Hour Traffic Counts

Highland Park, IL Weather: Partly Sunny and Hot
 Sheridan Rd and Roger Williams Ave
 Saturday July 21, 2012

07/24/12
 11:14:41

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 sheridan/rogerwilliams

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	13	92	3	4	9	6	4	93	17	11	9	13	274
1215	12	96	4	5	10	5	4	99	15	14	10	11	285
1230	11	87	3	7	7	7	4	108	13	13	11	15	286
1245	13	89	2	7	9	6	3	112	19	16	12	16	304
1300	12	84	4	7	7	7	3	120	17	13	14	17	305
1315	10	94	5	7	6	7	4	125	20	14	15	17	324
1330	8	78	6	4	4	5	5	122	21	12	10	18	293
1345	8	75	5	5	6	4	6	111	15	12	8	19	274
1400	10	73	3	5	12	1	4	100	14	12	9	19	262
1415	14	71	2	4	10	1	4	88	8	10	6	17	235
1430	15	84	3	3	14	0	4	86	4	11	11	15	250
1445	15	85	5	2	13	1	3	97	7	9	10	15	262
1500	14	89	6	4	8	1	4	101	11	10	9	12	269
1515	10	63	5	3	8	1	3	79	10	8	9	11	210*
1530	7	42	3	3	4	1	2	56	10	6	4	6	144*
1545	3	22	1	2	1	0	1	26	6	3	2	2	69*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 sheridan/rogerwilliams

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	108	19	114	33	110	16	109	39	274
1215	112	20	118	35	115	18	115	37	285
1230	101	21	125	39	130	18	107	31	286
1245	104	22	134	44	135	17	111	41	304
1300	100	21	140	44	144	21	104	36	305
1315	109	20	149	46	149	24	115	36	324
1330	92	13	148	40	144	21	95	33	293
1345	88	15	132	39	135	19	91	29	274
1400	86	18	118	40	124	16	86	36	262
1415	87	15	100	33	109	12	82	32	235
1430	102	17	94	37	104	18	95	33	250
1445	105	16	107	34	114	18	95	35	262
1500	109	13	116	31	117	19	100	33	269
1515	78	12	92	28	93	17	72	28	210*
1530	52	8	68	16	65	9	49	21	144*
1545	26	3	33	7	30	4	25	10	69*

Highland Park, IL Weather: Partly Sunny and Hot
 Sheridan Rd and Rosewood Beach Park Driveway
 Saturday July 21, 2012

07/24/12
 11:17:22

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 sheridan/rosewoodbeach

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1200	0	97	9	6	0	9	15	91	0	0	0	0	227
1215	0	90	7	11	0	10	19	87	0	0	0	0	224
1230	0	87	13	15	0	12	24	100	0	0	0	0	251
1245	0	88	15	20	0	16	28	110	0	0	0	0	277
1300	0	76	20	20	0	21	25	114	0	0	0	0	276
1315	0	81	23	17	0	21	21	122	0	0	0	0	285
1330	0	71	19	19	0	17	19	124	0	0	0	0	269
1345	0	62	18	16	0	18	17	111	0	0	0	0	242
1400	0	69	15	15	0	17	17	103	0	0	0	0	236
1415	0	71	20	19	0	18	16	97	0	0	0	0	241
1430	0	83	18	14	0	18	12	89	0	0	0	0	234
1445	0	90	18	11	0	15	10	99	0	0	0	0	243
1500	0	96	15	17	0	11	11	101	0	0	0	0	251
1515	0	72	6	10	0	7	8	78	0	0	0	0	181*
1530	0	48	4	8	0	5	6	55	0	0	0	0	126*
1545	0	25	2	8	0	2	4	27	0	0	0	0	68*

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 sheridan/rosewoodbeach

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1200	106	15	106	0	97	24	106	0	227
1215	97	21	106	0	98	26	100	0	224
1230	100	27	124	0	115	37	99	0	251
1245	103	36	138	0	130	43	104	0	277
1300	96	41	139	0	134	45	97	0	276
1315	104	38	143	0	139	44	102	0	285
1330	90	36	143	0	143	38	88	0	269
1345	80	34	128	0	127	35	80	0	242
1400	84	32	120	0	118	32	86	0	236
1415	91	37	113	0	116	36	89	0	241
1430	101	32	101	0	103	30	101	0	234
1445	108	26	109	0	110	28	105	0	243
1500	111	28	112	0	118	26	107	0	251
1515	78	17	86	0	88	14	79	0	181*
1530	52	13	61	0	63	10	53	0	126*
1545	27	10	31	0	35	6	27	0	68*

Parking Occupancy Surveys

Highland Park – Rosewood Park Parking Occupancy Counts

Date Conducted: Saturday – July 21, 2012

Weather Conditions: Partly Sunny, Clear, At Times Overcast, Warm (mid-80's), No Precipitation

Time	Upper Parking Lot	Lower Parking Lot	Total	Percent Utilization
Inventory	44	63*	107	
10:00 A.M.	2	9	11	10.3 %
11:00 A.M.	1	16	17	15.9 %
12:00 P.M. Noon	6	19	25	23.4 %
1:00 P.M.	5	26	31	29.0 %
2:00 P.M.	4	32	36	33.6 %
3:00 P.M.	1	32	33	30.8 %
4:00 P.M.	3	25	28	26.2 %
5:00 P.M.	5	15	20	18.7 %
6:00 P.M.	4	15	19	17.8 %
7:00 P.M.	4	12	16	15.0 %
8:00 P.M.	3	8	11	10.3 %

* Four of the parking spaces are blocked by a restroom trailer and were unavailable for use.
 Shaded area represents time period of peak parking utilization

Capacity Analysis
Existing Traffic Conditions

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	WRW		Intersection	Roger Williams/Sheridan			
Agency/Co.	KLOA		Jurisdiction				
Date Performed	7/30/2012		Analysis Year	EXISTING			
Analysis Time Period	Saturday Midday						
Project Description 12-109; Highland Park, IL							
East/West Street: Roger Williams Ave			North/South Street: Sheridan Rd				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	20	125	4	5	94	10	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	21	131	4	5	98	10	
Percent Heavy Vehicles	2	—	—	2	—	—	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal	0			0			
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	17	15	14	7	6	7	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	17	15	14	7	6	7	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR	LTR			LTR	
v (veh/h)	21	5	20			46	
C (m) (veh/h)	1483	1449	693			697	
v/c	0.01	0.00	0.03			0.07	
95% queue length	0.04	0.01	0.09			0.21	
Control Delay (s/veh)	7.5	7.5	10.3			10.5	
LOS	A	A	B			B	
Approach Delay (s/veh)	--	--	10.3			10.5	
Approach LOS	--	--	B			B	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	WRW			Intersection	Access/Sheridan			
Agency/Co.	KLOA			Jurisdiction				
Date Performed	7/30/2012			Analysis Year	Existing			
Analysis Time Period	Saturday Midday							
Project Description 12-109; Highland Park, IL								
East/West Street: Access				North/South Street: Sheridan Rd				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		122	21	23	81			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	128	22	24	85	0		
Percent Heavy Vehicles	0	-	-	2	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				21		17		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	17		
Percent Heavy Vehicles	0	0	0	2	0	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration				LR				
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	LR					
v (veh/h)		24	39					
C (m) (veh/h)		1431	781					
v/c		0.02	0.05					
95% queue length		0.05	0.16					
Control Delay (s/veh)		7.6	9.9					
LOS		A	A					
Approach Delay (s/veh)	--	--	9.9					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	WRW	Intersection	Roger Williams/Exit Drive
Agency/Co.	KLOA	Jurisdiction	
Date Performed	7/30/2012	Analysis Year	Existing
Analysis Time Period	Saturday Midday		
Project Description 12-109; Highland Park, IL			
East/West Street: Roger Williams Ave		North/South Street: Exit Drive	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			15			0	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		0	15	0	0	0	0
Percent Heavy Vehicles		0	--	--	0	--	--
Median Type	Undivided						
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration			T			T	
Upstream Signal			0			0	

Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)					0		14
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		0	0	0	0	0	14
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	0	0	0	0	0
Configuration						LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration							LR	
v (veh/h)							14	
C (m) (veh/h)							1085	
v/c							0.01	
95% queue length							0.04	
Control Delay (s/veh)							8.4	
LOS							A	
Approach Delay (s/veh)	--	--					8.4	
Approach LOS	--	--					A	

Capacity Analysis
Total Projected Traffic Conditions

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	WRW	Intersection	Roger Williams/Sheridan
Agency/Co.	KLOA	Jurisdiction	
Date Performed	7/30/2012	Analysis Year	Future
Analysis Time Period	Saturday Midday		

Project Description 12-109; Highland Park, IL	
East/West Street: Roger Williams Ave	North/South Street: Sheridan Rd
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	20	140	7	7	105	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	21	147	7	7	110	22
Percent Heavy Vehicles	2	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	25	25	14	11	10	12
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	26	26	14	11	10	12
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
v (veh/h)	21	7	33			66		
C (m) (veh/h)	1453	1426	656			633		
v/c	0.01	0.00	0.05			0.10		
95% queue length	0.04	0.01	0.16			0.35		
Control Delay (s/veh)	7.5	7.5	10.8			11.3		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	10.8			11.3		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	WRW	Intersection	Access/Sheridan
Agency/Co.	KLOA	Jurisdiction	
Date Performed	7/30/2012	Analysis Year	Future
Analysis Time Period	Saturday Midday		

Project Description 12-109; Highland Park, IL	
East/West Street: Access	North/South Street: Sheridan Rd
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		127	44	45	83	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	133	46	47	87	0
Percent Heavy Vehicles	0	-	-	2	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				43		32
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	45	0	33
Percent Heavy Vehicles	0	0	0	2	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		47		78				
C (m) (veh/h)		1397		723				
v/c		0.03		0.11				
95% queue length		0.10		0.36				
Control Delay (s/veh)		7.7		10.6				
LOS		A		B				
Approach Delay (s/veh)	--	--		10.6				
Approach LOS	--	--		B				

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	WRW	Intersection	Roger Williams/Exit Drive
Agency/Co.	KLOA	Jurisdiction	
Date Performed	7/30/2012	Analysis Year	Future
Analysis Time Period	Saturday Midday		

Project Description 12-109; Highland Park, IL	
East/West Street: Roger Williams Ave	North/South Street: Exit Drive
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			30			0	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	31	0	0	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		T			T		
Upstream Signal		0			0		

Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)					0		27
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0	28
Percent Heavy Vehicles	0	0	0	2	0	0	2
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
Lanes	0	0	0	0	0	0	0
Configuration					LR		

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound					
			Movement	1	4	7	8	9	10	11	12
Movement											
Lane Configuration									LR		
v (veh/h)									28		
C (m) (veh/h)									1085		
v/c									0.03		
95% queue length									0.08		
Control Delay (s/veh)									8.4		
LOS									A		
Approach Delay (s/veh)	--	--							8.4		
Approach LOS	--	--							A		

Park District of Highland Park

Comprehensive Rosewood Beach Parking Plan

While preparing an operational plan for Rosewood Beach significant time was spent developing a comprehensive plan to ensure beach visitors would have appropriate access. With limited parking on the site, the Park District hopes to encourage less automobile usage and alternate modes of transportation and carpooling. Local community members within walking distance are encouraged to do so.

To aid these efforts, the Park District will institute a courtesy shuttle service during the summer months bringing individuals from downtown Highland Park and several off-site parking lots to the beach. This service will be offered free of charge as will off-site parking. In addition, the Park District will provide a people mover between the upper Rosewood Park parking lot and the beach.

Rosewood Beach Parking Overview

There are to be approximately 54 spaces available for parking in the lower Rosewood Beach parking lot. There are an additional 44 parking spaces available at upper Rosewood Park. Throughout this document, parking spaces in both the lower and upper parking lot will be referred to as on-site parking.

Parking In-Season

The onsite lots at Rosewood Beach will be open and free to cars displaying a City of Highland Park decal or Park District of Highland Park resident decal (for those individuals with company vehicles). Individuals may purchase Park District of Highland Park resident decals at West Ridge Center for \$5 per permit with proof of Highland Park residency.

Non-residents wishing to park at Rosewood Beach will be required to pay a daily fee of \$7 per car. Non-residents may also purchase a season pass decal for \$100. Lakefront parking passes can be purchased at either the West Ridge Center or Hidden Creek AquaPark during regular hours of operation.

Failure to display a City of Highland Park decal, Park District of Highland Park resident decal or daily fee ticket will result in a fine. All fees are valid for 24 hours from the time of purchase. Overnight parking is prohibited.

Enforcement

The Park District of Highland Park will work with the Highland Park Police Department to enforce parking regulations at all on-site parking lots year-round. The Park District anticipates raising the fine currently charged to individuals who park illegally at the beaches to further limit violations. In addition to uniformed officers, the City of Highland Park relies on Community Service Officers during the summer months to assist in parking enforcement and increased outdoor activity within Highland Park.

Staff Parking

With renovations and expanded uses planned for Rosewood Beach, staffing demands will also increase. In order to maximize parking available for the public, staff parking will be kept at a minimum. Seven parking spaces on the far west side of the upper parking lot will be designated a staff parking area. Staff parking available on site will accommodate those working infrequent hours or at times when minimal

staff is on duty. Off-season staff parking will be evaluated on a regular basis to ensure that the public is not displaced.

Courtesy Shuttle Information

The Park District is committed to providing free off-site parking locations with a courtesy shuttle to Rosewood Beach on weekends during the beach season. Planned off-site parking locations include Ravinia School. This location provides easy access to main roads and Rosewood Beach.

The proposed stops are subject to agreement with local governmental agencies that own and operate the lots. The Park District reserves the right to change locations as necessary.

Shuttle service will be available as needed. A determination on shuttle service will be made on Thursday of each week. The factors in determining shuttle service will include temperature, lake conditions, and rentals. Once a decision regarding shuttle service for the weekend has been made, a notice will be put up on the Park District website and our Rosewood Beach Condition Hotline will be updated.

Summer Schedule

A single shuttle will operate on weekends between Memorial Day and Labor Day. The shuttle will run on the route listed on the following page. During the regular season, patrons will be required to wait no longer than 30 minutes for pick up from a shuttle.

Hours of Operation

Memorial Day Weekend – Labor Day Weekend

Monday – Friday

Saturday – Sunday and Holiday

No Shuttle Service Provided

9:00 a.m. – 7:00 p.m.

Park District of Highland Park
Rosewood Improvements Project

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Rosewood Beach Lakefront Interpretive Pavilion

- Excerpts from Park District of Highland Park White Paper -

Purpose

The purpose of the interpretive room in the Rosewood Park Lakefront Pavilion is to educate the public about the Lake, its ecosystem and watershed. Cultivating a public informed about matters related to the Lake and its environs, as well threats to the ecosystem, is a valuable step in preserving the resource.

On July 19, 2010 President Barak Obama signed Executive Order 13547, *Stewardship of the Ocean, Our Coasts and the Great Lakes*

<http://www.whitehouse.gov/files/documents/2010stewardship-eo.pdf>:

“To achieve an America whose stewardship ensures that the ocean, our coasts, and the Great Lakes are healthy and resilient, safe and productive, and understood and treasured so as to promote the well-being, prosperity, and security of present and future generations.”

As one of only 14 Great Lakes communities in Illinois, the Park District of Highland Park recognizes its extraordinary role as a steward of such a significant resource and is poised to make a major contribution to advancing the goals of understanding and preserving Lake Michigan. The District is already established as a leader in environmental matters related to Lake Michigan. Staff played a key role in the development of the *Strategic Sub-Watershed Identification Process (SSIP) Report* for the Lake Michigan Ecosystem Partnership, are engaged in cutting-edge restoration of fish habitat in Ravine 7L (Millard Park/Ravine Drive) funded by the US EPA, and are currently working with the US Army Corps of Engineers as they develop a comprehensive restoration plan for Rosewood Park including its bluff, ravines and upland areas.

Programming

The interpretive room will achieve a goal established in the Lakefront Plan and contribute to policies established in Executive Order 13547. **The room will be used for activities in support of these initiatives:**

Public programming at the lakefront (Science-based educational programs)

Target Audience: All (i.e. adults, families, children)

Group programming (Hands-on learning and community service)

Target Audience: Scouts, Indian Guides, NSSRA, etc (Youth and Adults)

Early childhood classes (such as the popular Beachcombers program)

Target Audience: 4 to 6 year olds

School group programming (Based on K-12 Illinois Learning Standards)

Target Audience; Elementary and Secondary Classes

Lake Michigan stewardship summer camp programs (e.g. Sandtrackers, Coast Guardians)

Target Audience: Third and Fourth Grades

Passive education (e.g. interpretive graphic panels)
Target Audience: All

Lake Michigan Topics include, but are not limited to:

Watershed Issues

- Lake ecology
- Great Lakes hydrology
- Importance of Great Lakes fisheries and man's impact on them
- Use of Lake Michigan parks by migratory and other birds
- Invasive species threatening the Great Lakes
- Stream ecology
- How stormwater impacts ravines and the Lake
- Restoration of ravine and bluff vegetation

Coastal Processes

- Ravine and bluff geology
- Shoreline erosion and stabilization
- Ecological restoration

General Interest

- Star Gazing Programs
- Nature inspired art
- Nature writing

Current and Potential Partners

The Park District has strong relationships, or the opportunity to develop them, with a number of organizations and agencies invested in the stewardship Lake Michigan and the Lake Michigan watershed including:

Alliance for the Great Lakes
Illinois Department of Natural Resources
North Shore School Districts 112 and 113
City of Highland Park
Illinois Natural History Survey
Lake County Stormwater Management Commission
Illinois/Indiana Sea Grant
Lake/Cook Chapter of Illinois Audubon
Shedd Aquarium
Trout Unlimited
US Army Corps of Engineers
US Fish and Wildlife Service

These organizations can partner with, or support, the District in providing interpretation and activities related to the Lake.

Examples of Current Programming

- Heller Nature Center currently offers a science-based, hands-on program, *EcoSystems*, to fourth grade students. The program covers pond, prairie and forest ecosystems. The interpretive room will allow expansion of this program to include a focus on Lake Michigan and its coastline during the school year. School programs have need for indoor space for lab activities, classroom discussion including audio visual presentations, restroom facilities and in case of inclement weather.
- Heller also offers the popular Coast Guardians and Sandtrackers **stewardship summer camps** and will be able to expand these programs to meet public demand using the interpretive room. Children need shelter during hot summer days just as much as they need to “get their feet wet” through hands on experience with stream ecology and beach topography.
- In July 2011, owing to Park District efforts, the Braeside (elementary) School fourth grade team was selected by Trout Unlimited, the national conservation organization, to receive funding for *Trout in the Classroom* (www.troutintheclassroom.org) a program in which students raise Rainbow Trout from eggs supplied by the Illinois Department of Natural Resources through the school year until they are ready for release.

With this initiative as a pilot, we are working on aligning programming and developing new curricula in conjunction with Districts 112 and 113 staff to accommodate **school groups** at the lakefront. The *Great Lakes in My World* curriculum (<http://www.greatlakes.org/Page.aspx?pid=341>) developed by the Alliance for the Great Lakes is another potential program that offers 80 indoor and outdoor activities for kindergarten through eighth-grade students. Again, children need shelter from sun, wind and rain, a secure place to keep personal belongings and possibly a place to eat lunch during these half-day or all-day programs.

- **Teacher workshops**, are an important aspect of outreach to our school community regarding educational programming through the Park District. Heller Nature Center has hosted the Illinois Department of Natural Resources *ENTICE* program with a focus on Lake Michigan. These gatherings are most effective in a comfortable indoor space with ready access to the lake, beach, ravine and stream communities for hands-on activities.

Early Program Schedule Considerations and Guidelines

- Excerpts from Park District of Highland Park Pro Forma -

22 Rosewood Beach

ROSEWOOD BEACH SHELTER PROGRAMS (SUMMER)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7:00AM	Fitness Classes - Yoga, Pilates						
8:00AM	Sand Trackers Camp Program						
9:00AM							
10:00AM							
11:00AM							
12:00PM							
1:00PM							
2:00PM							
3:00PM							
4:00PM							
5:00PM							
6:00PM							
7:00PM	Rentals Available						
8:00PM							
9:00PM							
10:00PM							

*There will be no scheduled programs on weekends in the summer season

ROSEWOOD BEACH SHELTER PROGRAMS (FALL)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
7:00AM	Fitness Classes - Yoga, Pilates							
8:00AM		Big	Big/Little					
9:00AM	Heller School	Beach Combers	Beach Combers	Little Beach Combers		Natural Areas Programs		
10:00AM	Programs							
11:00AM								
12:00PM								
1:00PM								
2:00PM								
3:00PM	Heller After							
4:00PM	School	Natural Areas After-School Programming						
5:00PM	Programs							
6:00PM								
7:00PM								
8:00PM								
9:00PM								
10:00PM								

ROSEWOOD BEACH SHELTER PROGRAMS (WINTER)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
7:00AM	Fitness Classes - Yoga, Pilates							
8:00AM		Big Beach Combers						
9:00AM				Little Beach Combers		Natural Areas Programs		
10:00AM								
11:00AM								
12:00PM			Big/Little Beach Combers					
1:00PM								
2:00PM								
3:00PM	Heller After-School Programs	Natural Areas After-School Programming						
4:00PM								
5:00PM								
6:00PM								
7:00PM					Rentals Available			
8:00PM								
9:00PM								
10:00PM								

ROSEWOOD BEACH SHELTER PROGRAMS (SPRING)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
7:00AM	Fitness Classes - Yoga, Pilates							
8:00AM		Big Beach Combers	Big/Little Beach Combers	Little Beach Combers				
9:00AM	Heller After-School Programs					Natural Areas Programs		
10:00AM								
11:00AM								
12:00PM								
1:00PM								
2:00PM								
3:00PM	Heller After-School Programs	Natural Areas After-School Programming						
4:00PM								
5:00PM								
6:00PM								
7:00PM					Rentals Available			
8:00PM								
9:00PM								
10:00PM								

**A RESOLUTION SETTING THE SCHEDULE OF REGULAR MEETINGS OF THE
NATURAL RESOURCES COMMISSION OF THE CITY OF HIGHLAND PARK**

WHEREAS, Act 120 of Chapter 5, Illinois Compiled Statutes, requires the Natural Resources Commission to give public notice of its schedule of regular meetings at the beginning of each calendar or fiscal year;

NOW, THEREFORE, BE IT RESOLVED BY THE NATURAL RESOURCES COMMISSION OF THE CITY OF HIGHLAND PARK, LAKE COUNTY, ILLINOIS:

SECTION ONE: That the Natural Resources Commission of the City of Highland Park, Lake County, Illinois, adopts hereby the public notice of its regular meetings in the following form:

PUBLIC NOTICE

The Natural Resources Commission of the City of Highland Park will convene at 6:30 p.m. at Highland Park City Hall, 1707 St. Johns Avenue, Highland Park, Illinois, to conduct its regular meetings during calendar 2013 upon the following dates:

January 9
February 13
March 13
April 10
May 8
June 12
July 10
August 14
September 11
October 9
November 13
December 11

SECTION TWO: That the Secretary of the Natural Resources Commission of the City of Highland Park be and is directed hereby to post a copy of the Public Notice contained in this Resolution in the City Hall Administrative Offices and to supply copies of this Notice as and in the manner provided by law.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

PASSED: November 14, 2012

APPROVED: November 14, 2012

William Bogot, Chairman of the Natural Resources Commission

ATTEST:

Secretary Barbara Cates